

## AGENDA

**Regional Transportation Council  
Thursday, January 10, 2019  
North Central Texas Council of Governments**

**1:00 pm Full RTC Business Agenda  
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

**1:00 – 1:05 1. Approval of December 13, 2018, Minutes**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Gary Fickes, RTC Chair  
Item Summary: Approval of the December 13, 2018, minutes contained in [Reference Item 1](#) will be requested.  
Background: N/A

**1:05 – 1:05 2. Consent Agenda**  
 Action       Possible Action       Information      Minutes: 0

**2.1. Project to Ensure Compliance with Required Energy Reporting**  
Presenter: Lori Clark, NCTCOG  
Item Summary: The North Central Texas Council of Governments (NCTCOG) is launching a new Regional Energy Manager project that seeks to increase local government knowledge related to energy management and increase the number of local governments complying with required energy-related reporting. Staff requests approval of up to \$12,500 in Regional Transportation Council Local funds as a backstop for required local match.  
Background: In 2011, the 82<sup>nd</sup> Legislature passed Senate Bill 898, which requires all local governments in ozone nonattainment areas to: 1) set goals to reduce electricity consumption by at least 5 percent annually, and 2) submit an annual report on progress and efforts to meet this goal. These requirements are intended to reduce overall energy consumption, which in turn helps reduce ozone-forming emissions from electricity generation. However, many local governments in the ozone nonattainment area are unaware of these requirements and/or are not compliant with annual reporting requirements. The State Energy Conservation Office has provided NCTCOG \$125,000 in Department of Energy funds for a Regional Energy Manager project. Through this project, staff will provide education and training to local governments on energy management topics to develop case studies and other resources, and to assist local governments with compiling and

submitting the data needed to comply with State reporting requirements. [Electronic Item 2.1](#) provides an overview of the project.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

## 2.2. **Transportation Improvement Program Modifications**

Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents with TIP-related changes will be requested.

Background: February 2019 revisions to the 2019-2022 TIP are provided as [Electronic Item 2.2](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

1:05 – 1:20

## 3. **Orientation to Agenda/Director of Transportation Report**

Action                       Possible Action             Information                      Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Regional Transportation Council Member Representation at Events
  - TEXRail Inaugural Service: RTC Chair Gary Fickes, Jungus Jordan, Scott Mahaffey, T. Oscar Trevino Jr., B. Glen Whitley, and Ann Zadeh
2. Monitoring the Government Shutdown: Need for Flexibility
3. Recent Trip to Brownsville
4. Status Report on US 75 Technology Lanes
5. Notice of Funding Opportunity for Automated Driving System Demonstration Grants
6. Air Quality Funding Opportunities for Vehicles  
([www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle))
7. Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
8. Dallas-Fort Worth Clean Cities Annual Survey Underway  
([www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport))
9. Correspondence from City of Fort Worth to Federal Aviation Administration ([Electronic Item 3.1](#))
10. Irving Home Energy Fair, February 9, 2019, 1:00-3:00 pm in the Former Irving Central Library Lobby
11. December Online Input Opportunity Minutes ([Electronic Item 3.2](#))
12. January Online Input Notice ([Electronic Item 3.3](#))
13. Public Comments Report ([Electronic Item 3.4](#))

- 14. Recent Correspondence ([Electronic Item 3.5](#))
- 15. Recent News Articles ([Electronic Item 3.6](#))
- 16. Recent Press Releases ([Electronic Item 3.7](#))
- 17. Transportation Partners Progress Reports

1:20 – 1:30

4. **Emergency Funds for Span**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval for emergency funding for the transit provider Span, Inc. (Span) to continue providing critical transit services for residents in Denton County.

Background: During 2018, the North Central Texas Council of Governments coordinated with Span to improve management of federally funded urban service, including implementing processes to ensure greater accuracy in reconciliation of urban and rural transit service expenses. Urban transit service in Span's provider area has increased. However, annually allocated federal funds are reflective of service levels from the former two years. Due to this gap, Span has introduced new funding and service adjustments but is facing reductions in urban service until additional federal funds become available from the Federal Transit Administration (FTA) and additional local funds are secured.

Staff will request authorization to utilize existing Regional Toll Revenue (RTR) funds previously authorized by the RTC for transit projects in an amount not to exceed \$160,000 to ensure the continuation of urban transit services for seniors and people with disabilities by Span. All expenses paid with RTR funds will follow FTA requirements. Additional details can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition
- Transit Asset               System Performance/Freight/CMAQ

1:30 – 1:40

5. **Alliance Link Funding to Trinity Metro**

Action       Possible Action       Information      Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval for funding to Trinity Metro to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas.

Background: In 2018, Toyota Motor North Texas funded the Alliance Link, a pilot project implemented to increase public transit ridership and transportation access in the Fort Worth Alliance area. The pilot, scheduled to conclude January 31, 2019, demonstrated the importance of connecting employees with existing nearby bus routes and final destinations. As the Alliance area continues to grow at an accelerated rate, transportation will be a critical component for lasting success. Trinity Metro reached out to the North Central Texas Council of Governments

(NCTCOG) seeking support for the continuation of this critical first/last mile connection. Trinity Metro is coordinating the service with the Denton County Transportation Authority and plans to integrate the Alliance Link into the High-Intensity Bus project, or guaranteed transit, taking shape along the IH 35W corridor that was previously funded by the Regional Transportation Council. [Electronic Item 5.1](#) contains a copy of Trinity Metro's request along with NCTCOG's response, and [Electronic Item 5.2](#) provides additional details on this project.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

1:40 – 1:50

6. **Legislative Update**

Action               Possible Action       Information              Minutes:      10

Presenter:      Amanda Wilson, NCTCOG

Item Summary:      Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background:      Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1<sup>st</sup> session of the 116<sup>th</sup> US Congress convened on January 3, 2019. The 86<sup>th</sup> Texas Legislature convened on January 8, 2019. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

1:50 – 2:00

7. **Performance Measures Target Setting: Roadway Safety and Transit Asset Management**

Action               Possible Action       Information              Minutes:      10

Presenters:      Sonya Landrum and Shannon Stevenson, NCTCOG

Item Summary:      Staff will update the Regional Transportation Council (RTC) on proposed 2019 Roadway Safety and Transit Asset Management regional targets for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Regional Transit Asset Management targets are focused on ensuring that public transportation vehicles, rail lines, and other capital assets for all transit providers in the urbanized area are in a state of good repair.

Background:      In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the RTC

adopted 2018 targets for the Transit Asset Management and Safety performance measures. In November 2018, the RTC adopted the targets for Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures.

As the Metropolitan Planning Organization for the North Central Texas region, the RTC is required to set targets annually for Roadway Safety and annually evaluate and adjust, if necessary, regional Transit Asset Management targets. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. Additional performance measures representative of the region's long-range transportation planning goals as outlined in the recently adopted Mobility 2045 plan will be proposed for RTC consideration at a later date.

The proposed 2019 targets for Roadway Safety and Transit Asset Management will be discussed, and final targets will be proposed for RTC action at its February 14, 2019, meeting.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:00 – 2:10

8. **Tolled Managed Lanes Success: Recent Trip to Chicago**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a summary of the presentation provided to transportation entities in the Chicago Metropolitan Area and Illinois Department of Transportation.

Background: [Electronic Item 8](#) contains slides presented during a recent trip to Chicago. Michael Morris was requested to present as a result of a peer exchange conducted by the Illinois Department of Transportation and Federal Highway Administration. Elements of the Dallas-Fort Worth success story regarding tolled managed lanes will be summarized.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:10 – 2:20

9. **Candidate Top Five Regional Transportation Council Policy Initiatives for 2019**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an initial list of 2019 non-legislative policy priorities for the Regional Transportation Council to consider in 2019.

- Background: Concentrated initiatives for 2019 include, but are not limited to:
1. **High-Speed Rail Engineering and Planning** work links the Dallas-Fort Worth region to the rest of the state with a system of improvements that connects Houston-Dallas-Arlington-Fort Worth-Waco-Temple/Killeen-Austin-San Antonio-Laredo.
  2. Advances in **Public Transit Engineering and Planning** outcomes are occurring on:
    - a. Collin County transit
    - b. Southern Dallas County transit
    - c. Tarrant County transit
    - d. Social service transit pass program
    - e. First mile/last mile nodes
    - f. Passenger rail/freeway interface
  3. Next steps will begin on **Tolled Facilities** with completion of Mobility 2045. Work will continue on the role of toll roads and tolled managed lanes in the delivery of reliable mobility options for residents.
  4. The future of **Technology Advances** in people mover systems, technology-based transit, technology-based carpooling, and autonomous vehicles will expand.
  5. Groundwork for the **next Amazon** will occur through the review of the appropriate institutional partnerships necessary to increase the region's abilities to attract the appropriate mix of employers and employees within the region.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

10. **Progress Reports**

- Action                       Possible Action             Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 10.1](#))
- STTC Attendance and Minutes ([Electronic Item 10.2](#))
- Local Motion ([Electronic Item 10.3](#))

11. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.

12. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.

13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, February 14, 2019, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL  
December 13, 2018**

The Regional Transportation Council (RTC) met on Thursday, December 13, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Richard E. Aubin, Sue S. Bauman, Mohamed Bur, Loyl C. Bussell, Rickey D. Callahan, George Conley, David L. Cook, Theresa Daniel, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Curtistene McCowan (representing Robert Franke), George Fuller, Rick Grady, Sandy Greyson, Jim Griffin, Mojoy Haddad, Roger Harmon, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Scott Mahaffey, B. Adam McGough, Ivan Hughes (representing Steve Mitchell), Cary Moon, Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Dennis Webb, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Patrick Anderson, Melissa Baker, Tom Bamonte, Carli Baylor, Alberta Blair, Jeremy Boswell, David Cain, Marrk Callier, Mario Canizares, Angie Carson, Jim Cline, Mike Coleman, Scott Cooner, Michael Copeland, Brian Crooks, Mike Curtis, Brian Dell, Cody Derrick, David Dryden, Mike Eastland, Chad Edwards, Kevin Feldt, Ann Foss, David Garcia, Bob Golden, Lane Grayson, Clifton Hall, Victor Henderson, Robert Hinkle, Amy Hodges, Matthew Holzapfel, Tim James, Amy Johnson, Tom Johnson, Travis Kelly, Dan Kessler, April Leger, Ray Leszczynski, Ramiro Lopez, Matt Lucas, Paul Luedtke, Stanford Lynch, Keith Melton, Duane Milligan, Craig Miser, Cesar Molina, Rebecca Montgomery, Michael Morris, Sterling Naron, Archie Nettles, Evan Newton, Mickey Nowell, Paul Paine, Johan Petterson, Theresa Poer, Greg Porter, James Powell, Tim Powers, Fred Pratt, Vercie Pruitt-Jenkins, Molly Rendon, Tito Rodriguez, Greg Royster, Kyle Royster, Shawna Russell, Moosa Saghian, Steve Salin, Devin Sanders, Danny Scarth, Kelly Selman, Randy Skinner, Paul Stevens, Dean Stuller, Vic Suhm, Gary Thomas, Jonathan Toffer, Joe Trammel, Dan Vedral, Karla Weaver, Brian Wilson, and Ed Wueste.

1. **Approval of November 8, 2018, Minutes:** The minutes of the November 8, 2018, meeting were approved as submitted in Reference Item 1. Jim Griffin (M); Theresa Daniel (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** A motion was made to approve funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects, as detailed in Electronic Item 2.1.2. An overview of the call for projects was provided in Electronic Item 2.1.1.
  - 2.2. **Transportation Improvement Program Modifications:** Approval of December 2018 out-of-cycle revisions to the 2019-2022 Transportation Improvement Program (TIP) and the ability to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes was requested. A copy of the proposed revisions was provided as Electronic Item 2.2.

A motion was made to approve the items on the Consent Agenda. Kathryn Wilemon (M); Duncan Webb (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris noted the upcoming season of giving and reminded members of the many accomplishments for which the region should be thankful.

Scott Mahaffey, Chairman, Trinity Metro noted that TEXRail service from Fort Worth to the Dallas Fort Worth International Airport will begin January 5, 2019. He thanked the Regional Transportation Council (RTC), Dallas Area Rapid Transit, and other local government partners for their support of the project.

Mr. Morris also recognized Texas Department of Transportation (TxDOT) employees from the region who were recipients of the 2018 Short Course Awards: Theresa Poer, Director of Transportation Operations, TxDOT Fort Worth District, received the Dewitt C. Greer Award; Ceason Clemens, Deputy District Engineer, TxDOT Dallas District, received the Gibb Gilchrist Award; Duane Milligan, Director of Construction, TxDOT Dallas District, received the Luther DeBerry Award; and Tim Powers, recently retired from the TxDOT Dallas District, received the Raymond E. Stotzer, Jr. Award. He noted the latest correspondence on US 75 efforts was provided in Electronic Item 3.1. A Dallas Morning News letter to the editor on Preston Center was provided in Electronic Item 3.2, and a copy of the 2019 RTC meeting schedule was provided in Electronic Item 3.3. Information on the Census 2020 Participant Statistical Areas Program was provided at [www.nctcog.org/census2020pasap](http://www.nctcog.org/census2020pasap). A copy of the Transportation Development Credit annual report correspondence was provided in Electronic Item 3.4. In addition, he noted the TxDOT Request for Proposals for Fiscal Year 2020 Traffic Safety Grants. Details were provided at [www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html](http://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html). Information on the Metropolitan Transportation Plan Policy Bundle Program was provided at [www.nctcog.org/trans/plan/mtp/policy-bundle](http://www.nctcog.org/trans/plan/mtp/policy-bundle). Current air quality funding opportunities for vehicles were provided at [www.nctcog.org/trans/quality/air/funding-and-resourcesfundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resourcesfundingvehicle), Dallas-Fort Worth Clean Cities events were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings), and an update on positive train control implementation in the region was provided in Electronic Item 3.5. In addition, Mr. Morris noted that the Haslet Parkway project has received Better Utilizing Investments to Leverage Development (BUILD) grant funding. November public meeting minutes were provided in Electronic Item 3.6, and the December online comment opportunity notice was provided in Electronic Item 3.7. The Public Comments Report was provided in Electronic Item 3.8. Recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Transportation partner progress reports were distributed at the meeting.

4. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program:** Christie Gotti presented recommendations for projects to be funded through the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program that are part of the 2017-2018 Congestion Management and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. She noted that staff will bring the Assessment Policy Program and the Management and Operations, NCTCOG Implemented, and Regional/Air Quality Programs before the Council in early 2019. In the Strategic Partnerships Round 3, projects include those with multiple partners that are generally contributing more than the standard 20 percent local match. Intersection Improvement projects include those submitted by agencies that address safety. Finally, the MTP Policy Bundle TDC Program provides agencies with an opportunity to use TDCs as local match on federally eligible local projects that are of mutual interest to the



agencies and the Regional Transportation Council (RTC). Projects were divided into project categories and evaluated against similar type projects. Staff's funding recommendation was provided in Electronic Item 4.1. Ms. Gotti also highlighted the east/west funding distribution as a result of the projects recommended for funding. Details were provided in Electronic Item 4.2. Within the CMAQ program, the funding distribution is 69.3 percent in the east and 30.7 percent in the west (target-66 percent east/34 percent west). Within the STBG program, the funding distribution is 60.1 percent in the east and 39.9 percent in the west (target-68 percent east/32 percent west). Ms. Gotti noted that staff proposed to swap out funding for one project with Regional Toll Revenue (RTR) funds to help offset the funding distribution, as recommended in the footnote. A summary of the proposed funding recommendation was provided. She noted that changes since the item was presented in November were highlighted in blue text. Funding for bicycle/pedestrian projects decreased slightly at the request of the City of Richardson to swap funding between an equally scored frontage road project and a Cotton Belt project. She noted the other change was part of the Strategic Partnerships portion of the effort and resulted from a request by a city to use TDCs. This request changed the federal/non-federal shares for the project. Overall, staff's recommendation included approximately \$170 million in federal funds. Additional funds included RTR, local match, and TDCs for a total of approximately \$225 million in projects. A timeline for the effort was reviewed. A motion was made to approve the proposed list of projects to fund through 2017-2018 CMAQ/STBG: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program. Action also included approval to permit staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **Legislative Update:** Amanda Wilson provided an update on federal legislative actions related to transportation and air quality issues. She noted that Congress has passed a continuing resolution that provides federal appropriations through December 21, and that a new appropriations bill or another continuing resolution must be passed by that date in order to avoid a government shutdown. She also highlighted the AV Start measure that could move forward before Congress ends this year. The bill would create a federal framework that is technology for automated vehicle. Concerns related to the bill include issues such as safety, privacy and data security, and testing. Ms. Wilson also provided an overview of the draft 2019 Regional Transportation Council (RTC) Principles for the Federal Surface Transportation Authorization, included in Reference Item 5.1. No comments or changes were received from RTC members, but Ms. Wilson noted an edit to the final bullet related to texting and driving to focus on the safety and effectiveness of current regulations. She highlighted the five main categories of the legislative program: adequately fund the transportation system, define a national transportation vision, increase efficiency, expand options, and pursue innovation technology and safety. This position will prepare for the reauthorization of the Fixing America's Surface Transportation Act which will expire during the next Congress. Once approved, Ms. Wilson noted that graphic design staff would develop a professional document for use by RTC members. Regarding the Texas Legislature, she noted that prefilling for the 86<sup>th</sup> Texas Legislature began in November. More than 800 bills have been pre-filed to date. Notable bill topics include property tax relief, the rainy day fund and how it is related to Proposition 1, and toll roads. The session begins January 8, and staff will begin provided weekly updates beginning on January 11. Committees have been meeting on interim charges and have started to release their interim reports. Main topics of the House Committee on Transportation report include Texas Department of Transportation (TxDOT) project delivery, local support for Comprehensive

Development Agreements (CDAs) and design build projects, transportation financing mechanisms, a recommendation for the Department of Motor Vehicles to study the use of electric vehicle road use fees, oversight of toll authorities, technology monitoring of automated vehicles, focus on safe use of Unmanned Aircraft Systems, and energy impacts on State and county roads. The Senate Committee on Natural Resources and Economic Development met and reported on the Texas Emissions Reduction Program. No recommendations were included, but the \$1.7 billion balance was noted as well as positive testimony that the program does achieve needed emissions reduction and is cost effective. An overview of the draft RTC Legislative Program for the 86<sup>th</sup> Texas Legislature was provided and also included in Reference Item 5.2. She noted that edits have been made since the November meeting, primarily based on discussion at the Subcommittee meeting. The proposed program includes three categories: actively seek and support legislation to meet transportation and air quality needs, support progress made towards transportation and air quality in recent sessions, and provide support for other transportation topics to be addressed in legislation. Legislation to actively seek and support is focused on flexibility of the tools necessary to advance transportation projects. Proposed changes include the addition of the definition for CDAs as a public-private partnership versus the design-build contracting mechanism. Additionally, clarification was added to the list of potential revenue sources to emphasize they are options that may be of interest to the Legislature, not recommendations. Other changes included additional language related to the use and payment for property used for communications devices and air space over transportation facilities, as well as language regarding texting and driving to focus on safety and driver hand-held devices. The final proposed change to other items for support was an addition to support legislation to create countermeasures to residential displacement due to gentrification. A summary of the action requested was provided.

Jungus Jordan, Chair of the RTC Legislation and Finance Subcommittee, thanked staff and Vice Chair Lee M. Kleinman for their efforts. Sandy Greyson asked staff for an example of authority to make air space over transportation corridors available for land developments to generate revenue. Staff provided examples such as a deck park or other type of project built over a transportation corridor. Michael Morris noted that the Texas Department of Transportation owns the air space of its transportation corridors and the importance of continuing conversations on the related economic development opportunities. Ms. Greyson asked if local governments would have input on how air space over a TxDOT corridor affecting their entity could be used, and if this was being considered in high-speed rail corridors. Mr. Morris noted that local governments will be included in the partnership. In addition, he noted that he was not aware of the use of air space over a high-speed rail corridor. Duncan Webb discussed the new bullet to support legislation to create countermeasures to residential displacement. He asked for clarification of the concern and why the RTC would support this item. Ms. Wilson noted this bullet offers strategies that could be used to offset the impacts of residential displacement resulting from transportation projects. A motion was made to approve the 2019 Regional Transportation Council Principles for the Federal Surface Transportation Authorization in Reference Item 5.1 and the Regional Transportation Council Legislative Program for the 86<sup>th</sup> Texas Legislature in Reference Item 5.2. Action also included approval to transmit legislative programs to the United State Congress and Texas Legislature and authorize the Transportation Department Director to communicate with Congress and the Texas Legislature regarding these positions on behalf of the Regional Transportation Council. Jungus Jordan (M); Curtistene McCowan (S). The motion passed unanimously.

6. **Alternative Fuel Corridor Nomination:** Lori Clark provided an overview of current alternative fuel corridor designations. As a requirement of the Fixing America's Surface Transportation (FAST) Act, the United States Department of Transportation (US DOT) must identify segments of the highway networks that should be designated as pending or ready to be traveled by alternative fuel vehicles such as electric charging, hydrogen, propane, and natural gas. A notable benefit of corridor designation is prioritizing future fueling station investment. She noted that this is the third year that US DOT has solicited nominations, and highlighted the history of previous submittals by the North Central Texas Council of Governments (NCTCOG). Similar to last year, the Texas Department of Transportation (TxDOT) will take the lead and NCTCOG will provide recommendations to be included as part of TxDOT's submittal. Ms. Clark also highlighted signage developed by the Federal Highway Administration (FHWA) for alternative fuel corridors. The purpose of the signage is to raise the general awareness of the public. Earlier in the year, TxDOT adopted a policy on how it would post these signs for alternative fuel stations. Maps identifying the currently designated corridors for each fuel type, new stations, and status of signage were highlighted. She noted the increasing importance of natural gas for the freight industry and new technology developments such as hydrogen fuel cells for heavy-duty vehicles. In addition, she noted that electric vehicle charging infrastructure has experienced the most development, and clarified that both hydrogen and electric vehicles are electric drive vehicles but powered by a different fuel supply. FHWA designated alternative fuel corridors include eight interstates, one State highway, and one US highway making Texas one of the most robust networks of alternative fuel corridors. Finally, Ms. Clark highlighted corridors proposed to be submitted to TxDOT for its third round of nominations and requested approval of corridor and signage recommendations to the Texas Department of Transportation. Details were provided in Electronic Item 6. A motion was made to approve submittal of a request to the Texas Department of Transportation that it include the following corridors in its third round nominations: IH 635, IH 820, US 67, US 287, and US 380. Action also included approval to request that TxDOT post general services signage for all fuel types/qualifying stations and post corridor identification signage. Theresa Daniel (M); Lee M. Kleinman (S). The motion passed unanimously.
7. **Trinity Railway Express Shuttle:** Shannon Stevenson presented a proposal regarding the Trinity Railway Express (TRE) shuttle from the Centerport Station to the Remote South Parking lot at the Dallas Fort Worth International Airport (DFW Airport). In 2009, the DFW Airport received funds to implement this service. In March 2018, airport staff notified the North Central Texas Council of Governments (NCTCOG) of its intention to discontinue the shuttle service once TEXRail was fully operational. At that time, staff began working with partners to identify a new service provider. Trinity Metro was identified as the new provider, and efforts have been ongoing to transition the service from the DFW Airport to Trinity Metro. Various considerations/assumptions have been taken into account. In order to assume responsibility of the shuttle service, Trinity Metro plans to combine the service with its existing routes. A small amount of funding will be needed during project transition until federal funds can be moved from the airport to Trinity Metro. Existing revenue previously authorized for transit will be utilized (no new revenue is needed). This also assumes that existing local financial commitments will remain the same with each partner agency (Trinity Metro, DFW Airport, and Dallas Area Rapid Transit) contributing the required match. Details were provided in Electronic Item 7. A motion was made to approve Trinity Metro to assume responsibility in 2019 for shuttle service between the Trinity Railway Express Centerport Station and the Dallas Fort Worth International Airport. Action also included approval to transfer the remaining Federal Transit Administration funds previously approved for the project from DFW Airport to Trinity Metro for implementation, to utilize up to \$200,000 in

existing revenue previously approved for transit for project transition, and to revise administrative documents to allow Trinity Metro access to remaining federal funds to implement the shuttle service. Scott Mahaffey (M); Ann Zadeh (S). The motion passed unanimously.

8. **Volkswagen Settlement Update and Regional Input:** Lori Clark provided an overview of the Volkswagen Settlement final Beneficiary Mitigation Plan for Texas that allocates the \$209 million portion of the settlement funds for Texas. She noted that the goals established by the Texas Commission on Environmental Quality (TCEQ) have not changed from the draft plan and include: reducing nitrogen oxides emissions, reducing exposure of the public to pollution, preparing for increased use of zero emission vehicles, and complementing other incentive funding programs. In addition, the breakdown of funding has not changed, with 81 percent of the total allocation to be used on eligible mitigation actions primarily related to replacing or repowering heavy-duty diesel vehicles and equipment. Eligible on-road and other project types remained unchanged, but funding levels have been revised. In the final plan, government-owned project types have increased to 80 percent as the maximum reimbursement allowed per activity. Funding decreased to 50 percent for private-sector owned project types. Ms. Clark noted that in the final plan, TCEQ identified its distribution methodology for its funding distribution through three components: approximately 33 percent of the funds will be allocated based on a percentage of the affected Volkswagen vehicles, 15 percent base level funding for nonattainment areas, and approximately 33 percent based on an assessment of how the funds could help a region achieve or maintain attainment. A table comparing the draft and final plan distribution of funds was highlighted. In the final plan, the Dallas-Fort Worth region received a slight increase in funding, and the City of Austin and Bell County were added to the list of areas to receive funding. Ms. Clark also highlighted components of the plan relevant to the Regional Transportation Council (RTC) comments provided on the draft Mitigation Plan. Although all previous RTC recommendations were not addressed, she noted that TCEQ has requested comments on how the \$33 million allocation should be structured. A copy of the request was provided in Electronic Item 8.2. Proposed comments were highlighted, and members were asked to provide feedback. Comments included recommending: government owned and non-government owned projects be funded separately so there is equal competition, applications be considered competitively to maximize the emissions reduction benefits, a cost threshold be established for eligibility, eligible mitigation actions be allowed to compete at the same time to expedite projects, applicants be required to demonstrate broader commitment, and vehicles that are cleanest and infrastructure in designated electric vehicle charging corridors be prioritized. Details were provided in Electronic Item 8.1. Ms. Clark noted that three additional points have been added since the meeting mail out. These include proposing that TCEQ provide the maximum flexibility on geographic requirements for private fleets since they cannot often compete in other State programs, announce workshops with approximately four weeks notice to allow for the appropriate notification to be provided to prospective applicants, and delay funding availability for statewide charging infrastructure until summer 2019 to allow more details to be known about other Volkswagen funding programs. A motion was made to approve submittal of comments to the Texas Commission on Environmental Quality on the administration of funding for the North Central Texas Council of Governments area as presented at the meeting. Sandy Greyson (M); Cary Moon (S). The motion passed unanimously.
9. **Mobility 2045 Status, Transportation Conformity Determination, and Ozone Standards Update:** Kevin Feldt provided an update regarding North Central Texas Council of Governments (NCTCOG) efforts to implement Mobility 2045. He noted that the final

document and project tables were available online at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045). He also noted staff continues to coordinate with federal, State, transit, and local government partners, as well as the public on the programs and projects contained in the document. In addition, he highlighted various completed and continuing efforts such as approval of the federally required performance measures, advancement of the IH 635 East project, coordination on US 380 and north/south mobility in Collin County, and high-speed rail procurements. Additional efforts include US 75 technology lanes, auto occupancy detection technology, completion of the Freight North Texas Truck Parking Study, and other efforts as detailed in Electronic Item 9.2. Mr. Feldt noted work on the next Mobility Plan has also begun.

Jenny Narvaez provided information regarding transportation conformity. She noted that the region received its United States Department of Transportation (US DOT) conformity determination on November 21, 2018. A copy of the correspondence was provided in Electronic Item 9.1. The determination covers multiple State Implementation Plan actions including the adequacy of Motor Vehicle Emission Budgets and conformity requirements for both the 2008 and 2015 ozone standards. In addition, the end of November closed out the 2018 ozone season. During the 2018 ozone season, the region experienced 31 exceedance days and a regional design value of 76 parts per billion (ppb). As a result, the region did not attain the 2008 ozone standard of 75 ppb. She noted that the region now falls under both the 2008 75 ppb standard and the 2015 70 ppb standard. An overview of both the ozone standards was provided. The Environmental Protection Agency (EPA) classified the region as marginal for nonattainment under the 2015 ozone standard this past year. Under this classification, the region is not required to develop a State Implementation Plan, but must show attainment by August 3, 2021. In addition, the implementation rule for the 2015 ozone standard was published in November 2018. Historically, when a final rule is published for a new standard the old standard is revoked. However, this was not the case in this instance. As a result, the region is in nonattainment of the 2008 ozone standard because it did not reach attainment by the June 20 deadline. The region is now being reclassified from moderate to serious nonattainment for the 2008 standard, which gives the region until July 20, 2021, to reach attainment of the 2008 standard. Ms. Narvaez noted that staff will continue to provide updates to members as additional information becomes available.

- 10. Transportation Alternatives Set-Aside Program Call for Projects:** Karla Weaver presented information on the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects. Funding is available for active transportation projects such as shared-use paths, on-street bikeways, bicycle/pedestrian signalization, sidewalks, crosswalks, traffic signal controls, signage, and other similar items. A total of approximately \$7.94 million in Fiscal Year 2020 funding is available, with approximately \$5.2 million available in the eastern subregion and approximately \$2.7 million in the western subregion. The maximum federal funding award per project is \$5 million, and the minimum is \$150,000. Similar to the 2017 call for projects, the scoring criteria prioritizes projects that help to implement Mobility 2045, provide connections to transit, include safety components, reduce barriers, improve congestion, have density towards large employment centers, have air quality benefits, provide equity, improve congestion, and provide local connections and planned priority projects within communities. Additional considerations include project readiness and innovation, including the ability to obligate funds and initiate construction quickly and other factors related to project impact upon the community. Emphasis will be given to nominating entities that contribute a cash overmatch of local funds. Ms. Weaver reviewed the schedule for this effort, noting that the TA Set-Aside Call for Projects will open on December 17, 2018, and close on March 1, 2019. Staff will review applications received

and provide project recommendations to the public and the Committee in May 2019 and the Regional Transportation Council in June 2019. She noted that project funding will be available for programming in November/December 2019, and application materials will be posted online at [www.nctcog.org/TAP](http://www.nctcog.org/TAP) on December 17. Additional details were provided in Electronic Item 10. She also noted two additional funding opportunities through the Texas Department of Transportation: 1) State TA Set Aside Program Call for Projects, and 2) Safe Routes to Schools. Both funding opportunities open in February 2019, and additional information can be obtained from local Texas Department of Transportation districts.

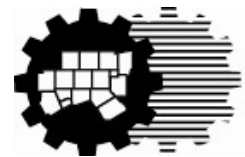
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, and the current Local Motion in Electronic Item 11.2.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, January 10, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.

# PROJECT TO ENSURE COMPLIANCE WITH REQUIRED ENERGY REPORTING

**Regional Transportation Council  
January 10, 2019**

**Lori Clark, Program Manager**



**North Central Texas  
Council of Governments**



# SENATE BILL 898: LOCAL GOVERNMENT ENERGY REPORTING

## Senate Bill (SB) 898, 82<sup>nd</sup> Legislature

### Purpose:

Lower Local Government Energy Consumption

### Requirements:

Requires all Local Governments in Ozone Nonattainment Areas to Establish Goals to Reduce Electricity Consumption and to Submit Annual Reporting

### Issue:

Lack of Awareness

Non-Compliance with Annual Reporting Requirement

## SECO Approached NCTCOG to Increase Knowledge and Compliance of SB 898

<https://comptroller.texas.gov/programs/seco/reporting/local-gov.php>



# REGIONAL ENERGY MANAGER PROJECT

## Partnership Within NCTCOG, Between Transportation and Environment & Development Staff

### Goals:

Expand Local Government Staff Capabilities in Energy Management Topics

Increase Use of Energy and Water Benchmarking Tools

Improve Accuracy of Emissions Reduction Data Associated with Reduced Energy Use

### Major Activities:

Conduct Regional Survey

Host Workshops/Trainings

Distribute Information via Website

Assist with Energy and Water Consumption Reporting

# PROJECT BUDGET AND ACTION REQUESTED

## Total Project Budget:

**\$125,000 Department of Energy Funding Through the State Energy Conservation Office  
*Funds Shared Equally by Transportation and Environment & Development  
Departments***

**\$25,000 Match Required  
*Maximum Transportation Department Match Commitment: \$12,500 RTC Local  
May be Offset by Contributions Documented by  
Environment & Development Department***

## Action Requested:

**Approve Use of Up to \$12,500 RTC Local Funds as Backstop for  
Transportation Department Share of Local Match**

# AIR QUALITY EMPHASIS AREAS

High-Emitting Vehicles/Equipment

Low Speeds

Idling

Vehicle Miles of Travel

Energy and Fuel Use

Cold Starts

Hard Accelerations



# FOR MORE INFORMATION

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<https://www.nctcog.org/envir/natural-resources/energy-efficiency>

## How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

**TIP Code:** 11461      **Facility:** SH 289      **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY      **Modification #:** 2017-0004  
**Implementing Agency:** PLANO  
**County:** COLLIN      **CSJ:** 0091-05-053  
**City:** PLANO      **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED  
**Request:** REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$3,100,000</b>
<b>Grand Total:</b>				<b>\$2,880,000</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$3,600,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Grand Total:</b>				<b>\$4,640,000</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$5,800,000</b>

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LOCATION/LIMITS FROM:</b>	Cross-street or location identifying the ends limits of a project.
<b>LOCATION/LIMITS TO:</b>	Identifies the ending point of the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>COUNTY:</b>	County in which project is located.
<b>CONT-SECT-JOB (CSJ):</b>	The Control Section Job Number is a TxDOT-assigned number given to track projects.
<b>CITY:</b>	City in which project is located.
<b>DESCRIPTION (DESC):</b>	Brief description of work to be performed on the project.
<b>REQUEST:</b>	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
<b>FY:</b>	Identifies the fiscal year in which the project occurs.
<b>PHASE:</b>	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</a>
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13004.3      **Facility:** BU 81-D      **Location/Limits From:** CR 1160 - REALIGNED FM 1810 INTERSECTION      **Modification #:** 2019-0033

**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** NORTH OF CR 2090

**County:** WISE      **CSJ:** 0013-09-012

**City:** DECATUR      **Desc:** REALIGNMENT OF BU 81-D AT REALIGNED INTERSECTION OF US 81/287 & FM 1810/BU 81-D

**Request:** SPLIT FROM TIP 13004/CSJ 2418-01-013; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGED TIP CODE FROM 10-YEAR LIST FROM 13004.2 TO 13004.3; LIMITS & SCOPE UPDATED FROM THE AUGUST 9, 2018 RTC APPROVED 10-YEAR LIST; CHANGE LIMITS FROM "BU 81-D FROM CR 1160 TO NORTH OF CR 290" TO "BU 81-D FROM CR 1160 - REALIGNED FM 1810 INTERSECTION TO NORTH OF CR 2090;" CHANGE SCOPE FROM "REALIGN AND WIDEN ROADWAY" TO "REALIGNMENT OF BU 81-D AT REALIGNED INTERSECTION OF US 81/287 & FM 1810/BU 81-D"

**Comment:** 10-YEAR PLAN PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0013-09-012	SBPE:	\$32,000	\$8,000	\$0	\$0	\$0	\$40,000
2022	ROW	0013-09-012	S102:	\$240,000	\$60,000	\$0	\$0	\$0	\$300,000
2025	CON	0013-09-012	Cat 2M:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
<b>Grand Total:</b>				<b>\$752,000</b>	<b>\$188,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$940,000</b>

**Revisions since STTC Meeting:** Updated ROW fiscal year from FY2021 to FY2022

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20284      **Facility:** CS      **Location/Limits From:** WEST LUCAS ROAD      **Modification #:** 2019-0147  
**Impementing Agency:** LUCAS      **Location/Limits To:** AT FM 1378 (COUNTRY CLUB)  
**County:** COLLIN      **CSJ:** 1392-01-039  
**City:** LUCAS      **Desc:** ADDITION OF AN EAST BOUND TO NORTH BOUND LEFT TURN LANE AND TRAFFIC SIGNAL MODIFICATIONS  
**Request:** REMOVE ROW PHASE AND ADD FUNDING TO ENGINEERING PHASE IN FY2013 AND CONSTRUCTION PHASE IN FY2015; ADD \$104,000 OF LOCAL CONTRIBUTION TO CONSTRUCTION IN FY2015; ADD \$989 TOTAL (\$791 REGIONAL AND \$198 LOCAL) OF RTR INTEREST EARNED; CHANGE SCOPE TO ADD EASTBOUND TO NORTHBOUND LEFT TURN LANE AND TRAFFIC SIGNAL MODIFICATIONS, ADD WESTBOUND TO SOUTHBOUND LEFT TURN, AND ADD DRAINAGE IMPROVEMENTS  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF LUCAS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	1392-01-039	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2013	ROW	1392-01-039	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2015	CON	1392-01-039	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$360,000	\$90,000	\$0	\$450,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$440,000</b>	<b>\$110,000</b>	<b>\$0</b>	<b>\$550,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	1392-01-039	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$48,000	\$12,000	\$0	\$60,000
2015	CON	1392-01-039	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$104,000	\$104,000
2015	CON	1392-01-039	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$392,791	\$98,198	\$0	\$490,989
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$392,791</b>	<b>\$98,198</b>	<b>\$104,000</b>	<b>\$594,989</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$440,791</b>	<b>\$110,198</b>	<b>\$104,000</b>	<b>\$654,989</b>

**Revisions since STTC Meeting:** Clarified "traffic modifications" to "traffic signal modifications" in the Request



## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20278      **Facility:** CR      **Location/Limits From:** WEST LUCAS ROAD FROM FM 2551      **Modification #:** 2019-0148  
**Impementing Agency:** LUCAS      **Location/Limits To:** FM 1378  
**County:** COLLIN      **CSJ:** 0918-24-194  
**City:** LUCAS      **Desc:** WIDEN FROM 2 LANES TO 3/4 LANE SECTION INCLUDING TRAFFIC SIGNAL MODIFICATIONS AT FM 2551 AND FM 1378 INTERSECTION  
**Request:** REVISE SCOPE TO WIDEN FROM 2 LANES TO 3 LANE SECTION; ADD WESTBOUND TO NORTHBOUND RIGHT TURN LANE; REVISE FACILITY TO CS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-24-194	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$120,000	\$30,000	\$0	\$150,000
2016	CON	0918-24-194	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,080,000	\$270,000	\$0	\$1,350,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-24-194	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$120,000	\$30,000	\$0	\$150,000
2016	CON	0918-24-194	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,080,000	\$270,000	\$0	\$1,350,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,500,000</b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20295.1    **Facility:** VA    **Location/Limits From:** FISHTRAP RD (FM 1385 TO TEEL), GEE RD (US 380 TO FISHTRAP)    **Modification #:** 2019-0156  
**Impementing Agency:** PROSPER    **Location/Limits To:** TEEL PARKWAY (US 380 TO FISHTRAP)  
**County:** COLLIN    **CSJ:** 0918-46-286  
**City:** PROSPER    **Desc:** WIDEN AND RECONSTRUCT RURAL ROADWAYS AS TWO-LANE URBAN ROADWAYS, INCLUDING A THREE-LANE BRIDGE OVER DOE BRANCH  
**Request:** ADD \$61,317 IN RTR INTEREST EARNED TO CONSTRUCTION IN FY2016; DECREASE LOCAL CONTRIBUTION FUNDS FOR ENGINEERING IN FY2015; INCREASE LOCAL CONTRIBUTION FUNDS FOR CONSTRUCTION IN FY2016; CHANGE CONSTRUCTION FUNDING SOURCE FROM RTR 121-DE1 TO RTR 121-CC1; CHANGE COUNTY FROM COLLIN TO DENTON  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF PROSPER

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,385,700	\$1,385,700
2015	UTIL	0918-46-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$220,000	\$220,000
2016	CON	0918-46-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,675,800	\$5,675,800
2016	CON	0918-46-286	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$750,000</b>	<b>\$5,675,800</b>	<b>\$9,425,800</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$750,000</b>	<b>\$7,281,500</b>	<b>\$11,031,500</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,017,448	\$1,017,448
2015	UTIL	0918-46-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$220,000	\$220,000
2016	CON	0918-46-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,142,204	\$9,142,204
2016	CON	0918-46-286	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$3,061,317	\$765,329	\$0	\$3,826,646
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,061,317</b>	<b>\$765,329</b>	<b>\$9,142,204</b>	<b>\$12,968,850</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,061,317</b>	<b>\$765,329</b>	<b>\$10,379,652</b>	<b>\$14,206,298</b>

**Revisions since STTC Meeting:** Changed County from Collin to Denton and noted it in the Request; noted Construction RTR change from 121-DE1 to 121-CC1

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11687      **Facility:** VA      **Location/Limits From:** AGGREGATE ALTERNATIVE TECHNOLOGY ALLIANCE: FLEETS FOR THE FUTURE      **Modification #:** 2019-0169  
**Implementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** WORK WITH PARTNERS AND REGIONAL PLANNING COUNCILS ACROSS THE COUNTRY TO DEVELOP AND IMPLEMENT BEST PRACTICES RELATED TO PROCUREMENT OF ALTERNATIVE FUEL VEHICLES AND TECHNOLOGIES AND/OR ASSOCIATED INFRASTRUCTURE  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** RTC LOCAL FUNDS REPRESENT A LOCAL MATCH COMMITMENT TO A NARC GRANT

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$20,000	\$0	\$0	\$20,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$16,290	\$0	\$0	\$16,290
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$16,290</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,290</b>

**Revisions since STTC Meeting:** Decreased RTC/Local funding from \$20,000 to \$16,290

**TIP Code:** 55151      **Facility:** SH 276      **Location/Limits From:** HUNT COUNTY LINE      **Modification #:** 2019-0170  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** COUNTY ROAD 2472  
**County:** HUNT      **CSJ:** 1290-05-019  
**City:** OTHER      **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** CONTINUATION OF TXDOT-DALLAS PROJECT IN ROCKWALL COUNTY (TIP 53035/CSJ 1290-04-011)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1290-05-019	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2045	ROW	1290-05-019	S102:	\$307,200	\$38,400	\$0	\$38,400	\$0	\$384,000
<b>Grand Total:</b>				<b>\$307,200</b>	<b>\$138,400</b>	<b>\$0</b>	<b>\$38,400</b>	<b>\$0</b>	<b>\$484,000</b>

**Revisions since STTC Meeting:** Project inadvertently left out of STTC Item and is being added for RTC approval

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11794.2    **Facility:** CS    **Location/Limits From:** ON CAMPBELL RD FROM COLLINS    **Modification #:** 2019-0174

**Impementing Agency:** RICHARDSON    **Location/Limits To:** US 75

**County:** DALLAS    **CSJ:** 0918-47-074

**City:** RICHARDSON    **Desc:** EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS

**Request:** REVISE SCOPE TO "ADD AUXILIARY LANE ON CAMPBELL FROM ALAMO RD TO COLLINS"; INCREASE ENGINEERING FUNDING IN FY2018; DECREASE ROW FUNDING IN FY2019; INCREASE CONSTRUCTION FUNDING IN FY2019; SPLITTING ON-SYSTEM SCOPE AND LIMITS INTO TIP 11794.3/CSJ 0047-07-996

**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF RICHARDSON

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-074	Cat 7:	\$120,000	\$0	\$0	\$30,000	\$0	\$150,000
2019	ROW	0918-47-074	STBG:	\$120,000	\$0	\$0	\$30,000	\$0	\$150,000
2019	CON	0918-47-074	STBG:	\$760,000	\$0	\$0	\$190,000	\$0	\$950,000
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$1,250,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$238,500	\$238,500
2018	ENG	0918-47-074	STBG:	\$120,000	\$0	\$0	\$30,000	\$0	\$150,000
<b>Phase Subtotal:</b>				<b>\$120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>	<b>\$238,500</b>	<b>\$388,500</b>
2019	ROW	0918-47-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$60,000	\$60,000
2019	CON	0918-47-074	STBG:	\$1,019,904	\$0	\$0	\$254,976	\$0	\$1,274,880
<b>Grand Total:</b>				<b>\$1,139,904</b>	<b>\$0</b>	<b>\$0</b>	<b>\$284,976</b>	<b>\$298,500</b>	<b>\$1,723,380</b>

**Revisions since STTC Meeting:**    **Removed requested Limits clarification**

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11659.1    **Facility:** VA    **Location/Limits From:** TRANSPORTATION DEPARTMENT VEHICLE    **Modification #:** 2019-0175  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS    **CSJ:** N/A  
**City:** VARIOUS    **Desc:** PURCHASE/LEASE/CAPITAL, LABOR AND NON-LABOR EXPENSES FOR A NCTCOG TRANSPORTATION DEPARTMENT LOW EMISSION VEHICLE #3, WHICH WILL REPLACE THE 2008 FORD ESCAPE  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$58,000	\$0	\$0	\$58,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$58,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58,000</b>

**TIP Code:** 11686    **Facility:** VA    **Location/Limits From:** NORTH TEXAS SMARTWAY IDLE REDUCTION PROJECT    **Modification #:** 2019-0179  
**Impementing Agency:** NCTCOG  
**County:** DALLAS    **CSJ:** N/A  
**City:** VARIOUS    **Desc:** OVERSEE CONSTRUCTION OF ELECTRIFIED PARKING SPACES AT A TRUCKING TERMINAL IN SOUTHERN DALLAS COUNTY TO REDUCE EMISSIONS IN THE OZONE NONATTAINMENT AREA  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** RTC LOCAL FUNDS REPRESENT A LOCAL MATCH COMMITMENT TO AN EPA GRANT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$38,846	\$0	\$0	\$38,846
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$38,846</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,846</b>

**Revisions since STTC Meeting:**    **Added Comment**

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14013      **Facility:** VA      **Location/Limits From:** REGIONAL TRAIL CONNECTIONS TO THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; MOCKINGBIRD LN TO SANDERS LOOP      **Modification #:** 2019-0188

**Impementing Agency:** DALLAS CO      **Location/Limits To:** EXISTING TRAIL NORTH OF OLYMPUS BLVD TO SOUTH OF THE FUTURE CYPRESS WATERS RAIL STATION

**County:** DALLAS      **CSJ:** 0918-47-236

**City:** VARIOUS      **Desc:** CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION

**Request:** REDUCE CONSTRUCTION FUNDING IN FY2020 BY \$1,457,415 TOTAL (\$1,165,932 FEDERAL AND \$291,483 LOCAL) AND MOVE FUNDING TO DART COTTON BELT VELOWEB TRAIL (TIP 14013.2/CSJ 0918-48-995); DECREASE ENGINEERING FUNDING IN FY2019; REVISE LIMITS TO TRAIL CONNECTIONS TO THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; SOUTH OF THE CYPRESS WATERS COTTON BELT STATION TO EXISTING TRAIL NORTH OF OLYMPUS BLVD; DELAY CONSTRUCTION PHASE TO FY2021

**Comment:** 2017-2018 CMAQ/STBG PROJECT SELECTION - TRANSIT PROGRAM; STAFF ACTION TO SPLIT PROJECT BETWEEN TWO MODIFICATIONS, BUT NO REAL CHANGE AS OVERALL PROJECT REMAINS THAT SAME

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2019	ENG	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	CON	0918-47-236	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
<b>Grand Total:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$1,100,000</b>	<b>\$4,850,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2019	ENG	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$450,000	\$450,000
2021	CON	0918-47-236	Cat 5:	\$1,834,068	\$0	\$0	\$458,517	\$0	\$2,292,585
<b>Grand Total:</b>				<b>\$1,834,068</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,517</b>	<b>\$550,000</b>	<b>\$2,842,585</b>

**Revisions since STTC Meeting:** Decrease Engineering funding in FY2019 from \$1,000,000 to \$450,000 and updated Request to reflect change; delayed Construction phase from FY2020 to FY2021

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55198      **Facility:** IH 35      **Location/Limits From:** US 380      **Modification #:** 2019-0194  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 77 NORTH OF DENTON  
**County:** DENTON      **CSJ:** 0195-03-087, 0195-03-091  
**City:** DENTON      **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND 4 LANE TO 4/6 LANE FRONTAGE ROADS  
**Request:** ADVANCE ENGINEERING AND ROW PHASES FROM FY2028 TO FY2019 AND INCREASE FUNDING; UPDATE ROW CSJ FROM 0195-03-087 TO 0195-03-091

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0195-03-087	SBPE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2028	ROW	0195-03-087	S102:	\$13,500,000	\$1,500,000	\$0	\$0	\$0	\$15,000,000
<b>Grand Total:</b>				<b>\$13,500,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0195-03-087	SBPE:	\$0	\$10,248,220	\$0	\$0	\$0	\$10,248,220
2019	ROW	0195-03-091	S102:	\$18,868,761	\$2,096,529	\$0	\$0	\$0	\$20,965,290
<b>Grand Total:</b>				<b>\$18,868,761</b>	<b>\$12,344,749</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,213,510</b>

**TIP Code:** 55197      **Facility:** IH 35      **Location/Limits From:** US 77 (NORTH OF DENTON)      **Modification #:** 2019-0195  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** COOKE COUNTY LINE  
**County:** DENTON      **CSJ:** 0195-02-074, 0195-02-079  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT 4 TO 4/6 LANE FRONTAGE ROADS  
**Request:** ADVANCE ENGINEERING AND ROW PHASES FROM FY2028 TO FY2019; INCREASE ENGINEERING FUNDS IN FY2019; DECREASE ROW FUNDS IN FY2019; CHANGE CSJ ON ROW PHASE FROM 0195-02-074 TO 0195-02-079

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0195-02-074	SBPE:	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
2028	ROW	0195-02-074	S102:	\$72,000,000	\$8,000,000	\$0	\$0	\$0	\$80,000,000
<b>Grand Total:</b>				<b>\$72,000,000</b>	<b>\$28,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0195-02-074	SBPE:	\$0	\$33,378,077	\$0	\$0	\$0	\$33,378,077
2019	ROW	0195-02-079	S102:	\$41,665,522	\$4,629,502	\$0	\$0	\$0	\$46,295,024
<b>Grand Total:</b>				<b>\$41,665,522</b>	<b>\$38,007,579</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,673,101</b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13006      **Facility:** SH 114      **Location/Limits From:** FM 1938      **Modification #:** 2019-0200  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** DOVE RD  
**County:** TARRANT      **CSJ:** 0353-03-100  
**City:** VARIOUS      **Desc:** CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROAD FROM FM 1938 TO SOLANA/KIRKWOOD AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE  
**Request:** REVISE SCOPE TO CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROADS FROM FM 1938 TO SOLANA/KIRKWOOD WITH THE ADDITION OF AUX LANES AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE RD WITH THE ADDITION OF AUX LANES AND RAMP MODIFICATIONS; ADVANCE CONSTRUCTION PHASE TO FY2020 & ADD LOCAL CONTRIBUTION FUNDS TO CONSTRUCTION PHASE  
**Comment:** 10-YEAR PLAN PROJECT; LOCAL CONTRIBUTION BY THE CITY OF SOUTHLAKE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0353-03-100	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2022	CON	0353-03-100	Cat 2M:	\$26,400,000	\$6,600,000	\$0	\$0	\$0	\$33,000,000
<b>Grand Total:</b>				<b>\$26,400,000</b>	<b>\$8,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0353-03-100	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2020	CON	0353-03-100	Cat 2M:	\$26,400,000	\$6,600,000	\$0	\$0	\$0	\$33,000,000
2020	CON	0353-03-100	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$26,400,000</b>	<b>\$6,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$36,000,000</b>
<b>Grand Total:</b>				<b>\$26,400,000</b>	<b>\$8,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$38,000,000</b>

**Revisions since STTC Meeting:** SCOPE CHANGE FROM "CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROAD FROM FM 1938 TO SOLANA/KIRKWOOD AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE" TO "CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROADS FROM FM 1938 TO SOLANA/KIRKWOOD WITH THE ADDITION OF AUX LANES AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE RD WITH THE ADDITION OF AUX LANES AND RAMP MODIFICATIONS"



## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20267      **Facility:** VA      **Location/Limits From:** M&O - SAFETY ASSURANCE REVIEWS (SAR) AT VARIOUS LOCATIONS      **Modification #:** 2019-0203  
**Impementing Agency:** NCTCOG  
**County:** DALLAS      **CSJ:** 0918-00-229  
**City:** VARIOUS      **Desc:** SAFETY ASSURANCE REVIEWS (SAR)  
**Request:** CANCEL PROJECT, DECREASE IMPLEMENTATION FUNDING TO MATCH TOTAL EXPENDITURES, AND RETURN REMAINING FUNDS TO THE RTR POOL;  
 CHANGE COUNTY TO VARIOUS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	IMP	0918-00-229	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,550,000	\$0	\$0	\$3,550,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,550,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	IMP	0918-00-229	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$210,192	\$0	\$0	\$210,192
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$210,192</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,192</b>

**Revisions since STTC Meeting:**    **Revise final expenditure amount from \$258,673 to \$210,192**

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40047      **Facility:** VA      **Location/Limits From:** RIDGEWOOD TRAIL LIGHTING; ELLSWORTH AVE      **Modification #:** 2019-0204

**Impementing Agency:** DALLAS      **Location/Limits To:** SKILLMAN ST

**County:** DALLAS      **CSJ:** 0918-47-204

**City:** DALLAS      **Desc:** INSTALL SAFETY LIGHTING ALONG EXISTING RIDGEWOOD TRAIL

**Request:** MOVE TA SET-ASIDE FUNDING FROM ENGINEERING PHASE TO CONSTRUCTION PHASE THEREBY INCREASING CONSTRUCTION FUNDING IN FY2020; ADD LOCAL CONTRIBUTION TO ENGINEERING IN FY2019; REVISE LIMITS TO UNIVERSITY TRAIL LIGHTING; ELLSWORTH AVE TO SKILLMAN ST; CHANGE SCOPE TO PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD

**Comment:** 2017 TA SET-ASIDE CALL FOR PROJECTS; LOCAL CONTRIBUTION PAID BY CITY OF DALLAS; LIMITS AND SCOPE CHANGE IS MERELY REFLECTING A NAME CHANGE ON THE TRAIL, THEREBY MAINTAINING THE SAME PHYSICAL LIMITS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-204	Cat 9 TA Set Aside:	\$83,240	\$0	\$0	\$20,810	\$0	\$104,050
2020	CON	0918-47-204	Cat 9 TA Set Aside:	\$572,800	\$0	\$0	\$143,200	\$0	\$716,000
2020	CONENG	0918-47-204	Cat 9 TA Set Aside:	\$31,240	\$0	\$0	\$7,810	\$0	\$39,050
<b>Grand Total:</b>				<b>\$687,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$171,820</b>	<b>\$0</b>	<b>\$859,100</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-204	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$104,050	\$104,050
2020	CON	0918-47-204	Cat 9 TA Set Aside:	\$656,040	\$0	\$0	\$164,010	\$0	\$820,050
2020	CONENG	0918-47-204	Cat 9 TA Set Aside:	\$31,240	\$0	\$0	\$7,810	\$0	\$39,050
<b>Grand Total:</b>				<b>\$687,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$171,820</b>	<b>\$104,050</b>	<b>\$963,150</b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20120      **Facility:** US 377      **Location/Limits From:** HENRIETTA CREEK ROAD      **Modification #:** 2019-0209  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 114 (SECTION 5)  
**County:** DENTON      **CSJ:** 0081-03-048  
**City:** ROANOKE      **Desc:** RECONSTRUCT AND WIDEN 2/4 TO 4 LANE DIVIDED URBAN  
**Request:** REVISE LIMITS TO US 377 FROM HENRIETTA CREEK ROAD TO NORTH OF BS-114K; INCREASE CONSTRUCTION FUNDING IN FY2019

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0081-03-048	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2017	ROW	0081-03-048	S102:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
2019	CON	0081-03-048	Cat 1:	\$691,075	\$172,769	\$0	\$0	\$0	\$863,844
2019	CON	0081-03-048	Cat 2M:	\$9,640,000	\$2,410,000	\$0	\$0	\$0	\$12,050,000
2019	CON	0081-03-048	Cat 5:	\$1,537,820	\$384,455	\$0	\$0	\$0	\$1,922,275
<b>Phase Subtotal:</b>				<b>\$11,868,895</b>	<b>\$2,967,224</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,836,119</b>
<b>Grand Total:</b>				<b>\$12,268,895</b>	<b>\$5,517,224</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$17,836,119</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0081-03-048	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2017	ROW	0081-03-048	S102:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
2019	CON	0081-03-048	Cat 1:	\$2,278,151	\$569,538	\$0	\$0	\$0	\$2,847,689
2019	CON	0081-03-048	Cat 2M:	\$9,640,000	\$2,410,000	\$0	\$0	\$0	\$12,050,000
2019	CON	0081-03-048	Cat 5:	\$1,537,820	\$384,455	\$0	\$0	\$0	\$1,922,275
<b>Phase Subtotal:</b>				<b>\$13,455,971</b>	<b>\$3,363,993</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,819,964</b>
<b>Grand Total:</b>				<b>\$13,855,971</b>	<b>\$5,913,993</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$19,819,964</b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13035.1    **Facility:** FM 664    **Location/Limits From:** IH 35E    **Modification #:** 2019-0212  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** IH 45  
**County:** ELLIS    **CSJ:** 1051-01-051  
**City:** VARIOUS    **Desc:** WIDEN 2/4 LANE RURAL ROADWAY TO 6 LANE URBAN  
**Request:** SPLITTING PROJECT INTO TWO, BUT CONCENTRATING ALL FUNDING ON THIS PROJECT ONLY; CHANGE TIP CODE FROM 13035 TO 13035.1; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2/4 LANE RURAL ROADWAY TO 6 LANE DIVIDED URBAN; REVISE LIMITS TO FM 664 FROM IH 35E TO WEST OF FERRIS ROAD; RELATED TO TIP 13035.2/CSJ 1051-03-001  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1051-01-051	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2019	ROW	1051-01-051	S102:	\$24,000,000	\$3,000,000	\$0	\$3,000,000	\$0	\$30,000,000
2021	UTIL	1051-01-051	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2023	CON	1051-01-051	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$45,600,000</b>	<b>\$18,200,000</b>	<b>\$0</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$67,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1051-01-051	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2019	ROW	1051-01-051	S102:	\$24,000,000	\$3,000,000	\$0	\$3,000,000	\$0	\$30,000,000
2021	UTIL	1051-01-051	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2023	CON	1051-01-051	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$45,600,000</b>	<b>\$18,200,000</b>	<b>\$0</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$67,000,000</b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 83222      **Facility:** FM 3549      **Location/Limits From:** IH 30      **Modification #:** 2019-0218  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF SH 66  
**County:** ROCKWALL      **CSJ:** 1015-01-023  
**City:** ROCKWALL      **Desc:** WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN DIVIDED SECTION  
**Request:** ADD CONSTRUCTION FUNDING IN FY2018; REVISE SCOPE TO WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN DIVIDED SECTION WITH SIDEWALK IMPROVEMENTS  
**Comment:** 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY ROCKWALL COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	1015-01-023	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,800,000	\$1,800,000
2016	ROW	1015-01-023	S102:	\$2,250,000	\$250,000	\$0	\$0	\$0	\$2,500,000
2018	CON	1015-01-023	Cat 11:	\$619,038	\$154,760	\$0	\$0	\$0	\$773,798
2018	CON	1015-01-023	Cat 2M:	\$7,400,000	\$1,850,000	\$0	\$0	\$0	\$9,250,000
2018	CON	1015-01-023	Cat 5:	\$687,600	\$171,900	\$0	\$0	\$0	\$859,500
<b>Phase Subtotal:</b>				<b>\$8,706,638</b>	<b>\$2,176,660</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,883,298</b>
<b>Grand Total:</b>				<b>\$10,956,638</b>	<b>\$2,426,660</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$15,183,298</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	1015-01-023	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,800,000	\$1,800,000
2016	ROW	1015-01-023	S102:	\$2,250,000	\$250,000	\$0	\$0	\$0	\$2,500,000
2018	CON	1015-01-023	Cat 11:	\$619,038	\$154,760	\$0	\$0	\$0	\$773,798
2018	CON	1015-01-023	Cat 2M - Prop 1:	\$0	\$925,000	\$0	\$0	\$0	\$925,000
2018	CON	1015-01-023	Cat 2M:	\$7,400,000	\$1,850,000	\$0	\$0	\$0	\$9,250,000
2018	CON	1015-01-023	Cat 5:	\$687,600	\$171,900	\$0	\$0	\$0	\$859,500
<b>Phase Subtotal:</b>				<b>\$8,706,638</b>	<b>\$3,101,660</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,808,298</b>
<b>Grand Total:</b>				<b>\$10,956,638</b>	<b>\$3,351,660</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$16,108,298</b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55250      **Facility:** IH 35      **Location/Limits From:** AT FM 455      **Modification #:** 2019-0219  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DENTON      **CSJ:** 0195-02-076  
**City:** SANGER      **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT EXISTING 4 TO 4 LANE FRONTAGE ROADS  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0195-02-076	SBPE:	\$0	\$2,353,051	\$0	\$0	\$0	\$2,353,051
2045	ROW	0195-02-076	S102:	\$9,000,000	\$1,000,000	\$0	\$0	\$0	\$10,000,000
<b>Grand Total:</b>				<b>\$9,000,000</b>	<b>\$3,353,051</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,353,051</b>

**TIP Code:** 51220      **Facility:** US 77      **Location/Limits From:** SOUTH OF FM 66      **Modification #:** 2019-0220  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF MCMILLAN STREET  
**County:** ELLIS      **CSJ:** 0048-03-055  
**City:** WAXAHACHIE      **Desc:** RECONSTRUCT AND CONVERT 2 LANE UNDIVIDED TO 4 LANE DIVIDED ONE-WAY COUPLET  
**Request:** REVISE CATEGORY 1 FUNDING SHARES FOR CONSTRUCTION IN FY2019 FROM 100% STATE TO 80% FEDERAL/20% STATE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1989	ENG	0048-03-055	SBPE:	\$0	\$700,000	\$0	\$0	\$0	\$700,000
2017	ROW	0048-03-055	S102:	\$5,360,000	\$670,000	\$0	\$670,000	\$0	\$6,700,000
2019	CON	0048-03-055	Cat 1:	\$0	\$3,137,250	\$0	\$0	\$0	\$3,137,250
2019	CON	0048-03-055	Cat 6:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Phase Subtotal:</b>				<b>\$8,000,000</b>	<b>\$5,137,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,137,250</b>
<b>Grand Total:</b>				<b>\$13,360,000</b>	<b>\$6,507,250</b>	<b>\$0</b>	<b>\$670,000</b>	<b>\$0</b>	<b>\$20,537,250</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1989	ENG	0048-03-055	SBPE:	\$0	\$700,000	\$0	\$0	\$0	\$700,000
2017	ROW	0048-03-055	S102:	\$5,360,000	\$670,000	\$0	\$670,000	\$0	\$6,700,000
2019	CON	0048-03-055	Cat 1:	\$2,509,800	\$627,450	\$0	\$0	\$0	\$3,137,250
2019	CON	0048-03-055	Cat 6:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Phase Subtotal:</b>				<b>\$10,509,800</b>	<b>\$2,627,450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,137,250</b>
<b>Grand Total:</b>				<b>\$15,869,800</b>	<b>\$3,997,450</b>	<b>\$0</b>	<b>\$670,000</b>	<b>\$0</b>	<b>\$20,537,250</b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14035      **Facility:** IH 30      **Location/Limits From:** SH 161      **Modification #:** 2019-0221  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SYLVAN AVENUE  
**County:** DALLAS      **CSJ:** 1068-04-175, 1068-04-909  
**City:** VARIOUS      **Desc:** INSTALL ACCESS GATES ALONG THE IH 30 MANAGED LANE CORRIDOR  
**Request:** REVISE LIMITS TO IH 30 FROM TARRANT COUNTY LINE TO BECKLEY AVENUE; REVISE CSJ FROM 1068-04-909 TO 1068-04-175

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	CON	1068-04-909	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	CON	1068-04-175	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>

**TIP Code:** 55092      **Facility:** IH 35E      **Location/Limits From:** US 77 SOUTH      **Modification #:** 2019-0222  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 77 NORTH  
**County:** ELLIS      **CSJ:** 0048-04-090, 0048-04-096  
**City:** WAXAHACHIE      **Desc:** RECONSTRUCT 5 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/BUTCHER [FM 387]/STERRET RD) AND 4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS AND RAMP MODIFICATIONS  
**Request:** REVISE SCOPE TO RECONSTRUCT 4 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/STERRET RD), 4 LN DISCON TO 4/6 LN CONTINUOUS FRTG RD & RAMP MODIFICATIONS; INCREASE ENGINEERING FUNDING IN FY2028 AND REVISE FUNDING SHARES FROM 80% FEDERAL/20% STATE TO 100% STATE; INCREASE ROW FUNDING IN FY2028 AND REVISE FUNDING SHARES FROM 80% FEDERAL/20% STATE TO 90% FEDERAL/10% STATE; CHANGE ROW CSJ FROM 0048-04-090 TO 0048-04-096

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0048-04-090	SBPE:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2028	ROW	0048-04-090	S102:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Grand Total:</b>				<b>\$16,000,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0048-04-090	SBPE:	\$0	\$12,679,139	\$0	\$0	\$0	\$12,679,139
2028	ROW	0048-04-096	S102:	\$22,885,211	\$2,542,801	\$0	\$0	\$0	\$25,428,012
<b>Grand Total:</b>				<b>\$22,885,211</b>	<b>\$15,221,940</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,107,151</b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13035.2     **Facility:** FM 664     **Location/Limits From:** WEST OF FERRIS ROAD     **Modification #:** 2019-0223  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** IH 45  
**County:** ELLIS     **CSJ:** 1051-03-001  
**City:** FERRIS     **Desc:** CONSTRUCT 0 TO 6 LANE URBAN ROADWAY; REALIGN AT A NEW LOCATION  
**Request:** SPLIT FROM EXISTING TIP 13035/CSJ 1051-01-051; ADD PROJECT TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 10 YEAR PLAN PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1051-03-001	SBPE:	\$0	\$2,095,205	\$0	\$0	\$0	\$2,095,205
2045	ROW	1051-03-001	S102:	\$6,800,000	\$850,000	\$0	\$850,000	\$0	\$8,500,000
<b>Grand Total:</b>				<b>\$6,800,000</b>	<b>\$2,945,205</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$10,595,205</b>

**TIP Code:** 11613.1     **Facility:** VA     **Location/Limits From:** NORTH CENTRAL TEXAS REGIONAL RAIL STUDY     **Modification #:** 2019-0246  
**Impementing Agency:** TXDOT  
**County:** VARIOUS     **CSJ:** 8300-00-038  
**City:** VARIOUS     **Desc:** REGIONAL STUDY FOR ALL FREIGHT/PASSENGER RAIL LINES IN THE DFW REGION  
**Request:** SPLIT PROJECT OUT FROM TIP 11613/CSJ 0902-48-858; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** GROUPED PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	8300-00-038	STBG:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
<b>Grand Total:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$400,000</b>



## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11794.3      **Facility:** US 75      **Location/Limits From:** AT CAMPBELL ROAD      **Modification #:** 2019-0248

**Implementing Agency:** RICHARDSON

**County:** DALLAS      **CSJ:** 0047-07-996

**City:** RICHARDSON      **Desc:** EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL

**Request:** SPLIT FROM TIP 11794.2; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ON-SYSTEM PROJECT RELATED TO OFF-SYSTEM PROJECT TIP 11794.2/CSJ 0918-47-074

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	CON	0047-07-996	Cat 5:	\$212,520	\$53,130	\$0	\$0	\$0	\$265,650
<b><u>Grand Total:</u></b>				<b><u>\$212,520</u></b>	<b><u>\$53,130</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$265,650</u></b>

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11661      **Facility:** VA      **Location/Limits From:** EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK      **Modification #:** 2019-0249

**Impementing Agency:** NCTCOG

**County:** VARIOUS      **CSJ:** 0918-00-268, 0918-00-989

**City:** VARIOUS      **Desc:** EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK

**Request:** EXTEND PROGRAM TO THE END OF YEAR FY2022, THEREBY ADDING IMPLEMENTATION PHASES AND FUNDING TO FY2019, FY2020, FY2021, AND FY2022 AND ADD THE PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-268	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2018	IMP	0918-00-268	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-268	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2018	IMP	0918-00-268	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2019	IMP	0918-00-268	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,291,327	\$0	\$0	\$3,291,327
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,791,327</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,791,327</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-268	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2018	IMP	0918-00-268	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2019	IMP	0918-00-989	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2020	IMP	0918-00-989	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2021	IMP	0918-00-989	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2022	IMP	0918-00-989	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,300,000</b>

**Revisions since STTC Meeting:** Updated the Request to extend the program duration from FY2019 to FY2022 and to add funding for just these years; Change FY2019 to FY2022 CSJ from 0918-00-268 to 0918-00-989

# How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>		<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
<b>TOTAL:</b>				<b>\$599,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,357</b>	<b>20,000</b>	<b>\$697,668</b>

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$527,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,357</b>	<b>20,000</b>	<b>\$553,668</b>	

<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>APPORTIONMENT YEAR:</b>	Identifies the apportionment year in which funds were committed to the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>REQUEST:</b>	Describes the action being requested through the modification.
<b>UZA:</b>	Identifies the Urbanized Area in which the project is located.
<b>COMMENT:</b>	States any comments related to the project.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/tip/15-18/index.asp">http://www.nctcog.org/trans/tip/15-18/index.asp</a> .
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>DESCRIPTION:</b>	Identifies the scope of work that will be completed in the project.
<b>FY:</b>	Identifies the fiscal years in which the project occurs.
<b>PROJECT TYPE:</b>	Identifies if the project is a capital, operating, or planning project.
<b>FUNDING TABLE:</b>	Provides funding breakdown for funds associated with that program of projects.
<b>REQUESTED REVISION BY PROJECT:</b>	Identifies the request at the TIP Code level.

Sample

# PROPOSED FEBRUARY 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS/FORT WORTH INTERNATIONAL AIRPORT

**Apportionment Year** FY2015 PROGRAM OF PROJECTS

**Modification #:** 2019-0228

**Request:** DECREASE FUNDING BY \$1,300,000 (\$650,000 FEDERAL AND \$650,000 LOCAL) FOR A REVISED TOTAL OF \$2,561,365 SECTION 5307 (\$1,725,650 FEDERAL AND \$835,715 LOCAL); DECREASE IN FUNDS OFFSETS AN INCREASE ON TIP 12872.14

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12777.15	DFW TRE SHUTTLE SERVICE - JARC	2015	CAPITAL	\$2,375,650	\$0	\$0	\$1,485,715	0	\$3,861,365	
<b>TOTAL:</b>				<b>\$2,375,650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,485,715</b>	<b>0</b>	<b>\$3,861,365</b>	

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12777.15	DFW TRE SHUTTLE SERVICE - JARC	2015	CAPITAL	\$1,725,650	\$0	\$0	\$835,715	0	\$2,561,365	DECREASE FUNDING
<b>TOTAL:</b>				<b>\$1,725,650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$835,715</b>	<b>0</b>	<b>\$2,561,365</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2019-0229

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE OFFSET BY A DECREASE ON TIP 12777.15

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12872.14	OPERATING ASSISTANCE - JARC (TRE)	2019	OPERATING	\$650,000	\$0	\$0	\$650,000	0	\$1,300,000	ADD PROJECT
<b>TOTAL:</b>				<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>	<b>0</b>	<b>\$1,300,000</b>	

# PROPOSED FEBRUARY 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2019-0230

**Request:** REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE OFFSET BY A DECREASE ON TIP 12836.16

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 441,918 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12206.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$762,268	\$0	\$0	\$0	152,454	\$762,268		
12576.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$985,755	\$0	\$0	\$0	147,864	\$985,755		
12783.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$664,000	\$0	\$0	\$0	99,600	\$664,000		
<b>TOTAL:</b>				<b>\$2,412,023</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>399,918</b>	<b>\$2,412,023</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12206.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$762,268	\$0	\$0	\$0	152,454	\$762,268	NO CHANGE	
12576.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$985,755	\$0	\$0	\$0	147,864	\$985,755	NO CHANGE	
12783.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$664,000	\$0	\$0	\$0	99,600	\$664,000	NO CHANGE	
12826.16	SHORT RANGE PLANNING	2019	PLANNING	\$210,000	\$0	\$0	\$0	42,000	\$210,000	ADD PROJECT	
<b>TOTAL:</b>				<b>\$2,622,023</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>441,918</b>	<b>\$2,622,023</b>		

**Implementing Agency:** WORKFORCE SOLUTIONS OF GREATER DALLAS

**Apportionment Year** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2019-0231

**Request:** REFINE FY2016 PROGRAM OF PROJECTS AND CHANGE AGENCY NAME TO DALLAS AREA RAPID TRANSIT; DECREASE IN FUNDS OFFSETS AN INCREASE ON TIP 12826.16

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12836.16	SOUTHERN DALLAS - INLAND PORT JOB ACCESS TRANSPORTATION STUDY	2018	PLANNING	\$210,000	\$0	\$0	\$0	42,000	\$210,000		
12837.16	SOUTHERN DALLAS - INLAND PORT JOB ACCESS VANPOOL SERVICE	2018	OPERATING	\$180,045	\$0	\$0	\$180,045	0	\$360,090		
<b>TOTAL:</b>				<b>\$390,045</b>	<b>\$0</b>	<b>\$0</b>	<b>\$180,045</b>	<b>42,000</b>	<b>\$570,090</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12836.16	SOUTHERN DALLAS - INLAND PORT JOB ACCESS TRANSPORTATION STUDY	2018	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12837.16	SOUTHERN DALLAS - INLAND PORT JOB ACCESS VANPOOL SERVICE	2018	OPERATING	\$180,045	\$0	\$0	\$180,045	0	\$360,090	CHANGE AGENCY NAME	
<b>TOTAL:</b>				<b>\$180,045</b>	<b>\$0</b>	<b>\$0</b>	<b>\$180,045</b>	<b>0</b>	<b>\$360,090</b>		

# PROPOSED FEBRUARY 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year** FY2009 PROGRAM OF PROJECTS **Modification #:** 2019-0233

**Request:** REMOVE THE REFERENCE "IN PLANO" FROM SCOPE

**UZA:** MCKINNEY

**Funding Source:** TRANSIT SECTION 5316 FUNDS

**Currently Approved:**

				<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12493.09	MCKINNEY/PLANO SHUTTLE SERVICE - PARTNER WITH AN EXISTING TRANSIT PROVIDER TO TRANSPORT RIDERS FROM MCKINNEY TO/FROM DART STATIONS AND EMPLOYMENT CENTERS IN PLANO	2015	OPERATING	\$250,000	\$0	\$0	\$250,000	0	\$500,000		
<b>TOTAL:</b>				<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>0</b>	<b>\$500,000</b>		

**Revision Requested:**

				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12493.09	MCKINNEY/PLANO SHUTTLE SERVICE - PARTNER WITH AN EXISTING TRANSIT PROVIDER TO TRANSPORT RIDERS FROM MCKINNEY TO/FROM DART STATIONS AND EMPLOYMENT CENTERS	2015	OPERATING	\$250,000	\$0	\$0	\$250,000	0	\$500,000	CHANGE PROJECT SCOPE
<b>TOTAL:</b>				<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>0</b>	<b>\$500,000</b>	



December 13, 2018

Federal Aviation Administration  
Attn: Ben Guttery-Sr. Program Manager  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Dear Mr. Guttery:

On August 21, 2009 the City of Fort Worth (City) entered into an Agreement with the Texas Department of Transportation in an amount of \$80,000,000 to be provided to the City in order to expedite the completion of the Burlington Northern Santa Fe (BNSF) Mainline Relocation Project which was a critical phase in the completion of the Runway Extension Project for Alliance Airport. These were Regional Toll Revenue funds allocated by the Regional Transportation Council (RTC) on the condition that the funds be repaid in the future with Federal Aviation Administration (FAA) Discretionary Funds. The City's commitment to the RTC was to seek discretionary grant funds after the Runway Extension Project was fully funded in order to reimburse the North Central Texas Council of Governments (NCTCOG), as RTC's fiscal agent, for the advanced funds by the RTC. FAA staff was involved in the discussions regarding this funding strategy.

In February 2013, the City entered into an Interlocal Cooperative Agreement with NCTCOG and RTC for the repayment of \$51,300,000 in advanced regional toll revenue funds. In this Agreement, the RTC and NCTCOG agreed to waive repayment of \$28,700,000, which reduced the City's obligation from \$80,000,000 to \$51,300,000. Additionally, \$15,000,000 was reallocated to another project, which further reduced Fort Worth's repayment obligation to \$36,300,000.

This letter is written to request a response from the FAA regarding funding applications (approximately \$11 million per year) that will be submitted to your office by the City requesting discretionary funding to reimburse NCTCOG, as RTC's fiscal agent, for funds advanced to the City for the relocation of the BNSF mainline railway that was necessary to complete the Runway Extension Project.

The City appreciates the long standing partnership with the FAA in funding the Runway Extension Project at Alliance Airport and thanks you in advance for your consideration of the forthcoming grant application. Enclosed please find the City's first grant application requesting discretionary funds to reimburse NCTCOG in the amount of \$11,000,000. Please send your response to this letter with attention to Bill Welstead to the following address:

**AVIATION DEPARTMENT**



City of Fort Worth-Aviation Department  
Attn: Bill Welstead  
201 American Concourse, Suite 330  
Fort Worth, Texas 76106

If you have any questions or comments regarding this matter I can be reached at 817-392-5402 or by email at [Bill.Welstead@fortworthtexas.gov](mailto:Bill.Welstead@fortworthtexas.gov).

Sincerely,



Bill Welstead, A.A.E.  
Director of Aviation  
City of Fort Worth

Enclosure

CC: Rodney Clark, FAA  
Tom Harris, Alliance Air Services  
Ken Kirkpatrick, NCTCOG

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**AVIATION DEPARTMENT**

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

#### Proposed Modifications to the List of Funded Projects

#### Online Public Input Opportunity Dates

Monday, December 10, 2018 - Tuesday, January 8, 2019 - The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

#### Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions may be submitted by email at [transinfo@nctcog.org](mailto:transinfo@nctcog.org), online at [www.nctcog.org/input](http://www.nctcog.org/input), by mail at P.O. Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

#### Summary of Presentation

##### ***Proposed Modifications to the List of Funded Projects Handout:***

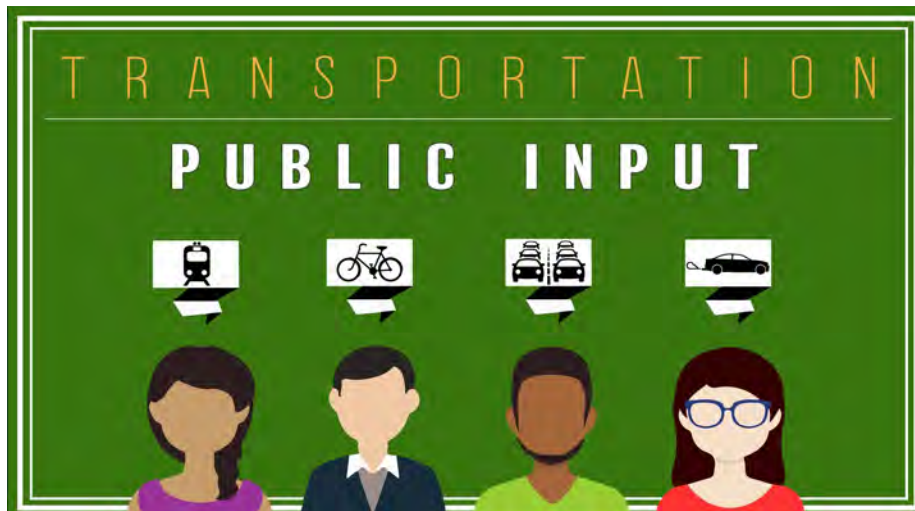
[www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/12/TIP.pdf](http://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/12/TIP.pdf)

A comprehensive list of funded transportation projects through 2022 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and adjustments for transportation initiatives in Dallas, Decatur, Denton, Ferris, Glenn Heights, Lucas, Prosper, Richardson, Roanoke, Rockwall, Sanger, Waxahachie and Wylie. Additionally, requests to add development and implementation of best practices related to the procurement of alternative fuel vehicles and associated infrastructure as well as funding for a department vehicle are also included in this cycle.

#### **WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL and SOCIAL MEDIA**

No comments were submitted via website, email or social media.



## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment Jan. 14, 2019-Feb. 12, 2019. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### Work Program Modifications

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2018 and FY2019 UPWP will be available for review and comment.

## RESOURCES AND INFORMATION

### ACT NOW!

You could be eligible for up to \$3,500 for your older vehicle! North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are at least 10 years old are encouraged to apply for assistance through the AirCheckTexas (ACT) Program. For more information about ACT, visit [www.airchecktexas.org](http://www.airchecktexas.org) or call 800-898-9103.

# WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas  
Council of Governments

## REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input.

Submit comments and questions to NCTCOG:

Email: [transinfo@nctcog.org](mailto:transinfo@nctcog.org)

Website: [www.nctcog.org/input](http://www.nctcog.org/input)

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Se harán las adaptaciones razonables.

**PUBLIC COMMENTS REPORT**

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Tuesday, November 20, through Wednesday, December 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Projects being planned in the region, including highway construction projects, the Preston Center Garage, the mobility plan for Midtown Dallas and Inland Port transportation progress were the most common topics of the month.

**Air Quality**

**Twitter**

1. North Central Texas Council of Governments - DFW Transportation-Air Quality Balance Gets Federal Approval @NCTCOGtrans [https://www.nctcog.org/trans/about/news/current-press-releases/dfw-transportation-aq-balance-gets-federal-approva ...](https://www.nctcog.org/trans/about/news/current-press-releases/dfw-transportation-aq-balance-gets-federal-approva...) – Lee M. Kleinman (@LeeforDallas)

**Alternative Fuels**

**Facebook**

1. Don't forget:

NCTCOG Transportation Department

Clean Fleets North Texas 2018 Call for Projects

Next Deadline: December 28, 2018

The North Central Texas Council of Governments (NCTCOG) has approximately \$448,000 remaining in grant funding through the Clean Fleets North Texas 2018 Call for Projects!

Eligible Applicants:

Local Governments

Private Companies that Contract with Local Governments

Eligible Activities:

Replacement of On-Road Diesel Vehicles

Replacement Non-Road Diesel Equipment

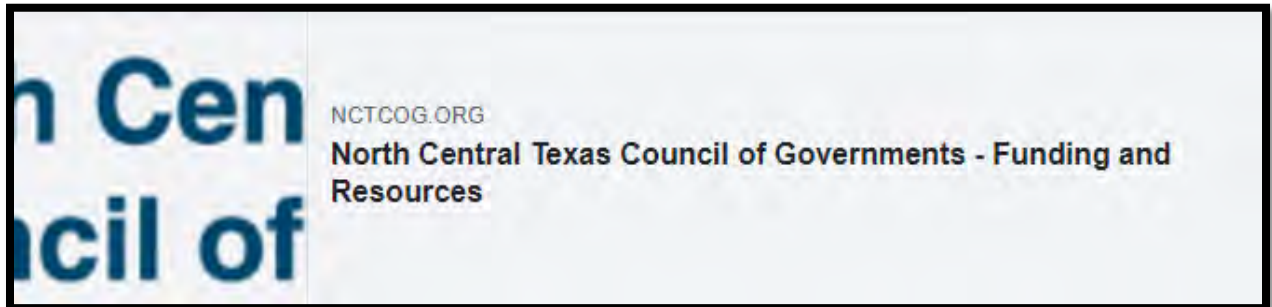
Funding Levels:

45% Cost if New Is Electric

35% Cost if New is Powered by Engine Certified to California Air Resource Board Optional Low-NOx Standards

25% Cost for All Others

For more information and to apply: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) – Texas NGV Alliance



**Aviation**

**Facebook**

1. DFW Airport plans to issue billions in bonds for improvements, possibly including a sixth terminal <http://bit.ly/2DXNZqt> – NCTCOG Transportation Department



A SIXTH? They have the room! Why not? – Tyler Stowe

### **Bicycle & Pedestrian**

#### **Twitter**

1. Big Investment Connects Bike and Pedestrian Trails Across the Metroplex  
[https://www.nadallas.com/DAL/November-2018/Big-Investment-Connects-Bike-and-Pedestrian-Trails-Across-the-Metroplex/#.W\\_V4pe85iN4.twitter](https://www.nadallas.com/DAL/November-2018/Big-Investment-Connects-Bike-and-Pedestrian-Trails-Across-the-Metroplex/#.W_V4pe85iN4.twitter) ... @NCTCOGtrans #NatureTrails #BikeTrails – Natural Awakenings (@NaturalDallas)



2. @NCTCOGtrans Survey: Cyclists most comfortable separated from cars – City of Fort Worth (@CityofFortWorth)



**Survey: Cyclists most comfortable separated from cars**

The closer respondents lived to a bicycle facility, the more likely they were to ride a bicycle in the past year. . Another important conclusion drawn from [fortworthtexas.gov](http://fortworthtexas.gov)



Loren S.

(@txbornviking)

**Electric Vehicles**

**Facebook**

1. November EV Stats

For those of you who like to track Texas EV stats, our friends at NCTCOG Transportation Department (our hosts at NDEW) have released the November numbers -- note that they lag for Tesla by 30-60 days and 30 days for other brands...

Total North Texas EVs increased by 334 in November to 6,701 This is mostly due to the addition of 314 Teslas.

Tesla increased by 314

- Model S 1576 (increase of 14)
- Model X 686 (Increase of 10)
- Model 3 1595 (increase of 290)

Chevrolet increased by 7

- Volt 665 (decrease of 6)
- Bolt 262 (increase of 13)

Nissan decreased by 18

- Leaf 413

Total Texas EVs 17,505 (increase of 879 mainly due to adding 804 new Teslas.

Total Texas Teslas 9,508 (increase of 804) – Tesla Owners Club of North Texas

### **High-speed Rail**

#### **Email**

##### **1. Tom Stamey**

What is this Ft Worth to Laredo high speed project

Mr. Stamey,

Thank you for contacting the NCTCOG Transportation Department.



The Fort Worth-to-Laredo Project is a bridge project that will help span the gap between the TxDOT Texas-Oklahoma Passenger Rail Project Tier 1 Environmental Impact Statement effort and the Tier 2 Environmental Impact Statement effort. A joint effort with the Waco, Killeen/Temple, Austin, San Antonio and Laredo regions, it will refine alignment alternatives and investigate the feasibility of the Hyperloop technology for the corridor.

Please let us know if you have any further questions.

Thank you for your reply.

I must say that the NCTCOG considering this is alarming. Alarming to the point of shock that the council would even consider such a costly item that would be far more expensive than adding a lane to I-35 north and south. It would also be a continual money loser that the taxpayers would have to shoulder. We already have many money losers.

Please add me as being totally against such a financial boon doggle.

### **Twitter**

1. The Texas bullet train now looks likely. Here's what to expect | <http://wfaa.com>  
[https://twitter.com/intent/user?screen\\_name=@wfaa](https://twitter.com/intent/user?screen_name=@wfaa) ... @CityOfDallas @NCTCOGtrans @TexasCentral – Lee M. Kleinman (@LeeforDallas)

2. We've seen a lot of buzz about the potential for high-speed rail between Dallas and Houston. Texas is on track to start a new tradition of transportation in the United States. Here's what it could look like: <http://bit.ly/2BGyhOM> – NCTCOGTransportation (@NCTCOGtrans)



You can do a lot with \$20+ billion in taxpayer backed loans. – Evan Lowe (@EvenLoweHiPo)

## **Facebook**

1. We've seen a lot of buzz about the potential for high-speed rail between Dallas and Houston. Texas is on track to start a new tradition of transportation in the United States. Here's what it could look like: <http://bit.ly/2BGyhOM> – NCTCOG Transportation Department



This train will be absolutely wonderful in helping to reduce car traffic and road congestion between Dallas and Houston, as well as helping to improve air quality, encouraging more use of mass transit options, and providing alternative transportation options for people who need and want them! – Paul McManus

We think so too, Paul! - NCTCOG Transportation Department

It needs to be extended to Fort Worth. – Jamie Terrell

Hi, Jamie! While this story focuses on the high-speed rail line between Dallas and Houston, the Regional Transportation Council is seeking to bring an Fort Worth-Dallas high-speed rail line to connect the planned line between Dallas and Houston. More information, as well as a presentation on HSR in Texas, can be found here: <https://www.nctcog.org/.../transit-planning/high-speed-rail>. – NCTCOG Transportation Department

This is just one of the Shinkansen Bullet Trains, what Texas Central will use, that we zipped all over Japan in, at over 200mph, and two others that were at the station at the same time. These are just three of the great many in Japan alone, meanwhile the USA has ZERO High-Speed trains that can go anywhere near those speeds!

Bullet Trains USA!!!!

ETA - Enthusiasts of Transit Association!!!

[https://www.facebook.com/.../vb.../10154707193081894/...](https://www.facebook.com/.../vb.../10154707193081894/) – Curtis Garrison

How bout slow, antique Trolley

For Uptown to Knox

And High Speed train – Michael Koler

## **Project Planning**

### **Email**

#### **1. Marie Andrews**

I live within a half mile from Central Expressway and do not find anything EXPRESS about that road. I have lived at the border of Richardson/Plano for 30 years and watched as that road seems to always be behind the 8-ball in capacity due to growth to the north or expansion to deal with growth.

I now would rather travel on streets with all the stop and go traffic than get stuck on an expressway mired in delays. The HOV lanes always seemed like a waste of good concrete that could be used to increase the flow and speed of traffic. Therefore, I am in hearty support to convert the existing HOV lanes on US 75 (Central Expressway) to SMART high demand lanes that are free to all.

Many people within my neighborhood feel the same. I have heard from a neighbor with where this conversion has been successfully put in place to the north further solidified this stance.

#### **2. Robert Brown**

My family has had land here at [REDACTED] and [REDACTED] I-30 W, Greenville TX [REDACTED] since 1963. I moved away in 1991 to Fort Worth @ I-30 and Eastchase Pkwy, then in 2005 to I-820 & Hwy 26 in NRH. I've seen well done upgrades and improvements to I-30 in both Fort Worth and Dallas. I cheered the neighborhood that pushed for noise abatement and won during the widening of I-30 approaching downtown Dallas.

Now having had a rare painful spinal disease hit me in 2015 and force me to return home to fight for disability in 2017, I see and hear the difference in traffic over those 30+ years of being gone.

I want to be an active voice in this project as it directly impacts my remaining years and the impact of Syringomyelia on my nervous system. How do I become a voice that is heard during this expansion? My mobile home now shows up on Google Maps at [REDACTED] Interstate Hwy 30 W. Street view will show my Grandmother's house which was removed in 2007.

Please listen to these small citizens of the Meadowview community and let's make a highway we can all live with.

### 3. Oscar Pearson

Expedite the completion of 380 from Denton to the North Dallas Tollway. Also, have found it very difficult to work with TxDot and get answers. We need to push the Thoroughfare Plan through Aubrey. East and west traffic is not being addressed in a timely manner. Thank you

### 4. Stephanie Wagner-Irvin

These is so needed some of Texas cities and towns are so outdated. This could help remove cars off the roads, pollution and multiple fatal accidents.

## Twitter

1. @DMNOpinion published a column by Laura Miller today that is filled with inaccuracies and misinformation regarding Preston Center. I have taken no position on either zoning case she mentions in the column but supporting a process with neighborhood input to take place. – Jennifer S. Gates (@cmjsgates)

In addition my office along with @NCTCOGtrans have been working on the redevelopment of the Preston Center Garage over the last two years most recently a public meeting was held Sept 6 with a second scheduled for Jan 31.  
<https://www.nctcog.org/trans/plan/land-use/land-use-planning-projects/general-land-use-projects#Northwest%20Highway%20&%20Preston%20Road> ... – Jennifer S. Gates (@cmjsgates)

Discussion regarding a potential gift from Mr Deason occurred but I was never notified a 10 million gift was secured. – Jennifer S. Gates (@cmjsgates)

The @CityOfDallas & @NCTCOGtrans as well as @TollTagNews are studying adding ramps on the Tollway at Walnut Hill as well as a Texas u-turn at NWH. Funds and more public input are required before either would move forward. – Jennifer S. Gates (@cmjsgates)

You firmly oppose our Taskforce recommendation to build the Tollway off-ramps at Walnut Hill Lane and Lovers Lane. You told Robert Wilonsky in a column of his on August 10, 2018 that "there are other things I would do with transportation dollars." – Laura Miller (@Laura\_S\_Miller)

Because you did not fund the underground garage that our Taskforce recommended, the private and public matching funds did not come through. The current effort, funded by NCTCOG and championed by Preston Center business

owners, is a poor substitute to gerrymander what's there now. – Laura Miller (@Laura\_S\_Miller)

Hey Laura, Preston Center is some of the most valuable and potentially useful real estate in the city. I'm sure you and your filthy rich neighbors would be best served by it being an empty field with no traffic, but JSG represents the rest of us too. – Smuckers (@SMuCKAZZZ)

If you choose to live near one of the busiest and most important intersections in the city, you should expect it to be... busy. If you don't like that, the answer is for you use some of your \$\$\$\$ to move, not use your clout to kill development that should benefit the whole city – Smuckers (@SMuCKAZZZ)

Exactly at this time not a priority there are limited funds available. Would prefer to invest in deferred infrastructure of streets inherited from former leadership. – Jennifer S. Gates (@cmjsgates)

I agree with you, @cmjsgates. We need to get our neighborhood streets fixed first. – Wylie H Dallas (@Wylie\_H\_Dallas)

@TxDOT has improved all intersections from Midway to Central and retimed all signals. – Jennifer S. Gates (@cmjsgates)

The firehouse light was not deactivated because it is necessary for @DallasFireRes\_q Station 27 to safety & quickly exit the station on a call but @CityOfDallas reprogrammed the light to remain green at all times unless activated to RED as necessary for emergency calls. – Jennifer S. Gates (@cmjsgates)

2. Come and see the mobility plan for Midtown. @CityOfDallas @NCTCOGtrans @dartmedia @DallasCityMgr @cmjsgates @Mike\_Rawlings @TxDOTDallas – at One Galleria Tower – Lee M. Kleinman (@LeeforDallas)

# DALLAS MIDTOWN AUTOMATED TRANSPORTATION SYSTEM STUDY

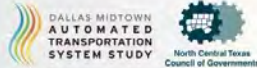
## Stakeholder Workshop & Information Session

Tuesday, December 11, 2018 | 6:00 - 7:30 p.m.

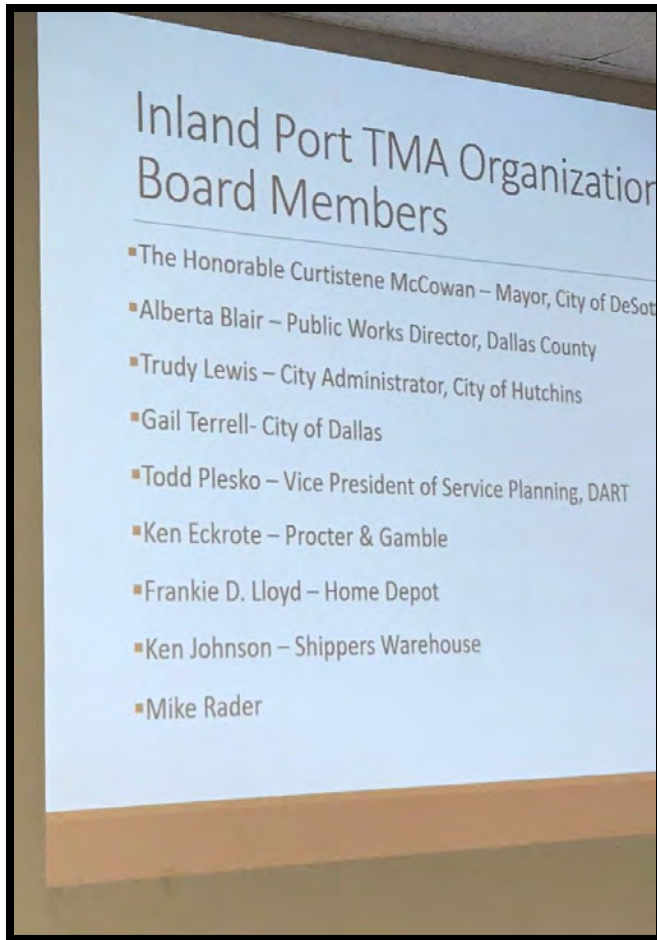
One Galleria Tower  
13355 Noel Road, Suite 100  
Dallas, TX 75240

Get an update on a people mover study and initiative in your community at a workshop and information session hosted by the North Central Texas Council of Governments. The session will include a review of recommendations for automated transportation alignment and technology options for both internal and regional connections from the Dallas Midtown area (old Valley View Mall).

Please RSVP to: [aoneal@kstrategies.com](mailto:aoneal@kstrategies.com)



3. Excited to see progress on bringing Transportation to the Inland Port. A Transportation Management Association has been created, with an independent board. @NCTCOGtrans is providing funding for the 1st 2 years and @dartmedia is acting as a facilitator #Transportation #Dallas – at Southwest Center Mall – Dominique P. Torres (@attorneydtorres)



## Transit

### Email

#### 1. **Richard P Sickler**

Sir, We as a group fell that we need buses in North Richland Hills and surrounding areas it would greatly help our busy highway. Thanks, Richard P Sickler [dickiedaddles@yahoo.com](mailto:dickiedaddles@yahoo.com)

#### 2. **Calvin Davis**

It is my right as an American citizen to be able to go wherever I want to go when I want to go. I should not have to relocate to the city of Dallas simply because the city of Dallas has made a way so I can go places on my own. I should be able to have my independence regardless of what city or town I choose to live in within the state of Texas. That is why I am asking the city of Cedar Hill to allow dart para transit to come to the city of Cedar Hill.

### Twitter

1. Excited about new Trinity Lakes station & transit oriented development along the Trinity Railway Express (TRE) in East Fort Worth @TrinityMetro @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL\_FW)



I read this last night! Yaaas! Restoring the Subways is a great idea! I sure miss riding them when they were available ! – Nora Delgado Ramirez (@NoraDelgadoRam4)

2. We really need to stop wasting time & energy on the "hyperloop" & other "more hype than substance" proposals.

It's clear what solutions will work TODAY to improve mobility throughout the region. We need fast, frequent, & reliable #bus & #rail solutions! – Loren S. (@txbornviking)





Attn @NCTCOGtrans @TxDOT @TxDOTFortWorth & @CityofFortWorth – Loren S. (@txbornviking)

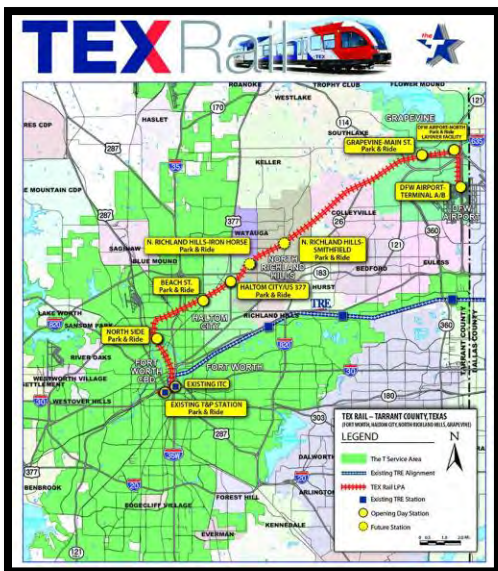


3. Love these Downtown Fort Worth banners for #TEXRail! Time to train from downtown to Terminal B at DFW Airport starting January 5. Free from January 5 to January 31st. @TrinityMetro @CityofFortWorth @DTFortWorth @DFWAirport @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL\_FW)



**Facebook**

1. TEXRail will kick off service with free rides <http://bit.ly/2G14a9h> – NCTCOG Transportation Department



Awesome! – Edith Wilson Owens

This train will be absolutely wonderful! – Paul McManus

We think so, too! – NCTCOG Transportation Department

We can't wait to ride this train!!!! ETA - Enthusiasts of Transit Association!!! – Curtis Garrison

Yay! We can't either! – NCTCOG Transportation Department

WHEN will the free rides be? – Connie Cook Sandlin

Hi, Connie! From January 5, through February 1, 2019. – NCTCOG Transportation Department

Can we get a blown up map of the three Fort Worth stops? Is it stopping in the stockyards? Then where downtown? – Aaron Kreag

Aaron Kreag downtown TEXRail will share the TRE stations. For the Stockyards, the station is at 28th & Decatur (approx 1mi away) – Loren Stewart

Aaron Kreag Trinity Metro will have bus service from the TEXRail station to the Stockyards. Buses will meet the train for seamless service. – Linda Jacobson Thornton

I hope the NCTCOG Transportation Department is looking at Greenville, Texas seriously for rail service into Dallas. I have a rare disease called #Syringomyelia and medical care will have to be through specialists of many disciplines which will have to come through UT Southwestern. – Robert Brown

Thanks for your comment, Robert! We'll make sure to provide it to the Regional Transportation Council. – NCTCOG Transportation Department

Perhaps you can direct me... how do I insure that sound abatement is considered when I-30 through Hunt County expands from 4 to 6 lanes? Dallas enjoys that on the West approach of I-30 to downtown. I just moved back from I-820/Hwy 26 and I can tell a difference. My family has had this land by I-30 frontage since 1963. I'm not going anywhere but this highway noise is awful now and will be worse. – Robert Brown

We encourage you to send us an email with your comments to [transinfo@nctcog.org](mailto:transinfo@nctcog.org). We also encourage you to visit <https://www.nctcog.org/trans/involve/meetings>. There, you can subscribe to our updates and see when and where our public meetings are held as well as the topic or topics of discussion. We appreciate your concern and for providing your comments and we hope that you continue to engage. – NCTCOG Transportation Department

Done and forwarded on to others in the area. Thanks. – Robert Brown

Glad to hear it! – NCTCOG Transportation Department

Any plans to expand service into the far north Fort Worth neighborhoods, Keller, Roanoke? I'd love to use the service when flying out of DFW. – Gary Simonson

Hi, Gary! That sounds like a question for Trinity Metro. Sorry we couldn't be more helpful. – NCTCOG Transportation Department

Can you use your regional pass to use TexRail or is it separate ticketing? – Veronica Hodges

Hi, Veronica! You should be able to use your regional pass for all transit services in Tarrant, Dallas and Denton counties. – NCTCOG Transportation Department

NCTCOG Transportation Department thank you! That's great! – Veronica Hodges

When will the NRH stations open? – Rebekah C. Ralston

Hi, Rebekah! Service to those stations is expected to begin January 5, 2019. – NCTCOG Transportation Department

Okay. The graphic legend made it look like they're opening later. – Rebekah C. Ralston

### Other

#### Email

##### **1. Brandon Meeks**

This is in regards to tractor/trailer parking and not staying to Irving truck routes

The parking of tractor/trailer trucks in our district has really become a safety issue. More specifically around Esters & Pioneer as well as the new development off Conflans between Hard Rock Rd and 161. There are times that 20 plus trucks are parked at the AMC movie theater at night and they all start to leave around the same time children in the area are walking to school. There is also a large number of trucks parking on the new residential streets in the new development. Sometimes they are even parking on Hard Rock (I have called the police department and they have been helpful in getting trucks off the main roads). I have also spoken with code enforcement and they have been helpful in going out to AMC for parking violations (but they are not 24 hours so there is only so much they can do).

These trucks are very large to have moving around masses at the same children are around. I have spoken with AMC, Burger King, and the other corner store at Esters & Pioneer and hopefully they will be posting no truck/trailer/tractor parking signs (they do have NO OVERNIGHT PARKING signs and have been calling the tow agency that is authorized to be on AMC property which has helped drive the amount of trucks coming in down). By the duck pond at Esters & Conflans I know there is NO TRUCK signs put up. I would like to know what we can

do to get NO TRUCK signs placed on Esters between Conflans and 183 and on Conflans between Esters & 161. These trucks are using this as a route with business on route. It would not matter the direction they are coming from off 183 as they could use 161 and then exit Conflans to get to the warehouse they are coming and going from.

With this all being a residential area and nothing being zoned for industrial the tractor/trailer parking should not be taking place at these locations, and unless they are delivering or picking up freight from these areas they should be staying to the Irving truck route and not using these streets.

### **Twitter**

1. Happy Thanksgiving Day! @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans @SteerFW – Sal Espino (@SAL\_FW)



Right back at you! 🐔 – SteerFW (@SteerFW)

Your continued advocacy on behalf of better #transit for all of us across Tarrant County is certainly something to be thankful for. – Tarrant Transit Alliance (@TarrantTransit)

2. Happy thanksgiving @NCTCOGtrans – Philip Goss (@gosspl)

**Don Kostelec** @KostelecPlan

"If we could only get one more lane, then it would be solved."

- A Caltrans engineer, probably [twitter.com/StreetsblogUSA...](https://twitter.com/StreetsblogUSA)

3. #PublicRoads article "Boosting Pavement Resilience" covers study of temp & precip impacts for TX SH-170 pavement design. More info in FHWA-HEP-17-082 [https://www.fhwa.dot.gov/environment/sustainability/resilience/ongoing\\_and\\_current\\_research/taacr/synthesis/](https://www.fhwa.dot.gov/environment/sustainability/resilience/ongoing_and_current_research/taacr/synthesis/) ... #climatechange @CAMPOTexas @NCTCOGtrans @TxDOT 🌧️🔧🏗️ – CTR Library (@ctrlib)

4. So yesterday running a little late to work I decided to give the #Texpress lanes a try...

Result, epic fail. Backup at I-30 & I-35 to get onto the lanes, then bumper to bumper on the lanes... So "glad" I paid for this privilege.

@TollTagNews @TxDOT @TxDOTFortWorth @NCTCOGtrans – Loren S. (@txbornviking)





The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

January 3, 2019

The Honorable Joe C. Pickett  
Texas House of Representatives  
1790 Lee Trevino #307  
El Paso, TX 79936

Dear Representative Pickett:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to thank you for your invaluable service as a State Representative in the Texas House of Representatives and for your time as Chairman of the House Transportation Committee. We appreciate all of your contributions to the ongoing effort to improve transportation for the people of Texas and will miss your important voice on these issues.

We join the many Texans across the State hoping for your continued recovery and wish you well in your future endeavors. Again, thank you for your service to the State of Texas and for being a leader on transportation.

Sincerely,

Gary Fickes, Chair  
Regional Transportation Council  
Commissioner, Tarrant County

KR:al

cc: Victor Vandergriff, Commissioner, Texas Transportation Commission



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 21, 2018

Mr. Charles M. Best  
5501 Falls Road  
Dallas, Texas 75201

Dear Mr. Best,

Thank you for copying me on your letter to Mr. Moise dated December 3<sup>rd</sup>, 2018. Thank you also for copying me on your letter to Councilwoman Gates dated August 16, 2018.

Please give me time to review the details. I will be sending you the results of the traffic simulation and recent Power Point presentation on transportation projects impacting Northwest Highway. If you wish to communicate with me via email, my address is: [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

Michael Morris, P.E.  
Director of Transportation

MM:aa  
Attachment

Cc: The Honorable Mayor Mike Rawlings, City of Dallas  
Gerry Carrigan, CEO/Executive Director, North Texas Tollway Authority  
Jennifer Staubauch Gates, Councilmember, Dallas City Council  
Karla Weaver, Program Manager, NCTCOG



## Column: Preston Center residents are losing the battle against traffic

Dec. 10, 2018

Written by Laura Miller, Contributor  
Dallas Morning News

For the past six years, homeowners near Preston Center have been battling to keep our dreadful transportation situation — traffic gridlock, zero pedestrian amenities, a shortage of parking — from getting even worse.

We may soon lose the war.

Our two biggest zoning cases ever heat up in January: St. Michael and All Angels Church on Douglas Avenue, south of Northwest Highway, is proposing a 225,000-square-foot office tower and a similarly sized rental apartment high-rise where their playground sits now.

On the other side of Preston Center, council member Jennifer Gates and Plan Commissioner Margot Murphy have been pushing for 18 months to up-zone the 12 acres in and around the Athena and Preston Tower so developers can demolish four low-rise condo complexes and replace them with rental-apartment towers as high as 25 stories. Hal Anderson, who designed and developed the iconic Pink Wall community 60 years ago — one of the last fully owner-occupied, tree-lined, condo communities in Dallas — would be heartbroken.

Never mind that 78 percent of those Pink Wall condo owners staunchly oppose what City Hall is doing to their zoning against their will, and 57 of the 71 city of Dallas homeowners closest to St. Michael's signed paper petitions against that development 18 months ago. Gates and Murphy remain unmoved. (But so do homeowners. An online petition started last month at [change.org](http://change.org) has 450 signatures and climbing, plus a place to order a yard sign: NO MORE TOWERS IN PRESTON CENTER; FIX OUR TRAFFIC FIRST.)

I take issue with a Dallas Morning News editorial about Preston Center: "A master plan for the area completed two years ago with the input of a committee of residents reads more like a recipe for continued paralysis than a genuine vision for moving forward. It concludes that traffic must be addressed before redevelopment can commence. That's the wrong way to approach this area."

It's actually the only way to approach it, without completely ruining not only Preston Center and the Pink Wall, but all of our adjacent, single-family neighborhoods. (How can two-lane, residential Douglas Avenue absorb thousands of new cars a day? The church and the developer conducted a traffic study, but in a meeting I attended last month, they said they have no solution nor have they reached out to transportation agencies.)

This master plan, the Northwest Highway and Preston Road Area Plan, cost \$350,000, with \$100,000 of it private money from area stakeholders and \$250,000 from the North Central Texas Council of Governments. Its 13-member task force, appointed by Gates, was actually half commercial property owners and developers and half homeowners. (I represented Zone 7, comprised of 250 homes northwest of the Tollway.) After two years of public hearings, development workshops, zone meetings and constant calls for input from every property owner within a mile radius of Preston Center, we made unanimous recommendations about how the area should be developed in the future. And yes, we concluded — developer and homeowner in lockstep — that traffic, parking and pedestrian problems should be addressed before any new development.

We included 13 pages of detailed recommendations for fixing the problems. Our top priority was an underground parking garage in the heart of Preston Center with a public park on top; No. 2 was an underground commuter tunnel on Northwest Highway from Central Expressway to the Tollway (or further west). We also recommended an elongated, northbound exit ramp off the Tollway at Northwest Highway (to better access the existing high-rise canyon); one or more pedestrian bridges over Northwest Highway connecting homes to retail; storm sewer upgrades (Preston Tower floods in heavy rains); alley, sidewalk and lighting improvements. The lowest-hanging fruit was the deactivation (save for emergencies) of the traffic light in front of the city firehouse on Northwest Highway between existing traffic lights at Douglas and the Tollway.

And, yes, we unanimously recommended adding new Tollway off-ramps at Walnut Hill Lane and Lovers Lane, in order to rebalance the traffic in our neighborhoods. Why do we need rebalancing? At the time of the study, 115,100 cars a day traveled the Tollway under Northwest Highway, and 57,800 cars on Northwest Highway crossed over the Tollway (half of which were not from the area).

None of our traffic recommendations, which NCTCOG's Transportation Director Michael Morris had proposed to our delight, has been pursued by City Hall. To facilitate the new parking garage, the task force had secured a \$10 million pledge from local resident Darwin Deason to build the park, along with contingent financial commitments from Morris if the city of Dallas put \$20 million in the 2017 city bond program for the garage. But council member Gates only included \$10 million (in street improvements) so our No. 1 recommendation died practically overnight. Not even the firehouse light was deactivated.

Just a few months after beseeching her Council colleagues to adopt all the recommendations in our plan, which they did unanimously in January 2017, a three-story condominium, Preston Place, burned down and Gates decreed that the plan was not workable for developers and should be scrapped altogether. To her dismay, homeowners throughout the study area are pushing for her to honor the plan at nearly every community zoning meeting (especially behind the Pink Wall, where our study recommended, in five separate places, that future development not exceed four stories in height).

We all want Preston Center to be redeveloped. Compared to the east side of Preston Road, where University Park has long had its act together, our side is an embarrassment, especially the parking garage. The garage should be the catalyst for our own version of the (original) West Village, which was our task force's vision. But for master plans to work, you need the elected officials who championed them to stay the course. In the meantime, District 13 will continue to show City Hall that there's no shame in fighting to protect your neighborhood.

*Laura Miller is the former mayor of Dallas and a resident of District 13. She wrote this column for The Dallas Morning News.*

<https://www.dallasnews.com/opinion/commentary/2018/12/08/preston-center-residents-losing-battle-traffic>

**CHARLES M. BEST  
5501 FALLS ROAD  
DALLAS, TEXAS 75220**

December 3, 2018

Mr. Grant Moise  
Publisher & President  
The Dallas Morning News  
1954 Commerce Street  
Dallas, Texas 75201

Dear Mr. Moise,

I refer to your Editorial dated December 2, 2018 entitled, "Free Preston Center". Michael Morris apparently is disregarding the residents in Preston Hollow. I have enclosed a copy of my letter dated August 16, 2018 to our Councilwoman Jennifer Staubach Gates that outlines the situation. It should be noted that there already is an exit ramp at Royal Lane, only a short distance from Northwest Highway.

I would appreciate your response to these facts.

Sincerely,



Charles M. Best

CMB:kbr

cc: Mayor Mike Rawlings  
Office of the Mayor  
1500 Marilla Street  
Suite 5EN  
Dallas, Texas 75201

Mr. Gerry Carrigan  
CEO/Executive Director of NTTA  
39025 LBJ Service Road  
Dallas, Texas 75232

RECEIVED

DEC 05 2018

TRANSPORTATION

Ms. Jennifer Staubach Gates  
Dallas City Council  
District 13  
1500 Marilla Street 5FS  
Dallas, Texas 75201

Mr. Michael Morris  
Transportation Director  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

**CHARLES M. BEST  
5501 FALLS ROAD  
DALLAS, TEXAS 75220**

August 16, 2018

Jennifer Staubach Gates  
Dallas City Council  
District 13  
1500 Marilla Street 5FS  
Dallas, Texas 75201

Dear Councilwoman Gates,

Robert Wilonsky's article entitled, "Tollway ramp will go nowhere" in the Dallas Morning News dated August 12, 2018 is of extreme interest to a large group of people, myself included. It should be remembered that the Dallas North Tollway Authorities reviewed this issue a number of years ago and concluded that it should not consider a ramp for many reasons including the following:

1. Traffic on Walnut Hill Lane was heavy at that time (obviously, it is much heavier now).
2. Property valuations would be negatively impacted.
3. Safety – Schools, walking, biking & children playing would be affected.
4. Environmental Problems would increase – i.e. noise, air pollution, trash, etc.
5. A survey was made and showed that 211 families opposed the possibility of a ramp being built while only 14 favored the change.

Officials believe the project would cost about \$20 million. As you stated, "There are other things I could do with transportation dollars."

The residents of the Preston Hollow area should be considered when reviewing this situation.

Sincerely,



Charles M. Best

CMB:kbr

cc: Mayor Mike Rawlings  
Office of the Mayor  
1500 Marilla Street  
Suite 5EN  
Dallas, Texas 75201

Mr. Gerry Carrigan  
CEO/Executive Director of NTTA  
39025 LBJ Service Road  
Dallas, Texas 75232

Mr. Robert Wilonsky  
The Dallas Morning News  
1954 Commerce Street  
Dallas, Texas 75201

Mr. Dick Latham  
5942 Joyce Way  
Dallas, Texas 75225

Mr. Henry Exall, Jr.  
4950 Briarwood Place  
Dallas, Texas 75209



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 21, 2018

The Honorable Joe C. Pickett  
Texas House of Representatives  
1790 Lee Trevino #307  
El Paso, TX 79936

Dear Representative Pickett,

I am saddened to hear of your retirement from the Texas House of Representatives. Its not because of our loss in Transportation, but because of your need to focus on health related items. Please let me know how I can help you either in El Paso or with your family members here in our region.

A famous writer once said, "Lucy's mom is happy and beaming with pride. She has helped raise a daughter who understands the meaning of living united, of having an open heart and the power to change lives." I appreciate your ability to do that with lots of people that have crossed your path. That would include me as one of those persons.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, prominent "M" and "M".

Michael Morris  
North Central Texas Council of Governments

MM:aa

Cc: Victor Vandergriff, Commissioner, TxDOT

# CITY OF HASLET



December 12, 2018

Mr. Jeffrey C. Neal, PTP  
Program Manager – Streamlined Project Delivery and Data Management  
North Central Texas Council of Governments (NCTCOG)  
616 Six Flags Drive  
Arlington, Texas 76011

Re: BUILD Application and Grant Award

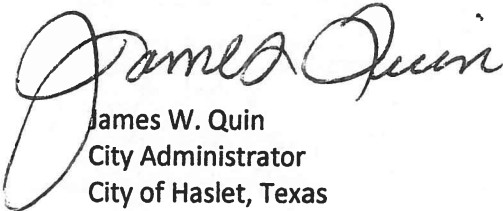
Dear Mr. Neal,

As you are aware, the City of Haslet was recently awarded a Better Utilizing Investments to Leverage Development (BUILD) Grant totaling \$20,000,000 regarding the Haslet Parkway roadway project, see attached press release. This success is greatly attributable to your efforts as team leader regarding the construction of the application. Because of your efforts, the application was extremely competitive in the review process.

The BUILD application received a wide range of support which was greatly facilitated by your obtaining letters of support and coordinating on behalf of the North Texas Regional Council of Governments with Tarrant County officials, the Texas Department of Transportation, BNSF Railway, private developers, BUILD program representatives and Haslet staff members Director of Economic Development Thad Chambers and City Engineer Travis Attanasio. Your teamwork with all parties regarding the application's development and its submittal was well-received by the Haslet Mayor and City Council Members and the development community as well. Finally, your consensus building regarding the Haslet Parkway roadway project was integral to the successful grant application and subsequent award.

I appreciate the innumerable hours you expended in coordinating the BUILD Application and your continued interaction with TxDOT to ensure the application achieves all deadlines. The City of Haslet is very appreciative of your efforts and is certain that because of your efforts Haslet Parkway will become a reality.

The North Central Texas Council of Governments is fortunate to have such a dedicated professional as you, and I want to thank you for a job well done!

  
James W. Quin  
City Administrator  
City of Haslet, Texas

Attachment

c: Mr. Mike Eastland, Executive Director, NCTCOG  
Mr. Michael Morris, P. E., Director of Transportation, NCTCOG

RECEIVED

DEC 18 2018

TRANSPORTATION





## PRESS RELEASE

City of Haslet, 101 Main St., Haslet, TX 76052  
Phone 817-439-5931 Fax 817-439-1606 [www.haslet.org](http://www.haslet.org)

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***For Immediate Release***  
December 6, 2018

***Contact: Thad Chambers, CecD, EDFP***  
Director of Economic Development

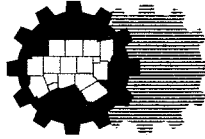
### **City of Haslet Receives \$20,000,000 Federal Grant for Infrastructure Improvements**

The City of Haslet has been notified by the office of United States Senator John Cornyn that Haslet, through the North Central Texas Council of Governments, will receive a \$20,000,000 federal grant for the Alliance Texas/Haslet Accessibility Improvement Project. The funding comes through the U.S. Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant program (more info at <https://www.transportation.gov/BUILDgrants/about>). The Alliance Texas/Haslet Accessibility Improvement Project includes constructing Haslet Parkway as a new 4-lane divided thoroughfare from the existing IH 35 at SH 170 interchange to the existing intersection of FM 156 and Avondale-Haslet Road; extending the Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility, and widening Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet City limit boundary.

The project was submitted through the required application process and competed with other regional projects for funding. The project was evaluated for award using several criteria including safety improvement, quality of life, project readiness, and regional project benefits.

Haslet Mayor Bob Golden commented that he "is very grateful for the awarding of this BUILD Grant. Building and/or improving this road through Haslet will greatly benefit our citizens as well as those in surrounding communities. East-west movement in this part of Tarrant County will dramatically improve once this project is completed. A sincere thanks goes out to all our partners who helped make this possible. This was definitely a team win!"

Haslet Economic Development Director Thad Chambers, CEcD, EDFP coordinated the BUILD application for Haslet and can be contacted for additional information at [tchambers@haslet.org](mailto:tchambers@haslet.org) or 817-439-5931 extension 113.



North Central Texas Council Of Governments

December 14, 2018

Ms. Jessica Mueller  
Civil Rights Division  
Texas Department of Transportation  
125 East 11th Street  
Austin, TX 78701

Dear Ms. Mueller:

The Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) serve as the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth area. In adherence to the Texas Department of Transportation's 2015 Title VI/Nondiscrimination Technical Assistance Guide for Subrecipients, NCTCOG has prepared a Title VI/Nondiscrimination Annual Work Plan and Accomplishment Report for Federal Fiscal Year 2018-2019 for activities related to NCTCOG's Metropolitan Planning Organization functions. These functions are carried out by NCTCOG's Transportation Department. This report is an update to the Transportation Department's Environmental Justice Biennial Report for Fiscal Years 2015 and 2016, which was provided to the Texas Division of the Federal Highway Administration in 2017 as part of the federal certification process.

Enclosed is the Title VI/Nondiscrimination Annual Work Plan and Accomplishment Report for Federal Fiscal Year 2018-2019 related to NCTCOG's Metropolitan Planning Organization functions.

If you have any questions related to these materials or other Title VI efforts at the Metropolitan Planning Organization, please contact Kate Zielke, Senior Transportation Planner, at (817) 608-2395 or [kzielke@nctcog.org](mailto:kzielke@nctcog.org).

Sincerely,

Michael Morris, P.E.  
Director of Transportation

KZ:cmg  
Enclosure

cc: Kate Zielke, Senior Transportation Planner, NCTCOG  
Mike Eastland, Executive Director, NCTCOG  
Monte Mercer, Deputy Executive Director, NCTCOG

# Title VI/Nondiscrimination Annual Work Plan and Accomplishment Report

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Federal Fiscal Year 2018-2019



North Central Texas Council of Governments

## What is NCTCOG?

The **North Central Texas Council of Governments** (NCTCOG) is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1968 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 229 member governments, including all 16 counties, 167 cities, 19 independent school districts, and 27 special districts.

NCTCOG's **structure** is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **R. Michael Eastland**, Executive Director.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 816 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

**North Central Texas Council of Governments**  
P. O. Box 5888  
Arlington, Texas 76005-5888  
(817) 640-3300  
FAX: (817) 640-7808  
Internet: <http://www.nctcog.org>

### NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

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Prepared in cooperation with the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation.

*The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.*

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## Introduction

Federal law requires states to establish Metropolitan Planning Organizations for urban areas with more than 50,000 residents. Since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department and the Regional Transportation Council have served as the staff and policy board, respectively, for the Metropolitan Planning Organization for the Dallas-Fort Worth area. Metropolitan Planning Organizations are central to selecting investments to develop the metropolitan transportation system.

NCTCOG, as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.

This report updates the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) Texas Division Office on an annual basis regarding how the NCTCOG Transportation Department is monitoring the implementation of its Title VI Program. In accordance with TxDOT's Title VI/Nondiscrimination guidance for subrecipients and with FHWA's Title VI/Nondiscrimination Program, this report documents the Metropolitan Planning Organization's Title VI Program accomplishments for federal fiscal year (FFY) 2018 and goals for FFY 2019.

## Metropolitan Planning Organization: Title VI/Nondiscrimination Component

This section contains Title VI/Nondiscrimination accomplishments that are not included in the following sections: *Internal Monitoring Program, External Monitoring Program, Title VI/Nondiscrimination Training Summary, Title VI/Nondiscrimination Complaints Summary, Special Emphasis Areas, Environmental Justice, or Limited English Proficiency.*

### Title VI Assurances

In FFY 2016, the Standard Department of Transportation Assurances were signed by the NCTCOG Executive Director and are located in the Metropolitan Planning Organization's May 2016 update to its Title VI Program. These Assurances will be re-signed with each subsequent Title VI Program update.

### Dissemination of Title VI Information

Title VI information available on NCTCOG's Transportation Department website<sup>1</sup> includes:

- *NCTCOG Title VI Program May 2016 Update*
- *NCTCOG Title VI Program May 2013 Update*
- *NCTCOG's Title VI Notice to the Public* (English and Spanish)
- *NCTCOG Transportation Department's Title VI Complaint Form* (English and Spanish)
- *NCTCOG's Fair Treatment and Meaningful Involvement in Transportation Planning* brochure (English and Spanish)
- A brief summary of and links to relevant nondiscrimination authorities and guidance

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<sup>1</sup> <https://www.nctcog.org/trans/quality/ei>

- An overview of the Metropolitan Planning Organization’s nondiscrimination efforts, with links to relevant documents, program webpages, and presentations
- NCTCOG Executive Board’s 2016 *Resolution Approving the North Central Texas Council of Governments’ Title VI Program Update*
- NCTCOG Regional Transportation Council’s 2016 *Resolution Approving MPO Title VI Nondiscrimination Program Update*
- TxDOT’s 2013 *Title VI Review Follow-up Report*
- Federal Transit Administration’s (FTA) 2014 *NCTCOG Title VI Program Concurrence*

In FFY 2018, the Metropolitan Planning Organization printed copies of its *Fair Treatment and Meaningful Involvement in Transportation Planning* brochure and distributed them at the following public outreach events:

- March 24, 2018: Earth Party, Fort Worth Water Gardens, Fort Worth
- April 3, 2018: Earth Day Fest, Brookhaven College, Farmers Branch
- April 13, 2018: University Day, Denton
- April 14, 2018: ColorPalooza, Lewisville
- April 14, 2018: Great American Cleanup, Plano
- April 18, 2018: Celebrating People and Planet, Arlington
- April 18 and 19, 2018: Earth Day Celebration, Euless
- April 20, 2018: University of North Texas Health Science Center Earth Day Event, Fort Worth
- April 20-22, 2018: Earth X, Dallas
- September 22, 2018: Trinity River Kite Festival, Dallas

On its public bulletin board, the Metropolitan Planning Organization has posted a copy of its Title VI Notice (in English and Spanish) and a weblink to access the *Title VI Complaint Procedures* document.

#### Environmental Justice Liaisons

Each of the program areas in NCTCOG’s Transportation Department has designated one or more staff persons to serve as environmental justice (EJ) liaisons. These staff persons meet twice per year and are responsible for helping their respective program areas incorporate nondiscrimination principles<sup>2</sup> into NCTCOG programs, plans, projects, and policies. The Transportation Department’s Title VI Coordinator supports liaisons in their efforts and organizes the semiannual meetings. There are currently 22 Transportation Department staff persons serving as EJ liaisons.

Two liaison group meetings were held during FFY 2018; the agendas are included in the Appendix of this report. During the March 2018 meeting, the liaisons received training on nondiscrimination policies and best practices for communicating with populations with limited English proficiency. They also brainstormed challenges and opportunities for addressing equity issues related to their respective program areas. During the August 2018 meeting, the liaisons were given an orientation to EJ and Title VI, including requirements and Transportation Department-specific implementation strategies. They also

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<sup>2</sup> “Nondiscrimination” includes responsibilities outlined in US Department of Transportation’s EJ Principles ([https://www.fhwa.dot.gov/Environment/environmental\\_justice/ej\\_at\\_dot](https://www.fhwa.dot.gov/Environment/environmental_justice/ej_at_dot)) and NCTCOG’s Title VI Program ([https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Environ/Final\\_FTA-Title-VI-Review-w-att-Copy-w-o\\_letter.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Environ/Final_FTA-Title-VI-Review-w-att-Copy-w-o_letter.pdf)).

participated in a group activity in which they discussed local case studies and reflected on ways that transportation professionals can support community efforts to address equity challenges.

Title VI Contract Requirements

In FFY 2018, the Title VI Coordinator worked with NCTCOG’s Legal Counsel and appropriate staff to ensure the required language from the US Department of Transportation Standard Title VI Assurances is included in all solicitations for bids, Requests for Proposals, contracts, and subrecipients’ subcontracts. The Title VI Coordinator also conferred with appropriate staff to confirm that subrecipients are informed of their nondiscrimination obligations; more information is available in the *Title VI/Nondiscrimination Training Summary* section of this report.

**Internal Monitoring Program**

This section briefly outlines efforts to monitor the implementation of the Metropolitan Planning Organization’s Title VI Program.

NCTCOG staff tracked nondiscrimination efforts for FFY 2018 and reported them via email. These efforts are reported in the *Special Emphasis Areas* section of this report.

**External Monitoring Program**

This section describes the Metropolitan Planning Organization’s efforts to monitor its subrecipients in FFY 2018.

The Metropolitan Planning Organization is a primary recipient of the Federal Transit Administration, and therefore staff are responsible for regularly monitoring subrecipients’ compliance with federal nondiscrimination requirements. The monitoring process includes: desk reviews of Title VI programs and implemented transit routes; site visits; notification of compliance determination; and annual meetings with subrecipients to discuss compliance issues and areas for improvement.

Subrecipient Reviews Conducted During FFY 2018

The following subrecipients were reviewed in FFY 2018 for Title VI compliance:

<b>Agency</b>	<b>Desk Review</b>	<b>Site Visit</b>	<b>Title VI Compliant</b>
Catholic Charities of Fort Worth		x	
City/County Transportation	x	x	x
Community Transit Services	x	x	x
Dallas County Health & Human Services		x	x
Public Transit Services	x	x	x
Senior Center Resources and Public Transportation		x	x
Span, Inc.	x	x	
STAR Transit	x	x	



Results of Subrecipient Reviews Conducted During FFY 2018

The following subrecipient deficiencies and follow-up actions were identified:

<b>Agency</b>	<b>Deficiency</b>	<b>Description</b>	<b>Corrective Action</b>
Catholic Charities of Fort Worth	Title VI public notification not disseminated (or placed in public spaces)  Title VI public notification translation not provided	Public notices were missing from lobby, vehicles, and website.	<i>Follow-up actions:</i> The recipient must prepare and submit to the NCTCOG Transportation Department documentation of having notified the public of its rights under Title VI as described in the Metropolitan Planning Organization’s Title VI program.  The recipient must prepare and submit to the NCTCOG Transportation Department translated Title VI notification(s) along with verification that the translated document has been disseminated.
Span, Inc.	Title VI public notification not disseminated	Public notices were not posted in MV1 vehicles.	<i>Follow-up action:</i> The recipient must prepare and submit to the NCTCOG Transportation Department documentation of having notified the public of its rights under Title VI as described in the Metropolitan Planning Organization’s Title VI program.
STAR Transit	Title VI public notification not disseminated	Postings/links regarding Title VI policies are not adequately displayed on website.	<i>Follow-up action:</i> The recipient must prepare and submit to the NCTCOG Transportation Department documentation of having notified the public of its rights under Title VI as described in the Metropolitan Planning Organization’s Title VI program.

Anticipated FFY 2019 Monitoring Efforts

The Metropolitan Planning Organization will include the results of FFY 2018 subrecipient reviews in the FFY 2019 Federal Transit Administration Triennial Review. Transportation Department staff are in the process of identifying subrecipients to be reviewed in FFY 2019.

**Title VI/Nondiscrimination Training Summary**

This section provides an overview of training activities for FFY 2018.

Training Provided by NCTCOG

Training is provided to subrecipients and to internal staff.

Metropolitan Planning Organization staff help subrecipients understand their nondiscrimination obligations by incorporating appropriate language into project lifecycle management plans and by

discussing nondiscrimination requirements during project development, project kick-off, and annual compliance meetings.

During the March 2018 EJ liaison meeting (see Appendix for agenda), 13 staff were trained in nondiscrimination principles and best practices for communicating with populations with limited English proficiency. On June 28, 2018, 17 staff participated in an introductory training and discussion about transportation equity issues. At the August 2018 EJ liaison meeting (see Appendix for agenda), 23 staff were given a broad overview of EJ and Title VI principles and requirements.

#### Training Attended by NCTCOG

Metropolitan Planning Organization staff participated in the following trainings:

- National Highway Institute's *Fundamentals of Environmental Justice* course, October 2017. This online training discussed integrating EJ considerations into stages of transportation planning and project development.
- American Association of State Highway and Transportation Officials' *EJ Project Level Challenges*, October 2017. This webinar outlined EJ best practices for state Departments of Transportation and Metropolitan Planning Organizations.
- America Walks *Tackling Gentrification and Displacement in Creating Vibrant Communities*, November 2017. This webinar discussed strategies for mitigating gentrification impacts of development projects.
- American Association of State Highway and Transportation Officials' *Meaningful Community Engagement*, November 2017. This webinar provided training in best practices for engaging and involving community members in transportation projects.
- Urban Land Institute's *Building Equitable Cities*, December 2017. This webinar described case studies from communities that are tackling equity concerns in various sectors.
- America Walks *Walking Towards Justice*, January 2018. This webinar described how systemic racism creates barriers to walking for minority communities.
- American Association of State Highway and Transportation Officials' *Guidance and Consistency of Analysis*, January 2018. This webinar discussed EJ analysis techniques employed by FHWA and the Delaware Valley Regional Planning Commission.
- American Planning Association's *Planning for Environmental Justice and Healthy Communities*, February 2018. This webinar provided information on methods for incorporating EJ into local planning processes.
- American Association of State Highway and Transportation Officials' *Disproportionate Impact from Planning and/or Project Delivery*, March 2018. This webinar discussed disproportionate impact analysis methods utilized by Wisconsin Department of Transportation and Ohio Department of Transportation.
- FHWA's *National Cooperative Highway Research Program Environmental Justice Analysis of the Impact of Tolling and Rate Changes*, April 2018. This webinar provided information on tools and techniques for assessing the impacts of tolling and rate changes on protected populations.
- National Transit Institute's *Title VI and Public Transit*, April 2018. This course provided an overview of Title VI and EJ requirements for federally funded agencies, public outreach techniques, and service and fare equity analysis techniques.

- National Highway Institute's *EJ Analysis*, September 2018. This pilot course was an opportunity to provide feedback as the National Highway Institute develops a course covering EJ analysis for transportation planning, environmental review, and emerging issues.

## **Title VI/Nondiscrimination Complaints Summary**

In FFY 2018, NCTCOG received no discrimination complaints.

## **Special Emphasis Areas**

This section describes FFY 2018 Title VI accomplishments for each of the following program areas:

- Air Quality Management
- Automated Vehicle Technology
- Legal Services
- Congestion Management, Innovative Project Delivery, and Outreach
- Fiscal Management
- Model Development and Data Management
- Program Administration
- Streamlined Project Delivery
- Sustainable Development
- Transportation Planning
- Transportation Project Programming

### **Air Quality Management**

#### *FFY 2018 Accomplishments:*

Outreach was conducted in areas with low-income and/or minority populations for the following programs: the Saving Money and Reducing Truck Emissions Program, Car Care Clinics, the Regional Smoking Vehicle Program, and AirCheckTexas. These programs promote fuel savings and emissions reduction for the trucking industry, encourage the public to take their vehicles in to inspect their check engine lights, allow residents to report a smoking vehicle via phone or website, and offer financial incentives to repair or replace vehicles that have failed the state emissions inspection, respectively. Outreach for AirCheckTexas included populations with limited English proficiency.

#### *Anticipated FFY 2019 Nondiscrimination Work:*

Staff will continue to promote the Saving Money and Reducing Truck Emissions Program, Car Care Clinics, Regional Smoking Vehicle Program, and AirCheckTexas in EJ communities. EJ considerations will be incorporated into technology improvement grant requests to the Environmental Protection Agency.

## Automated Vehicle Technology

### *FFY 2018 Accomplishments:*

Automated vehicle developers were encouraged to undertake pilot projects that benefit populations protected under Executive Order 12898, including test sites located in predominately minority and/or low-income communities.

### *Anticipated FFY 2019 Nondiscrimination Work:*

NCTCOG Transportation Department staff will continue to advocate for pilot projects that benefit minority and/or low-income populations. The Metropolitan Planning Organization also will pursue approval of, and funding for, an automated vehicle deployment program that addresses the mobility needs of disadvantaged individuals and communities.

## Legal Services

### *FFY 2018 Accomplishments:*

Efforts continued to coordinate the Disadvantaged Business Enterprise Program.<sup>3</sup> These activities included: semi-annual reporting; review of contractors' good faith efforts during procurement activities and contract development/oversight; review of subrecipient Disadvantaged Business Enterprise Program and goals submitted for review and approval; and a peer review with the city of McKinney on development of a Disadvantaged Business Enterprise Program and goals.

### *Anticipated FFY 2019 Nondiscrimination Work:*

Staff will help review and update the Metropolitan Planning Organization's *Title VI Program*. Staff also will review and update as needed the Disadvantaged Business Enterprise Program and goal.

## Congestion Management, Innovative Project Delivery, and Outreach

### *FFY 2018 Accomplishments:*

Project selection under the Regional Traffic Signal Retiming Program and the Minor Intersection Improvement Program considered EJ communities. Submitted projects that were located in EJ communities were awarded more points in the competitive process.

Research and development was begun for a new outreach strategy focusing on established community organizations (with particular emphasis on groups from minority and low-income communities). Diversity and translation commitments were clarified in the Metropolitan Planning Organization's *Public Participation Plan* and *Language Assistance Plan*. Press releases were distributed to minority newspapers and magazines and minority television stations. Ads for public meetings were placed in minority newspapers and magazines and were distributed through social media using Facebook's tools to target an African-American demographic. Outreach materials were distributed at community events that reached low-income individuals, minorities, and/or other transportation-disadvantaged demographic groups. More than half of outreach events specific to aviation planning served racial and ethnic minorities and other transportation-disadvantaged demographic groups.

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<sup>3</sup> More information about NCTCOG's Disadvantaged Business Enterprise Program is available at [https://www.nctcog.org/trans/involve/disadvantaged-business-enterprise-\(dbe\)-program](https://www.nctcog.org/trans/involve/disadvantaged-business-enterprise-(dbe)-program)

Marketing efforts supported Air Quality Management programs that served low-income and/or minority populations. Disadvantaged Business Enterprises were sought to participate in Drive Electric Week. Advertisements for Metropolitan Planning Organization programs and meetings were translated as appropriate.

*Anticipated FFY 2019 Nondiscrimination Work:*

An update of the Metropolitan Planning Organization's Congestion Management Process will include outreach to minority communities.

Development of a new initiative to engage with established community groups, particularly those from minority or low-income neighborhoods, will be completed. The Metropolitan Planning Organization's updated *Public Participation Plan* and *Language Assistance Plan* are expected to be approved and implemented. Existing efforts to distribute press releases, ads, and outreach materials through means that reach EJ communities will continue.

Existing marketing efforts to reach EJ communities will continue.

## Fiscal Management

*FFY 2018 Accomplishments:*

Individual contracts' compliance with the Disadvantaged Business Enterprise Program was monitored. Any shortfalls were documented, as were efforts to address these shortfalls.

*Anticipated FFY 2019 Nondiscrimination Work:*

Monitoring and documentation associated with the Disadvantaged Business Enterprise Program will continue.

## Model Development and Data Management

*FFY 2018 Accomplishments:*

Technical support was provided for the EJ analysis for the Metropolitan Transportation Plan.

*Anticipated FFY 2019 Nondiscrimination Work:*

A review will begin of the methodology for the EJ analysis for the Metropolitan Transportation Plan.

## Program Administration

*FFY 2018 Accomplishments:*

Efforts to solicit public comment on the Unified Planning Work Program included outreach to minority publications, as specified in the Metropolitan Planning Organization's Public Participation Plan. Announcements of Metropolitan Planning Organization employment opportunities were distributed to minority newspapers, minority chambers of commerce, and Texas Diversity. Texas Diversity distributes job announcements to its Community and Diversity Outreach partners, who in turn do outreach to minorities, women, people with disabilities, diversity organizations, and historically black colleges and universities, among others.

*Anticipated FFY 2019 Nondiscrimination Work:*

The nondiscrimination tasks carried out in FFY 2018 will continue in FFY 2019.

## Streamlined Project Delivery

### *FFY 2018 Accomplishments:*

The SH 199 feasibility study was completed; this study considered impacts on low-income and minority populations and included investigations of alternative modes of transportation (transit, bicycle, and pedestrian). Contributions were made to the environmental review of Collin County Outer Loop Segment 3, which included EJ evaluations. Consultant selection was coordinated for two projects: the Dallas Water Gardens and Collin County Outer Loop Segment 3. Although consideration of Disadvantaged Business Enterprise status was not required for those contracts, it was included in the consultant selection criteria. Work was begun on the Regional Toll Analysis, which addresses impacts of the future regional tolling system on low-income populations in the region.

### *Anticipated FFY 2019 Nondiscrimination Work:*

NOTE: In FFY 2019, the Metropolitan Planning Organization's Title VI and EJ responsibilities will be transferred to the Streamlined Project Delivery program area.

The Regional Toll Analysis will be completed. The Title VI Coordinator will support the review of the EJ analysis for the Metropolitan Transportation Plan; outreach to tribal nation governments and local EJ communities; data requests from Metropolitan Planning Organization staff or community partners; and efforts to conduct corridor, subarea, or Planning and Environmental Linkages studies. Additionally, the Title VI Coordinator will continue to organize EJ liaison meetings and EJ-related working group meetings for Metropolitan Planning Organization staff. Compliance audit reports will be completed as required.

## Sustainable Development

### *FFY 2018 Accomplishments:*

Proximity to areas with low-income households and areas with a high density of zero-car households was a factor when corridors were prioritized for further study in the Dallas Area Rapid Transit Red and Blue Line Corridors Last Mile Connections Project, which is funded by the Federal Transit Administration. Work was begun on a grant from State Farm to develop Safe Routes to School plans for up to three elementary or middle schools in low-income areas of North Texas. Selection criteria prioritized schools with high percentages of "Economically Disadvantaged" students (as classified by the Texas Education Agency). A School Zone Safety Tips flyer was translated into Spanish. Equity considerations were factored into evaluations of individual active transportation project proposals.

### *Anticipated FFY 2019 Nondiscrimination Work:*

The Dallas Area Rapid Transit Red and Blue Line Corridors Last Mile Connections Project will continue in FFY 2019. Equity will be incorporated into the methodology Transportation Department staff will develop for allocating project implementation funding. For the State Farm grant project, work will begin to reach out to selected schools and develop Safe Routes to School plans. A formal call for bicycle and pedestrian projects is expected to include nondiscrimination considerations in the scoring process. As in FFY 2018, some project proposals may be submitted independently of the formal call for projects; equity will continue to be factor in evaluations of such projects. Nondiscrimination also will be factored into outreach activities. A transit-oriented development

survey will be developed that will be accessible to residents and employers of all abilities and language backgrounds. Spanish-language materials will be distributed at outreach events.

## Transportation Planning

### *FFY 2018 Accomplishments:*

NOTE: In FFY 2018, the Transportation Planning program area housed the Metropolitan Planning Organization's Title VI and EJ responsibilities.

Demographic trends and the results of an EJ analysis were documented in *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas (Mobility 2045)*. Demographic data and the Environmental Justice Index, a geospatial dataset, were shared with Metropolitan Planning Organization program areas and community partners. A brochure titled *Fair Treatment and Meaningful Involvement in Transportation Planning* was updated and translated into Spanish. The brochure describes Title VI, EJ, and procedures to file a Title VI complaint. The brochure was included on the Metropolitan Planning Organization's updated EJ webpage. To improve the Metropolitan Planning Organization's outreach to tribal nations, TxDOT consultation meetings were attended,<sup>4</sup> the tribal contact list was updated, and two conference call opportunities were provided for *Mobility 2045*. Two EJ liaison meetings were conducted as was one transportation equity training.<sup>5</sup> Three meetings were held of a working group that seeks to enhance collaboration between Metropolitan Planning Organization program areas in identifying and addressing unmet mobility needs in the region. Oversight was provided for a university project that assessed mobility gaps faced by low-income and transportation-disadvantaged senior citizens living in low-density communities.

Seven transit subrecipients were monitored for compliance with nondiscrimination requirements. More information about these efforts is included in the *External Monitoring Program* section of this report. The *Access North Texas* plan was completed. This plan identified current transit needs and strategies to meet those needs. Three meetings of the Mobility on Demand working group were coordinated. Support or oversight also was provided for the city of Mesquite's Service Plan, for a university study of equitable access to opportunities, and for a university study of social parameters as a component of transit network analysis. Work was begun to analyze affordable transit fares and to assess transit needs for Dallas, Tarrant, and Collin counties.

Work was begun with city of Dallas staff and Union Pacific Railroad staff to determine whether a grade crossing will be closed or upgraded in a neighborhood that is predominantly low-income and minority. Plans also were being made for better transit routing through the neighborhood to ensure pedestrian access.

### *Anticipated FFY 2019 Nondiscrimination Work:*

Monitoring of transit subrecipients will continue. Work will continue on feasibility and technical analyses for new transit services, coordination of the Mobility on Demand working group, the

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<sup>4</sup> NCTCOG representatives attended the TxDOT-Tribal Planning Group Meeting (February 2018), the "To Bridge A Gap" Meeting (May 2018), and the Texas Military Department/TxDOT Tribal Consultation Meeting (August 2018).

<sup>5</sup> Please refer to the *Environmental Justice Liaisons* and *Title VI/Nondiscrimination Training Summary* sections of this report for more information.

affordable transit fares project, and efforts to improve seamless travel on public transportation across jurisdictional boundaries.

EJ analyses will take place for external roadway project requests that include a tolling component.

Work will continue related to the Union Pacific Railroad crossing.

#### Transportation Project Programming

##### *FFY 2018 Accomplishments:*

EJ principles were considered during the selection of projects for transportation funding. Funded projects were mapped in conjunction with the Environmental Justice Index, a geospatial database identifying locations of EJ communities. The results were screened to identify the equity of project funding.

##### *Anticipated FFY 2019 Nondiscrimination Work:*

EJ principles will continue to be considered during the selection of projects for transportation funding.

## **Environmental Justice**

NCTCOG's efforts to implement EJ requirements are included in the preceding section, *Special Emphasis Areas*.

## **Limited English Proficiency**

In FFY 2018, NCTCOG drafted an update of its *Language Assistance Plan*, which includes a Four Factor Analysis to evaluate the needs of the populations the Metropolitan Planning Organization serves. Populations with limited English proficiency were characterized using 2012-2016 American Community Survey 5-Year Estimates. Spanish language speakers are the largest limited English proficiency group in the region (10.8 percent of total population), followed by Asian and Pacific Island language speakers (1.7 percent of total population).

The *Language Assistance Plan* update is part of a broader update to the Metropolitan Planning Organization's *Public Participation Plan*. Both documents have been reviewed by the Title VI Coordinator. The plans were to be finalized in FFY 2019 after a 45-day public comment period. The 2014 *Language Assistance Plan* is appended to the Metropolitan Planning Organization's Title VI Program 2016 Update.

In FFY 2018, the Metropolitan Planning Organization did not receive any translation requests from the public. One key Metropolitan Planning Organization document, the *Fair Treatment and Meaningful Involvement in Transportation Planning* brochure, was translated into Spanish. All press releases were posted on the Metropolitan Planning Organization's website in HTML format so website users with limited English proficiency could apply the Google Translate tool. Public meeting announcements were translated for publication in Spanish-language newspapers.



The Metropolitan Planning Organization program that typically encounters the most individuals with limited English proficiency is the AirCheckTexas Program. In FFY 2018, staff conducted AirCheckTexas outreach to populations with limited English proficiency by translating program brochures into Spanish, program applications into Spanish and Vietnamese, and print and online advertisements into Spanish. Staff also ran an informational piece in a Vietnamese magazine, worked with Spanish-speaking radio personalities, and arranged two on-air interviews with Univision, a Spanish-language television station.

In FFY 2019, the Metropolitan Planning Organization will translate its *Title VI Complaint Procedures* document into Spanish. A *Public Participation Plan* webpage will be developed so users may access an overview/summary of the plan via Google Translate. (Currently, the plan is only posted as a pdf file, and therefore cannot be manipulated by Google Translate.) AirCheckTexas outreach to populations with limited English proficiency will continue.

### **Nondiscrimination-Related Activities in FFY 2019**

NCTCOG's Transportation Department will continue undertaking nondiscrimination-related work in FFY 2019. Descriptions of anticipated actions can be found in the *Internal Monitoring Program*, *External Monitoring Program*, *Special Emphasis Areas*, and *Limited English Proficiency* sections of this report.

## Appendix

### Agenda for NCTCOG EJ Liaison Meeting, March 8, 2018

- I. Group introductions
- II. Brief overview of EJ and Title VI
- III. Presentation of best practices for communicating with Limited English Proficiency (LEP) populations
- IV. Group activity and discussion: mapping challenges and opportunities (using staff feedback from questions 1 and 2, below)

Pre-meeting assignments for liaisons:

- 1) Please brainstorm some challenges and questions about transportation equity and environmental justice that relate to your program area(s). Please include topics or questions that are fertile ground for future work, even if your team isn't sure whether or how to do that work.
- 2) Is there information/data that your team would like to gather from or share with protected populations and other transportation-disadvantaged groups?

### Agenda for NCTCOG EJ Liaison Meeting, August 28, 2018

- I. Overview of EJ and Title VI
  - a. Comparison of EJ and Title VI
  - b. Principles of EJ in transportation
  - c. Components of Title VI
  - d. Role of EJ liaisons
  - e. EJ demographic report
  - f. Sources of requirements, policies
  - g. Broadly applicable requirements, policies, and implementation strategies
- II. EJ case studies activity

## **North Texas: That commute is going to cost you**

Dec. 7, 2018  
Dallas Business Journal

Dallas has the second-most expensive commute for workers in the country over a lifetime.

That's according to a study from EducatedDriver.org that measured how much workers will spend on vehicle operating costs and how many miles commuters will drive in a lifetime.

Dallas area workers commute an average of 24 miles roundtrip daily, and over a 45-year career, that adds up.

After driving an estimated 274,500 miles, expect to spend \$166,896 getting to and from the office. However, that figure only applies to sedans.

For minivan drivers, the lifetime cost comes in at \$179,249, while SUV drivers will pay about \$212,189.

Dallas tied with Houston for No. 2, with both cities averaging a \$174,314 cost for commuting over a lifetime.

The top-ranking city was Atlanta, where drivers commute an average of 26 miles everyday. The costs associated with that slightly longer commute tallied up about \$10,000 higher per metric for sedans, minivans and SUVs.

EducatedDriver.org also revealed statistics around how much time drivers will spend commuting in their lifetimes. In Dallas, Plano and Irving, drivers spend about 55.8 minutes each day going to and from the office, which equates to about 436 days in a 45-year career. The lost days shrink by two days if you live further west. Arlington and Fort Worth drivers spend an average of 55.6 minutes commuting daily.

To calculate the measurements for the most expensive commutes in the country, EducatedDrive.org estimated that Americans work for 45 years in a full-time role, and that workers head to the office 250 days each year. The total working days under those parameters adds up to 11,250 days working and commuting over a lifetime. Data about roundtrip daily commute distances was then pulled from the U.S. Census Bureau and combined with the total cost per mile for operating a vehicle (60.8 cents per mile for the average sedan), courtesy of AAA.

Recently, the Dallas Business Journal ranked the top 24 most congested roadways in North Texas by their annual delay per mile, which is the measurement of annual hours of delay divided by the segment length in miles.

According to research from the Texas A&M Transportation Institute, North Texas' most-congested roadway — Woodall Rodgers Freeway between U.S. 75 and North Beckley Avenue — ranked as the No. 4 spot statewide.

<https://www.bizjournals.com/dallas/news/2018/12/07/north-texas-that-commute-is-going-to-cost-you.html>

## Column: Preston Center residents are losing the battle against traffic

Dec. 10, 2018

Written by Laura Miller, Contributor  
Dallas Morning News

For the past six years, homeowners near Preston Center have been battling to keep our dreadful transportation situation — traffic gridlock, zero pedestrian amenities, a shortage of parking — from getting even worse.

We may soon lose the war.

Our two biggest zoning cases ever heat up in January: St. Michael and All Angels Church on Douglas Avenue, south of Northwest Highway, is proposing a 225,000-square-foot office tower and a similarly sized rental apartment high-rise where their playground sits now.

On the other side of Preston Center, council member Jennifer Gates and Plan Commissioner Margot Murphy have been pushing for 18 months to up-zone the 12 acres in and around the Athena and Preston Tower so developers can demolish four low-rise condo complexes and replace them with rental-apartment towers as high as 25 stories. Hal Anderson, who designed and developed the iconic Pink Wall community 60 years ago — one of the last fully owner-occupied, tree-lined, condo communities in Dallas — would be heartbroken.

Never mind that 78 percent of those Pink Wall condo owners staunchly oppose what City Hall is doing to their zoning against their will, and 57 of the 71 city of Dallas homeowners closest to St. Michael's signed paper petitions against that development 18 months ago. Gates and Murphy remain unmoved. (But so do homeowners. An online petition started last month at [change.org](http://change.org) has 450 signatures and climbing, plus a place to order a yard sign: NO MORE TOWERS IN PRESTON CENTER; FIX OUR TRAFFIC FIRST.)

I take issue with a Dallas Morning News editorial about Preston Center: "A master plan for the area completed two years ago with the input of a committee of residents reads more like a recipe for continued paralysis than a genuine vision for moving forward. It concludes that traffic must be addressed before redevelopment can commence. That's the wrong way to approach this area."

It's actually the only way to approach it, without completely ruining not only Preston Center and the Pink Wall, but all of our adjacent, single-family neighborhoods. (How can two-lane, residential Douglas Avenue absorb thousands of new cars a day? The church and the developer conducted a traffic study, but in a meeting I attended last month, they said they have no solution nor have they reached out to transportation agencies.)

This master plan, the Northwest Highway and Preston Road Area Plan, cost \$350,000, with \$100,000 of it private money from area stakeholders and \$250,000 from the North Central Texas Council of Governments. Its 13-member task force, appointed by Gates, was actually half commercial property owners and developers and half homeowners. (I represented Zone 7, comprised of 250 homes northwest of the Tollway.) After two years of public hearings, development workshops, zone meetings and constant calls for input from every property owner within a mile radius of Preston Center, we made unanimous recommendations about how the area should be developed in the future. And yes, we concluded — developer and homeowner in lockstep — that traffic, parking and pedestrian problems should be addressed before any new development.

We included 13 pages of detailed recommendations for fixing the problems. Our top priority was an underground parking garage in the heart of Preston Center with a public park on top; No. 2 was an underground commuter tunnel on Northwest Highway from Central Expressway to the Tollway (or further west). We also recommended an elongated, northbound exit ramp off the Tollway at Northwest Highway (to better access the existing high-rise canyon); one or more pedestrian bridges over Northwest Highway connecting homes to retail; storm sewer upgrades (Preston Tower floods in heavy rains); alley, sidewalk and lighting improvements. The lowest-hanging fruit was the deactivation (save for emergencies) of the traffic light in front of the city firehouse on Northwest Highway between existing traffic lights at Douglas and the Tollway.

And, yes, we unanimously recommended adding new Tollway off-ramps at Walnut Hill Lane and Lovers Lane, in order to rebalance the traffic in our neighborhoods. Why do we need rebalancing? At the time of the study, 115,100 cars a day traveled the Tollway under Northwest Highway, and 57,800 cars on Northwest Highway crossed over the Tollway (half of which were not from the area).

None of our traffic recommendations, which NCTCOG's Transportation Director Michael Morris had proposed to our delight, has been pursued by City Hall. To facilitate the new parking garage, the task force had secured a \$10 million pledge from local resident Darwin Deason to build the park, along with contingent financial commitments from Morris if the city of Dallas put \$20 million in the 2017 city bond program for the garage. But council member Gates only included \$10 million (in street improvements) so our No. 1 recommendation died practically overnight. Not even the firehouse light was deactivated.

Just a few months after beseeching her Council colleagues to adopt all the recommendations in our plan, which they did unanimously in January 2017, a three-story condominium, Preston Place, burned down and Gates decreed that the plan was not workable for developers and should be scrapped altogether. To her dismay, homeowners throughout the study area are pushing for her to honor the plan at nearly every community zoning meeting (especially behind the Pink Wall, where our study recommended, in five separate places, that future development not exceed four stories in height).

We all want Preston Center to be redeveloped. Compared to the east side of Preston Road, where University Park has long had its act together, our side is an embarrassment, especially the parking garage. The garage should be the catalyst for our own version of the (original) West Village, which was our task force's vision. But for master plans to work, you need the elected officials who championed them to stay the course. In the meantime, District 13 will continue to show City Hall that there's no shame in fighting to protect your neighborhood.

*Laura Miller is the former mayor of Dallas and a resident of District 13. She wrote this column for The Dallas Morning News.*

<https://www.dallasnews.com/opinion/commentary/2018/12/08/preston-center-residents-losing-battle-traffic>

## Dallas' Klyde Warren Park spawns a new generation of urban parks

Dec. 9, 2018

Written by Cheryl Hall, Business Columnist  
Dallas Morning News

Last weekend, Jody and Sheila Grant stood at the east end of Klyde Warren Park and surveyed 10,000-plus people gathered en masse to eat, drink, make merry and see the Christmas tree come to life.

“Look at that,” Sheila says. “It doesn’t get better than this. We’re a successful, mini United Nations. It brings tears to my eyes when I think of all these people meeting each other and the friendships that are being formed.”

“This is spectacular,” agrees her husband of more than five decades. “This has given us more joy than anything we’ve ever done outside our family.”

By “this,” the founder and chairman emeritus of Texas Capital Bank and his constant companion in life mean marshaling an idea that most people considered a flight of fantasy in 2004: Build a stretch of greenery over one of Dallas’ busiest freeways and connect downtown with Uptown.

It has accomplished that dream and so much more.

Today, Klyde Warren is considered a world-class urban haven that’s providing a template for a new generation of innovative parks here and throughout the country.

In February, construction began on Dallas’ Southern Gateway Public Green project, a massive \$666 million reconstruction of a large section of Interstate 35E and State Highway 67 near downtown through Oak Cliff.

This 5.5-acre park, which will be built in front of the Dallas Zoo, is an opportunity to unite the eastern and western pieces of Oak Cliff.

In October, the Plano City Council gave its blessings to a deck park that would cross over the Dallas North Tollway at Legacy Drive and connect the Shops at Legacy and Legacy West mixed-use developments.

Urban parks over freeways and ones transforming parking lots, rock quarries, railway tracks and even a long-abandoned trolley station are cropping up around the country, as cities look to add greenspace, revitalize their downtowns and energize downtrodden neighborhoods.

Pittsburgh is considering one for its economically beleaguered Hills District, which is thought to be the inspiration for Steven Bochco’s TV series Hill Street Blues.

“Klyde Warren is one of America’s superstar parks,” says Ed McMahon, a leading park expert at the Urban Land Institute in Washington, D.C. “It’s done an enormous job of reconnecting downtown Dallas, generating millions of dollars in property value and providing a new front porch for the city.

“It’s galvanized renewed interest in these sort of parks all over the country,” he says. “We’ve learned that if you design a city around cars, you’re gonna get more cars. But if you design a city around people, you’re gonna get more people and better places.

"Klyde Warren Park is a great example that proves that point."

Fil Choulramountry, a designer of parks and museums at HKS, agrees.

"Dallas' mentality has been, 'If there's land, let's make money on it.' With the advent of Klyde Warren Park, the value has gone up. But it's not about property value. It's about cultural value," says Choulramountry, who's worked with Klyde Warren for four years. "Jody, Sheila and Kit [Sawers, park president] have been able to tap into the intangible assets — the drive, the desire for a safe place to gather — something that people can do in the city that makes it their city."

### **Labor of love**

Fourteen years ago, Jody joined Dallas' Inside the Loop Committee, where the idea of building a deck park over Woodall Rodgers Freeway had been rattling around for years without a champion.

Banker Jody was thinking about boosting the Dallas economy. Arts-lover Sheila wanted to create a cultural heart for more than just Dallas' advantaged class.

The Grants kicked in a million bucks to get things off the ground. Jody became chairman of the Woodall Rodgers Park Foundation. Sheila chaired its capital campaign.

Like most projects, the park cost more, took longer and created more angst than anyone imagined.

If you've ever remodeled a kitchen with your plus-one, you can appreciate the marital challenges that remodeling downtown might have created. But Jody and Sheila seemed to take it all in stride.

A lesser couple would have caved when the economy tanked in 2008 and nearly killed the park before the first bridge expanse was put into place.

Instead, the Grants, known for sweet-talking, not strong-arming, somehow pulled in \$52.2 million in private donations — including \$10 million from Dallas billionaire oilman Kelcy Warren, who named the park after his then-10-year-old son.

In October 2012, Klyde Warren Park became an instant hit. Six years later, it's hard to imagine Dallas without it.

"Dallas needs to give a big Texas thank-you to Kelcy Warren," says Sheila. "It is easy to have a vision. It is hard to implement that vision. It takes people like Kelcy Warren to come along and help fund it."

### **Beacon of success**

Two years ago, the Urban Land Institute held its annual meeting in Dallas. McMahon, a senior fellow at the nonprofit that focuses on land use, used it as an opportunity to show off Klyde Warren's accomplishments to 7,000 attendees.

They were blown away, he says.

“There’s an expression: A picture’s worth a thousand words, but a real project’s worth a thousand pictures,” says McMahon. “Once people actually saw the real thing, it was like, ‘Oh my God! Why didn’t we think of this before?’ The immediate impact is so obvious.

“They’ve done an excellent job in programming — the soft infrastructure side, the activities, the classes, the events. People didn’t realize you could accommodate that many different things going on in one place.”

McMahon points out that libraries and parks used to be at the tail end of municipal funding.

“People finally realize that parks are an engine of community revitalization and economic development,” he says. “Klyde Warren Park has gotten attention well beyond North Texas. We’re getting inquiries from cities all over the country. It’s remarkable the way things have changed.”

Last week, the Grants and Sawers traveled to Atlanta for a confab with representatives from 14 other urban parks that are completed or in the making.

The group, called the High Line Network, was the brainchild of Robert Hammond, founder of the extraordinarily popular High Line, a 1.45-mile-long elevated park built on a former rail spur on the west side of Manhattan.

Sheila is a close friend of Hammond’s. Jody and Hammond’s father went to high school together in San Antonio. So when Hammond asked the Grants to help pull together a park consortium, they provided the seed funding.

“This is a whole new field,” says Sheila. “It’s not like a symphony or a ballet or a museum where there has been a blueprint for centuries about how to run them. I really wanted to fund it so that all these groups could get together and help each other.”

The group toured Atlanta’s BeltLine, a former railway corridor around the metro core that’s under development in stages, including the Bellwood Quarry.

“Sheila and Jody are so admired by this group,” says Sawers. “They don’t have to be doing this. They volunteer their time and their funds to help with this. They’re real ambassadors for urban parks.”

The folks from Lowline in New York were there. They plan to use innovative solar technology to illuminate an underground historic trolley terminal on the Lower East Side of New York City that was left fallow when trolley service was discontinued 70 years ago.

“All these places are turning over former industrial spaces and making them user-friendly green spaces for people to gather,” says Sawers. “They have the zeal of the newly converted. It’s great energy.”

The Grants say the meeting was about shared knowledge and group therapy.

“You learned a little bit from each of them,” says Jody. “They’re all trying to get to best practices.”



“And they’re all trying to do something special for their communities — make the space welcoming to all,” says Sheila.

### **Coming full circle**

In October, Dallas announced Klyde Warren Park Phase 2 — or, as Mayor Mike Rawlings calls it, “Klyde Warren 2.0” — a 1.2-acre, \$76 million expansion that will include a two-story pavilion in front of Hunt Consolidated headquarters between North St. Paul and North Akard streets.

Figuring to tap into the nearly 1.5 million people who frequented Klyde Warren this year, VisitDallas is moving its visitor center from the Old Red Courthouse to the first level of the new building.

“We’re going to build a significant building with VisitDallas as our tenant,” says Jody. “Completing that will be my and Sheila’s last effort as it relates to this property.”

“We want to see the park continue to get better and better and better,” adds Sheila. “It’s won 30 awards. It’s doing well, but perfection is the aim.”

“She’s been working on perfection for me for a long time,” he says.

She nods toward him: “He’s a work in progress.”

<https://www.dallasnews.com/business/business/2018/12/09/klyde-warren-spawns-new-generation-urban-parks>

# How a South Dallas neighborhood wrecked by a freeway can become whole again

Dec. 7, 2018

Written by Robert Wilonsky, City Columnist  
Dallas Morning News

On Tuesday morning, I climbed aboard a bus for a tour of a neighborhood I like to think I know well — the stretch of South Dallas not far from where my father grew up and where my grandfather's auto parts store used to stand. I still spend much time here, sometimes while writing stories, occasionally just to detour while en route elsewhere. Only last week I parked in front of Dad's childhood home on Park Row, took photos and marveled at how it looks today as it did in forever-ago's home movies.

Tuesday's tour, coordinated by The Real Estate Council and area nonprofits working to repair this broken part of our city, took us to the other side of Park Row, across the expressway that split, then laid waste to, my father's childhood neighborhood in the mid-1950s. The point of this excursion was to show change is coming to this area — in fits and starts, yes, in dribs and drabs, yes, but on its way.

Terry Flowers — headmaster at St. Philip's School & Community Center on Pennsylvania Avenue — pointed to the shabby storefronts, boarded-up residences, empty warehouses, trap houses and blank spaces on that side of South Central Expressway and S.M. Wright and called them a "no-man's land." The ruins caused by a concrete chasm.

Flowers, working with The Real Estate Council, has spent decades fighting crime and blight in this area, between Fair Park and the Cedars, by taking on the liquor stores that swallowed this neighborhood for decades. Where 360 "liquor-related businesses" once stood between Interstate 45 and Fair Park, he said, today there are but a handful along MLK. Flowers hopes to close or move those too, then fill in the blank spaces with the sort of businesses that open and close every day in other parts of the city without notice or remark, because they are plentiful and assumed.

As we drove around, Flowers pointed out the window toward the empty storefront next to the House of Parts on MLK at South Ervay Street, owned by St. Philips' SP 1600 Penn Foundation Inc. Flowers and TREC President and CEO Linda McMahon spoke of wanting a restaurant there. Someday. Soon. Nothing special. Nothing fancy. Just a place where people can get a good meal in what's supposed to be a bad neighborhood.

I was reminded of something my father likes to say of his old stomping grounds: "What they have they don't need, what they need they don't have."

Hints of change are everywhere, among them for-sale signs planted in empty lots by Davidson Bogle, which is marketing a "Cedars Development Opportunity." The speculators are on their way, again.

"It's coming," Flowers said after the tour. "Change is coming. And there have been a lot of naysayers."

TREC, St. Philip's, Cornerstone Baptist Church and CitySquare have teamed up to push for that change with what they've dubbed the District Revitalization Project. The project includes 12,000 square feet of retail space, in that MLK strip center, where they're hoping to make the sites ready by next summer.

Tenants are already being wooed: McMahon said they tried to get a radio station in there, "to have their eyes on the street." So far, no sale — but TREC's still pushing. There will be a park, too — a "communal canopy space" — beneath the Interstate 45 overpass, in front of Cornerstone along MLK.

A block away is the centerpiece of the change: the Forest Theater, which CitySquare bought in the spring of 2017 and is now raising funds to renovate. Elizabeth Wattle, CitySquare's director of strategic initiatives, took us inside the landmark — an unexpected treat. The condition isn't as bad as I feared. It is easy to envision a soon-enough day when movies and live performances will return to the venue, where my dad saw movies as a kid; Wattle, too, promised a coffee shop in the lobby one day, with patio seating beneath the marquee.

TREC is investing \$1 million in these projects over the next three years — though McMahon said the number will likely climb much higher. And that doesn't even include the pro bono work from architects, construction companies and developers among TREC's membership. Other smaller projects are coming, too. Among them is the transformation of the Ervay Plaza shopping center on Ervay and South Boulevard. Currently, the landmark Aristocrat Barber Shop, only open eight hours a week, is the shopping center's sole tenant. TREC hopes to make it the centerpiece of hair-dressing learning center.

"It's really magical, frankly, because everyone is so involved and committed," McMahon said. "It's not just about doing a project and walking away."

The remaking of this Fair Park neighborhood has been decades in the planning: St. Philip's has been buying land since the 1990s, and began partnering with The Real Estate Council in 1991. Tangible results are hiding in plain sight: the lovely, quaint row of 10 homes along Cooper Street between South Lamar and Interstate 45 that make up the Elderfriendly neighborhood, so called because it's affordable housing for seniors; the St. Philips field house, which used to be the Corner Pocket Lounge; the community pantry across from a strip center Flowers calls "the plaza of poison."

Flowers has also been trying to get his hands on DISD's W.H. Cotton Building along South Lamar — the old Procter & Gamble manufacturing plant. He envisions the eyesore as another Southside on Lamar.

Redeveloping one block here and there will not alone save a neighborhood; cancer always comes back when not wholly excised. I know property owners there who won't begin building and rebuilding until they know the Forest District Revitalization project is more than just a do-good, feel-good project.

But, if nothing else, the project "will give people a sense of hope," Flowers said. "This area will no longer be defined by its blight. Hopelessness — nihilism — is the worst thing you can ever do to humanity."

I expect we'll see real change in four, five years — after S.M. Wright is finally rid of its Dead Man's Curve and brought back into the neighborhood it destroyed decades ago. Maybe by then the Forest will be done; the park, too. No longer will this be a place to drive through, as fast as possible, to get into or out of Fair Park.

It can become a destination. It will become, again, a neighborhood.

<https://www.dallasnews.com/opinion/commentary/2018/12/07/south-dallas-neighborhood-wrecked-freeway-can-become-whole-again>

## Move people around a city without mass transit? This city says they're doing it

DECEMBER 10, 2018  
BY BILL HANNA  
FORT WORTH STAR-TELEGRAM

ARLINGTON – Those Via vans that have been zipping around the center of Arlington are going to be sticking around.

This city that has been long been known as the largest in the United States without mass transit, appears to have found something that they believe is at least a partial answer to traditional public transportation.

Last week, the City Council approved another one-year contract for Via, the on-demand rideshare transportation program, which has provided more than 85,000 rides since rolling out last December.

“We have hit on something that is tremendously successful that is getting the ridership we’ve all been hoping for — at a fraction of the costs of traditional transportation like buses or light rail,” said Mayor Jeff Williams at a Nov. 27 council meeting.

It will cost \$2.1 million to renew the contract for another year. The current service area covers about 30 percent of the city, which is roughly 170,000 residents and 62,000 jobs. That means a majority of the city still doesn’t have access to the service.

The city’s share of the costs is \$995,000 with another \$800,000 coming from federal transit administration funds. Another \$300,000 will be generated from fares for using the service.

The service started a year ago by serving downtown Arlington, the University of Texas at Arlington, Texas Health Arlington Memorial and the entertainment district, which includes Six Flags Over Texas, AT&T Stadium and Globe Life Park. Via also connects to the Trinity Railway Express Centreport/DFW Airport Station .

It later added areas north of Interstate 30 to Lamar Boulevard and south to Arkansas Lane in east Arlington. Later this year, it will expand east of Texas 360 between Arkansas Lane and Abram Street.

It is also adding two Mercedes Metris vans to bring the total fleet to 15.

Via will also grow its number of drivers in independently owned vehicles (similar to Uber or Lyft) to keep passengers’ average waiting times below 12 minutes. Unlike those services, Via doesn’t pick come to your doorstep but instead directs riders to a location within walking distance.

When it was announced last year, some transportation experts viewed Via as micro rather than mass transit — something that could complement buses or light rail but not be the entire system.

Via works by using a smart phone application and dynamic routing to allow passengers to access a wide range of destinations within Arlington. It doesn’t stick to fixed routes or a fixed schedule.

Rides cost \$3 per person per trip. Passengers can catch a ride from 6 a.m. to 9 p.m. Monday through Friday and from 9 a.m. to 9 p.m. on Saturdays. Riders can also purchase a ViaPass for \$15 per week and ride up to four times per day all week long. Via doesn't run on Sundays.

At the same Nov. 27 meeting, City Manager Trey Yelverton said Arlington needs to be nimble to adjust to the rapidly changing transportation industry, noting the recent GM plant closure announcement that also showed a focus on self driving and electric vehicles.

"It just shows how all of this stuff is converging and how the future of transportation and investments in public infrastructure is just very different than even what it was a couple of years ago," Yelverton said.

<https://www.star-telegram.com/news/local/community/arlington/article222789835.html>

# Can a train station turn this ugly part of Fort Worth into a smokin' hot neighborhood?

DECEMBER 11, 2018  
BY GORDON DICKSON  
FORT WORTH STAR-TELEGRAM

FORT WORTH – On the northern edge of the Trinity River, near Trinity Boulevard and Loop 820 in east Fort Worth, the landscape is scarred from sand and gravel mining that started about a century ago.

But the land, which is now mostly flat and vacant but also pocked by numerous tiny lakes spread over 1,600 acres, has at least two things going for it.

First, North Texas — and, in particular, Fort Worth — has a seemingly insatiable need for more housing, particularly for young professionals. And there are plenty of new rooftops less than a mile away to prove the demand is there.

And second, east Fort Worth is home to the Trinity Railway Express passenger train line, which connects downtown Fort Worth to Dallas and has operated since 1996. This part of east Fort Worth seems like a good spot for another stop on the TRE line, and developers are working to get one built there.

And it wouldn't just be a train platform in the middle of nowhere. This unlikely spot could soon be home to one of the most ambitious transit-oriented development projects in the Southwestern United States, supporters say.

The project is known as Trinity Lakes.

A developer, Newell Companies, is teaming up with several private partners and government agencies to build a mixed-use neighborhood at Trinity Lakes. The project is currently in the planning phase and undergoing a federally-required environmental review. It could be opened as soon as late 2020.

The centerpiece of the project would be construction of a new TRE train station, just east of Loop 820 and north of Trinity Boulevard. Already, dozens of TRE trains whiz by the property each day without stopping, as they travel between the Richland Hills Station and Bell Station near Hurst.

But the Trinity Lakes project also would feature a new network of streets designed to equally accommodate cars, bicycles and pedestrians. Hundreds of trees would be planted as part of a broader landscape plan. And, there is plenty of room not only for apartments but also a grocery store, pharmacy and other shops and restaurants — all surrounding a tiny, charming lake.

"It's going to be exactly what you want a transit-oriented development to look like," said Travis Liska, a senior transportation planner with the North Central Texas Council of Governments who specializes in sustainable development. "It's got the bones and structure in the planning that would make it a great, walkable place."

The area wedged between Loop 820 to the west and Bell's massive helicopter headquarters to the east already has nearly 2,000 single-family homes, many of which have been built since the Great Recession. Ultimately, once all the apartments and other new homes are built, the area could be home to 12,000 residents, project organizers say.

Ken Newell is owner of the Newell Companies, which is heading the Trinity Lakes effort. His family's companies have been involved in commercial and residential construction in the Fort

Worth area for decades, and became involved in the sand and gravel mining in the area now known as Trinity Lakes in the 1990s.

Newell also served on the Trinity Metro board from 2013-2017.

While continuing to perform sand and gravel mining until recently, Newell saw an opportunity to use the mining efforts to move dirt around the area in a way that created more flood storage for storm water and prepared the property for more home construction.

Newell says the area is “transit ready, not transit-dependent,” meaning the neighborhood is going to be built out regardless of whether TRE puts a station there.

But the chances of TRE putting a station at Trinity Lakes increased dramatically in 2016, when voters in Richland Hills opted to leave the transit agency now known as Trinity Metro (formerly Fort Worth Transportation Authority). That vote all but guarantees the TRE’s Richland Hills Station will need to eventually close.

The Richland Hills Station, which opened in 2000, draws several hundred cars per day to its park-and-ride lot. However, the station enjoys almost no foot traffic — despite years of talk among city officials and Trinity Metro about the need for transit-oriented development in the area.

Earlier this year, Trinity Metro officials notified Richland Hills leaders that they intended to close Richland Hills Station by 2020. Trinity Metro owns the station and likely will eventually sell the property.

City officials are not actively pursuing plans to do something with the property once Richland Hills Station is shuttered.

“Since it isn’t a property we own, we really don’t have any plans for it,” Eric Strong, Richland Hills city manager, said in an email. “However if they do sell it, we look forward to working with the new owner to help that property become something that will continue to be beneficial to our city and residents.”

Trinity Lakes is 0.8 mile east of Richland Hills Station, so it seems an obvious location for a replacement station for TRE.

Construction of the Trinity Lakes Station is expected to cost \$6 million. Trinity Metro, Tarrant County’s transit agency, plans to cover half the cost and Newell Companies and its partners would foot the rest.

Much of Trinity Metro’s portion could be covered by a federal grant, which is being requested as part of the North Central Texas Council of Governments’ broader application for up to \$47 million in federal dollars to make improvements up and down the 34-mile long TRE rail line.

Also, the city of Fort Worth has created a tax-increment financing district to help pay for infrastructural improvements at the Trinity Lakes site.

And if and when Trinity Metro sells its property at the Richland Hills Station, those proceeds can be used to offset the cost of building its share of Trinity Lakes Station.

If the efforts to develop a neighborhood around Richland Hills Station can be considered a failure, perhaps the planned transit-oriented development at Trinity Lakes can be considered a second chance.

<https://www.star-telegram.com/news/business/growth/article222621030.html>

## **Amazon picks Alliance for regional air hub, bringing hundreds of jobs to DFW**

DECEMBER 11, 2018  
BY BILL HANNA AND LUKE RANKER  
FORT WORTH STAR-TELEGRAM

FORT WORTH – Amazon may not be bringing HQ2 to North Texas but it is bringing its fleet of planes.

Amazon announced plans Tuesday to open a regional air hub at Alliance Airport and bring hundreds of jobs to the region.

The announcement said the regional hub “will include a brand new facility that will be built to suit Amazon Air’s needs.”

Construction is already underway, “which will create hundreds of new jobs,” Amazon said in a news release. This is the first airport project of its kind for Amazon Air.

“Unlike other gateways and facilities within Amazon Air’s network, the Regional Air Hub will be tailored specifically to Amazon Air’s larger scale regional needs,” Amazon said. “The Regional Air Hub will be constructed with the future in mind to include sortation capability and infrastructure to handle multiple flights daily.”

The new hub should be up and running next year with daily flights planned.

“We are excited to build a brand new facility from the ground up at the Fort Worth Alliance Airport,” said Sarah Rhoads, director of Amazon Air. “The new facility is the first of its kind for us and we’re thrilled to ensure we have the capacity to continue to delight our customers.”

Fort Worth Mayor Betsy Price said the announcement is another victory for Fort Worth.

“The expansion of Amazon services at Alliance Airport is a huge win for Fort Worth,” Price said. “The recent improvements and runway extension made at Alliance Airport are already proving beneficial. Fort Worth continues to establish itself as a transportation and logistics hub.”

Congresswoman Kay Granger, R-Fort Worth, also praised Amazon’s commitment to Fort Worth.

“I am excited to welcome Amazon Air and the hundreds of jobs this regional hub will create in the Fort Worth area,” Granger said in a statement. “Alliance continues to draw the very best. It more than meets expectations year after year.”

Haslet Mayor Bob Golden also welcomed the news saying, “Haslet is very happy and excited to welcome another Amazon facility to our city. Amazon has been an awesome partner and we look forward to expanding that relationship in the future.”

Though Amazon’s buildings will be in Haslet, the increased traffic at the airport solidifies Fort Worth as a logistics hub, councilman Dennis Shingleton said.

Having the Dallas-Fort Worth region on a short list for HQ2 was a win, he said, and Amazon’s continued interest in the area may spur smaller businesses to relocate.



“There’s plenty of company’s out there who may have said ‘We never thought about Fort Worth, but they’re on Amazon’s list,’” he said.

Fort Worth Chamber senior vice president Chris Strayer said Amazon’s move to Alliance was a benefit from increased regional partnerships with communities it Tarrant County.

“I’m sure we will continue to work with Amazon in the future to identify any other new opportunities in our area,” he said in a statement.

Bill Burton, executive vice president at Hillwood, the developer of Alliance, said the company is “pleased to grow our partnership with Amazon” at the airport.

“As one of the world’s most influential retail, technology and supply chain logistics companies, Amazon’s selection of Fort Worth Alliance Airport will continue to transform the airport’s role within the region,” Burton said.

<https://www.star-telegram.com/news/local/community/fort-worth/article222950455.html>

## Column: Bigger rigs mean bigger risk on congested Texas highways

Dec. 12, 2018

Written by Robert Brown, Contributor  
Dallas Morning News

Dallas-area drivers know about the high volume of truck traffic on interstates 20, 30 and 35 and have experienced significant delays due to accidents and construction. It is no surprise to any of us that vehicle travel on Texas highways increased by 23 percent from 2000 to 2016, a full 7 percentage points higher than the national average increase.

We expect congestion on certain roads at certain times of the day and we try to plan accordingly. What we cannot anticipate, other than trying to be the safest drivers we can be, are traffic accidents.

The big commercial trucks found on our interstates and on many local roads provide a necessary economic service. However, mixing these big commercial trucks with our much smaller and lighter personal vehicles can cause real safety concerns.

There were 16,124 large-truck crashes in Texas in 2017, according to the Federal Motor Carrier Safety Administration. This crash rate is 7 percent higher than the previous year, a disturbing trend.

As chief of police for Duncanville, it is my job to help ensure that our residents and our officers are safe on our city streets. To that end, I oppose any legislation that would put heavier or longer trucks into our traffic mix. In this opposition, I am joined by the Texas Police Chiefs Association and the North Texas Police Chiefs Association, both of which I am a member.

At the most basic level, heavier and longer trucks will tend to make accidents more severe. Longer double trucks are more difficult to pass in many situations, such as while merging into moving traffic or during a rainstorm as they splash water onto cars' windshields, and they have a longer stopping distance than the double trailers they would replace. Heavier trucks tend to wear out their safety equipment sooner — vital safety equipment such as brakes and tires.

Over the past few years, lobbyists for some of the largest shipping companies have spent a great deal of time and money trying to persuade members of Congress to either allow or mandate heavier or longer trucks. I have written letters to our federal delegation in opposition to any such legislation in the past, and I remain firmly convinced that from a safety standpoint, this is a bad idea — and bad public policy.

As a law enforcement professional, I know from experience that heavier trucks at 91,000 pounds (an increase of 11,000 pounds) or longer double trailer trucks (10 feet longer) will put more motorists at an increased risk. The cost savings to a few large shipping companies is just not worth the cost these bigger trucks would exact on our driving safety.

*Robert Brown is chief of police in Duncanville. He wrote this column for The Dallas Morning News.*

<https://www.dallasnews.com/opinion/commentary/2018/12/12/no-trucks>

## Dallas-Fort Worth leaders making most of losing Amazon HQ2, lessons learned

Dec. 12, 2018  
By Bill Hethcock – Staff Writer  
Dallas Business Journal

Dallas took it hard last month when Amazon.com officially rejected North Texas in favor of two East Coast locations for the e-retailer's highly publicized second headquarters project known as HQ2.

But a month after the final decision came down, DFW leaders are finding ways to capitalize on being a finalist in the rigorous HQ2 selection process and apply lessons learned from courting Amazon (Nasdaq: AMZN).

Dallas City Manager T.C. Broadnax called the Amazon HQ2 search "hugely impactful."

"Even though Dallas was not selected, the process of pulling together the information made us all experts on the developable land in the city, strengthened our friendships with our regional partners and local development community, and showed us where we still have a little work to do," Broadnax wrote in an email response to questions from the Dallas Business Journal.

Broadnax said he expects some of the feedback the city received on workforce to be reflected in the findings of the Economic Development Strategy being prepared for next year.

Robert Sturns, economic development director for the city of Fort Worth, said the pursuit of Amazon will likely bear fruit in the next year as companies begin to assess some of the sites that were put on the table for HQ2.

The regional effort highlighted opportunities to enhance partnerships between cities and the Fort Worth and Dallas Regional Chambers, Sturns added.

"While we didn't win, the highly visible nature of our bid, and the fact that we were in contention up until the very end, really raised the profile of DFW for corporate decision-makers and talented workers around the country looking for new opportunities in a dynamic and affordable market," Sturns wrote in an email to the DBJ. "Only good things will come out of our experience working to attract Amazon HQ2."

Fred Perpall, CEO of The Beck Group, told the DBJ that North Texas making the shortlist for Amazon HQ2 was "genuinely impactful."

"The benefit we gained from Amazon's search had nothing to do with the outcome, but rather the collaboration that sparked between North Texas' most prominent leaders in the bid for HQ2," Perpall said. "It was fascinating to see so many groups work together. It's clear we need to do more on education – specifically, showing our young people the jobs of the future in STEM (science, technology, engineering and math)."

Dallas Mayor Mike Rawlings called the loss of HQ2 disappointing, but said the city and region will learn from the experience.

North Texas officials were similarly disappointed when, in 2001, aircraft maker Boeing (NYSE: BA) chose Chicago over Dallas for a new corporate headquarters. The aerospace giant's

decision makers cited Chicago's abundance of cultural amenities and parks, and Dallas' comparative lack thereof, as a reason for the decision.

Boeing's rejection of Dallas helped spark changes that make North Texas far more competitive today, Rawlings said. The Dallas Arts District now has several venues that did not exist in 2001, and there has been an explosion of green space since Boeing cited those issues 17 years ago.

In 2017, the aerospace giant followed up with placing the headquarters for its Global Services division in Plano.

Rawlings said he hopes Amazon's decision will be similarly transformative, but in the arena of education and tech talent development.

An Amazon official Rawlings spoke with said North Texas has a strong talent system, but not strong enough to meet Amazon's immediate needs for software engineers and other highly technical positions.

As part of the bid for Amazon, Dallas proposed the creation of "Amazon U," a "cradle-to-career pipeline" involving Dallas ISD, the Dallas County Community College District, the University of Texas System, the University of North Texas System, Southern Methodist University and others.

Although Amazon did not choose North Texas for HQ2, Rawlings called for a continued collaboration of higher education institutions and public education to produce a deeper pool of highly qualified workers.

"We need to make sure that we create an 'Amazon U,' if you will, for other employers and employees," Rawlings said in an interview with the DBJ. "That's the call to action for me. How do we as a city mobilize the education facilities to build and train a workforce that can compete with anybody around the world on technology?"

Chris Wallace, president and CEO of North Texas Commission, said the HQ2 search underscores the importance of the education pipeline and the ever-increasing need for funding of technology training.

"We know from the recent Amazon bid that companies are looking to add more tech workers to their employee base," Wallace said. "We need to grow our workforce to be ready to meet those future needs."

Sturns said the Amazon HQ2 project underscored how strong the DFW tech workforce is.

"We're now 7th in the country in terms of total tech jobs, and we're coming on strong," he said. "We're ranked 4th in growth over the last 5 years, and we have the most tech workers in Texas — more than Houston and more than Austin. That's going to be a great selling point for companies looking to move or expand here in the years ahead."

Dan Bowman, CEO of Allen Economic Development Council, said the Amazon HQ2 project had a huge impact on economic development agencies across the nation.

"On one hand, it showed that many cities will offer outrageous, and in some cases irresponsible, levels of tax incentives to recruit Amazon," Bowman said. "But it also showed that financial

incentives are not the most important factor in these decisions, with Amazon choosing the robust workforce surrounding Washington D.C. and NYC instead of cities that offered them much larger financial packages.”

A positive result of HQ2 was how it caused cities and regions to take stock of their assets, Bowman said.

“Economic developers across the country took a hard look at the best sites in their region, evaluated their strengths, considered solutions for their weaknesses, and ultimately gained a sober perspective on what it takes to land a major corporate headquarters,” he said.

“It is my sincere hope that we all learn from our reactions to Amazon's national marketing gimmick,” Bowman added. “Let's take the sites that fell short for Amazon and create solutions — for walkability, education, mass transit, and culture — to continue attracting a workforce to North Texas that will make us an easy location decision for the next major corporate relocation.”

<https://www.bizjournals.com/dallas/news/2018/12/12/amazon-hq2-lessons-learned.html>

## Column: Worried about high rent in North Texas? Blame city hall

Dec. 13, 2018

Written by Connor Harris, Contributor  
Dallas Morning News

In a state the size of Texas you'd think affordable housing wouldn't be an issue. Not so. Housing prices in Dallas-Fort Worth, formerly a beacon of affordability, overtook the national average in 2016.

Yes, the market has cooled recently, but the metro area still suffers from a self-inflicted housing shortage due to zoning laws that violate consumer choice and Texans' principles of property rights.

Even as pro-growth economic policies have drawn millions of new residents to North Texas and other Texas metro areas, anti-growth land-use regulations have kept most urban areas, including residential areas that are close to growing job centers, looking much the same as they did decades ago.

As I document in a new report for the Manhattan Institute, many of the younger professionals who've swarmed to Texas in search of jobs prefer to live in apartment buildings in downtown areas.

In all of Texas' largest cities — Dallas, Fort Worth, Houston, San Antonio and Austin — areas close to downtown have seen the largest increases in average incomes and residents with college degrees. Not surprisingly, those areas have also seen the largest increases in property values.

But if you want to profit off of this demand by building a small apartment building on your land, you're probably out of luck. No municipality in North Texas allows multi-family housing, even three- or four-unit buildings scarcely different in appearance from single-family homes, on more than a tiny portion of its land area.

Zoning regulations throughout North Texas prohibit not only apartment buildings but also small single-family houses that working-class families could afford. In some parts of Dallas, for example, it is illegal to build a house on a parcel of land smaller than a half-acre. Big suburban job centers like Plano have seen the near-disappearance of entry-level houses for young workers, with the result that more workers than ever before have to commute in, creating huge backups on local roads.

Policies that require large amounts of car parking also hold the region back. Any builder of new houses or two-bedroom apartments in Dallas, for example, has to provide two parking spaces per dwelling. Parking minimums for businesses are even higher. Restaurants in Dallas, for example, must provide parking lots three times the size of the restaurant itself.

As I point out in my report, regulations in Texas metro areas and others often require far more parking than the market demands, and this can raise the costs of new apartments by a sixth or more. These policies make residents who rarely drive subsidize the driving of others: Almost 1 in 10 Dallas households does not own a car, and a quarter of households with four or more people owns one car or none.

These figures will only increase as services such as Uber, Lyft, and Zipcar — not to mention the possibility of driverless cars — make the expense of private car ownership harder for many Texans to justify.

Texas courts, meanwhile, have repeatedly declined to protect landowners' rights from even clearly unnecessary land regulations. In one especially egregious case, a town in Ellis County encouraged one developer to buy a large parcel of land, then immediately cut in half the number of houses he would be allowed to build on it. The Texas Supreme Court ruled the town's actions were legal.

The good news is that new housing developments in the exurbs have kept North Texas relatively affordable so far, especially when compared to cities like Los Angeles.

But by not allowing redevelopment of central areas, North Texas cities risk making housing ever more expensive and pushing jobs out to ever more remote parts of wealthy suburbs, far from places where the working class can afford to live.

Without policy changes, large swaths of the Dallas metro area, like much of suburban California, may soon be too expensive even for many middle-class — not to mention working-class — residents.

Texas has long been a beacon of opportunity for people from all around the country. It's time for North Texas officials to take a long, hard look at their land-use regulations to ensure that it stays that way.

*Connor Harris is a policy analyst at the Manhattan Institute and author of the new report "Lone Star Slowdown?: How Land-Use Regulation Threatens the Future of Texas." He wrote this column for The Dallas Morning News.*

<https://www.dallasnews.com/opinion/commentary/2018/12/13/worried-high-rent-blame-city-hall>

## Dallas-Houston bullet train critics want Texas to oversee eminent domain use

As private developer Texas Central moves ahead with plans to build what could be the country's first high-speed rail line, a handful of state lawmakers hope to try next year to give the state more authority over the project. But they admit there may not be the legislative appetite.

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BY MATT ZDUN  
Texas Tribune

Cliff Waters couldn't have been happier when a representative for the private company developing a high-speed rail line between Dallas and Houston offered to buy his Freestone County land. With power lines slicing his property in two, he had already been itching to get rid of the land before Texas Central Partners LLC approached him.

"The people were very professional," said Waters, who also owns land in Mexia and Galveston. "It was a good thing for me for sure."

But 100 miles away, Liz Machac has been adamant about holding on to her 235 acres of Grimes County property in the path of the proposed bullet train. Texas Central asserts that state law gives it the right to use eminent domain and force unwilling owners to sell their land, but Machac isn't so convinced. As legal battles and bureaucratic processes that could resolve such key disagreements play out, Texas Central is holding off from condemning anything — and Machac is holding on to her property.

"My family was born and raised here, and it's a special place," Machac said. "There's a historically designated cemetery on the land and just a lot of history in this area."

Holly Reed, Texas Central's managing director of external affairs, said the company prefers not to use eminent domain "at all" and would rather work out amicable sales agreements for the thousands of parcels needed to construct the 240-mile project across 10 counties. And the company vows to minimize how much the line will impact the land around it.

"Each person has a different story about what's important to them," Reed said. "We listen to hear, you know, are we impacting your driveway or your stock tank, and we come back, and we work to see what we can do to solve for those problems."

Given the fierce opposition to the project in rural areas, eminent domain is likely to become a necessity at some point. Texas Central remains embroiled in the ongoing debate about its authority to condemn land. In one Harris County case, a judge agreed the company has such powers. But that same legal question is at the heart of other ongoing court cases across Texas.

Meanwhile, a newly elected lawmaker who has long opposed the project plans to file legislation that addresses what he calls "systemic flaws" in state statutes that arguably allow the company to condemn the land it will need.

"It's nothing more than you and I sitting in a room with a couple hundred million dollars and saying, 'We're a railroad company, and we're going to condemn your property,'" said state Rep. Ben Leman, R-Anderson. "And then the landowner is sitting there scratching his head and saying, 'Who do I turn to?'"



One of Leman's biggest concerns about the project is that even if Texas Central can use eminent domain, there is apparently no state agency explicitly charged with determining if its plans for high-speed rail would benefit the public enough to warrant condemnation proceedings in the courts. But once upon a time, there was.

### **A forgotten agency**

Back in the 1990s, the Texas High-Speed Rail Authority was a government entity tasked with determining if Texans wanted a high-speed rail system and awarding the right to build one to the most qualified private applicant, according to records from the Texas State Library and Archives Commission.

The authority, which was created in 1989 by the 71st Texas Legislature, awarded the franchise to plan, finance, construct and operate a high-speed rail system to Texas TGV Consortium. But after Texas TGV failed to meet a financial deadline, and the authority began termination proceedings against it in 1994, lawmakers abolished the authority.

During its short tenure, the authority had the power to exercise eminent domain and condemn property that was "in the public interest" on behalf of Texas TGV, according to the bill which authorized the authority.

In a final report on the authority, former executive director Marc H. Burns underscored the need for state involvement in high-speed rail projects.

"The State should retain planning and oversight roles in all new transportation infrastructure, particularly where new right-of-way may be required," Burns wrote in the report. "[High-speed rail] is a mass transportation project and the role and power of safeguarding the public must be reserved to the State. Only after we have articulated how the project may be accomplished without denigrating the lives of Texans can we seek a private partner to implement a plan designed to better Texas."

Leman thinks such oversight is valuable. But he also worries his new legislative colleagues may not have an appetite for creating a similar agency again. That's because lawmakers in recent years have limited state involvement in Texas Central's project. The private company has vowed not to spend taxpayer money for the high-speed rail line, though it may apply for federal loans that it would repay. And lawmakers have forbidden the use of state funds to plan, build, maintain or promote the project.

State Rep. Cecil Bell, Jr., the vice chair of the House Committee on Land and Resource Management, agreed that landowners in the path of the proposed project could benefit from increased state oversight. But the Magnolia Republican also admitted it could be "a double-edged sword" because new agencies create additional costs and bureaucracies.

"It behooves us to either assign the task of structuring eminent domain by statute to an existing agency or consider placing that responsibility in the hands of a new agency," Bell said.

### **New attitudes and federal oversight**

Constructing the line that could run America's first bullet trains will cost between \$15 billion and \$18 billion, according to company estimates. Texas Central has already inked deals with construction and operations partners. Heavily backed by Japanese entities, it's gained access to more than \$425 million in investments and loans as it keeps pushing forward with development.

The company said it has secured purchase agreements from landowners on 30 percent of the parcels likely needed for the train's route. But it has not said how many parcels it still needs.

Trains could run at speeds of up to 205 miles per hour and cut a trip that would normally take four hours by car down to 90 minutes. Texas Central's president Tim Keith told the Tribune in February that trains could start running in 2024.

The route was chosen after careful studies into the project's financial viability, impact on the environment and potential ridership numbers. Project supporters, especially those in the state's two largest urban areas, see it as a transformative project that could finally get Americans out of their cars and traveling between cities by rail. As more Texans flock to urban areas — and eschew car-centric lives in favor of other transportation modes — many see this as the right time to introduce a new way to travel.

And Reed, the Texas Central executive, said her company learned from the failure of the previous high-speed rail attempt and has developed “a better approach for Texas that will work.”

“When you have a project that is not government-driven, you have the discipline of following the data,” Reed said. “This project works because it's in the sweet spot of the too far to drive, too short to fly. It's got a strong market.”

Meanwhile, the project has some federal oversight. As required by the National Environmental Policy Act of 1969, the Federal Railroad Administration began its environmental review process of the project and released a draft environmental impact statement last year. It was that review process that identified the likely path for the proposed project. The FRA is working on addressing the public comments it received and will publish a final environmental impact statement next year.

Texas Central also filed a petition with the Surface Transportation Board, a federal agency that regulates railroads, asking it to assume federal jurisdiction over the project. Previously, the STB declined Texas Central's 2016 petition. But the company filed another petition this year asking the STB to take jurisdiction over the project, this time because it has a “through ticketing agreement” that would allow Texas Central riders to connect with Amtrak's rail network. The proposed Dallas station is about a 15-minute walk from an Amtrak station. The Houston bullet train station is miles from an Amtrak stop. The STB has yet to issue a decision on Texas Central's latest petition.

“Every other major railroad, passenger and freight, is regulated by the STB,” said Reed. “So it puts this project on a level playing field with those other major railroads.”

But even if the STB assumes jurisdiction over the project, Texas Central will still need to prove that it has eminent domain power in Texas, according to Patrick McShan, an attorney for the group Texans Against High-Speed Rail.

“The Surface Transportation Board can't grant eminent domain,” McShan said. “They can't get Texas Central over that hurdle.”

### **Hurdles remain**

Kyle Workman, the chairman and president of Texans Against High-Speed Rail, said the company will still face intense battles at the county level.

“At every one of those intersections where the railroad crosses a county road, there is going to be a permit that is required,” Workman said. “They’re going to have to prove that they have eminent domain, and the counties are not going to allow them to take the property.”

Reed said that Texas Central would like to work “collaboratively” with the counties in order to get the project built and become a “major economic engine” for Texas.

Meanwhile, lawmakers will return to Austin for a new legislative session that begins in January. And Leman expects Texas Central to be the target of legislation. In 2017, 10 lawmakers filed more than 20 bills aimed at the high-speed rail line. But for the second legislative session in a row, the project emerged relatively unscathed after bills aimed at hamstringing or killing it failed to get much traction.

Leman, though, thinks there could be movement in the regulatory chess game facing Texas Central as he and others file bills next year that try to balance private property rights and economic enterprise. What would upcoming legislation look like? Well, Leman's playing that one close to the vest.

“This should be a big session to discuss this project,” Leman said. “But I don’t want to tip my hand too quick because they are not giving me their hand.”

### **Pushy or progressive?**

But beyond the regulatory weeds of whether or not Texas Central has the power to take land — and whether a state agency should have oversight if it does — there remains a more fundamental divide between people like landowners Machac and Waters.

For Machac, Texas Central is “pushy,” and the project solves a problem that doesn't exist.

“It's not necessary, and we don't have the population density to support that,” Machac said.

For Waters, the project represents progress and will go a long way toward removing much of the gridlock on Texas' highways.

“People never agree to progress,” Waters said. “They always want to live in the past. They’ve inherited [land], and they don’t like people changing their property, and I understand that. But it’s something that needs to happen.”

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<https://www.texastribune.org/2018/12/13/dallas-houston-bullet-train-critics-want-texas-oversee-eminant-domain/>

## With federal funding around the corner, DART names partners, awards \$872 million for Cotton Belt rail

Dec. 12, 2018

Written by Ray Leszczynski, Communities  
Dallas Morning News

The Dallas Area Rapid Transit board on Tuesday approved \$872 million to build its first east-west commuter rail line — the Cotton Belt — even though it doesn't have the actual cash quite yet.

DART leaders met with the Build America Bureau in Washington, D.C., last week to confirm that the federal loan that will finance a 26-mile route connecting Plano, Richardson, Addison, North Dallas and DFW International Airport is expected to close Dec. 20.

Within the next few weeks, DART expects to be issued a notice to move forward on the project with its design-build partner, Archer Western Herzog 4.0, which was unanimously awarded an \$815 million contract Tuesday night, contingent on the federal loan. The contract will run through Dec. 28, 2022, the anticipated completion date.

In a separate vote, the board unanimously approved \$49.2 million for a company to represent its interest as an extension of DART staff during the process.

It also kept the door open for the board to decide next month whether to spend an additional \$90 million to \$120 million to add a second track along the line, something the board listed as a preference.

"We've discussed the double-track subject for a couple of years," board member Paul Wageman said. "We're going to have significant savings over what we thought the finance costs were on this."

Cotton Belt was budgeted as a \$1.1 billion project.

About half of the project, including the nine rail stations, is double-tracked as currently bid. Though plans are for Cotton Belt to debut as an every-30-minute service, the contract also calls for three more miles to be double-tracked. That would enable enough two-way passing opportunities to allow runs every 20 minutes.

If it doesn't fully double-track the line, the board also has the option to spend \$27 million to add a second track to a three-mile area of Far North Dallas, where grade levels and four bridge crossings pose a challenge.

The contract already includes \$32 million in "betterments" for neighborhoods lining the route, providing for sound walls, rubber chips to minimize track vibration and other amenities.

The first six to eight months, according to staff presentations, will focus on design of the project. The first signs of progress on the ground will be utility relocation and foundation work for bridges.

Archer Western Herzog 4.0 is a joint venture between Atlanta-based Archer Western — one of the nation's largest transit, bridge and rail builders — and Missouri-based rail and highway specialist Herzog Contracting Group. They will use Jacobs Engineering Group as designer.

Archer Western Herzog 4.0 was among five outfits that showed interest when DART in March 2017 posted plans to convert the former freight line. Three proposals were received in May, and negotiations with AWH began in September.

The two runners-up will receive stipends of about \$4 million each from DART, an incentive that Texas allows and that DART staff opted to pursue last year.

"It is not uncommon for these companies to spend \$10-\$12 million on a pursuit like this," said Timothy McKay, DART vice president. He said that in the months since the bids, DART met several times with each company and that the stipend not only helps to offset their costs but secures for DART and the winning contractor the right to incorporate ideas from the other plans.

The Cotton Belt will also connect to DART's existing light rail system at stops in Carrollton, Plano and Richardson. But it will be a commuter rail line, similar to the Trinity River Express, which DART co-owns with Fort Worth's Trinity Metro and connects downtown Dallas and Fort Worth.

### **Update on TRE safety technology**

The TRE, as also announced at Tuesday's board meeting, is off the Federal Railroad Administration's "at risk" list for installation and demonstration of safety technology known as Positive Train Control.

DART has met requirements to submit a request for a two-year extension of the Dec. 31 deadline for Positive Train Control, is field testing the equipment and expects the railroad administration to approve implementation in early 2019.

"We anticipate toward the end of January, we will be in actual revenue service demonstration, [the stage] where we will have all the actual functionality turned on," McKay said.

<https://www.dallasnews.com/news/transportation/2018/12/12/federal-funding-around-corner-dart-names-partners-awards-872-million-cotton-belt-rail>

## As cities confront climate change, is density the answer?

Plans to increase urban density may foreshadow how cities respond to efforts to cut emissions

Dec 11, 2018  
By Patrick Sisson  
Curbed

Last week, climate change found many ways to inch into the news cycle.

In Washington, D.C., hundreds of young advocates protested at Congressional offices, demanding a Green New Deal. In central California, residents continued to try to make sense of the communities erased by the Camp Fire. In Paris, Yellow Vest protesters rioted in reaction to a planned increase in gasoline taxes, an effort the French president said is meant to combat rising emissions. In Katowice, Poland, representatives from across the globe gathered to craft a global consensus around cutting emissions at the COP24 talks.

With recent blockbuster reports highlighting the dire and immediate nature of climate change, the environment—and the politics and planning that come in response—seem unlikely to leave the spotlight anytime soon. The scope of economic, technological, and social change needed to grapple with climate change is unlike anything we've seen before, say advocates and activists. The Green New Deal, a nascent plan to invest in sustainable infrastructure and power generation, would be a “massive system upgrade for the economy,” according to Saikat Chakrabarti, chief of staff for Congresswoman Alexandria Ocasio-Cortez.

What would this type of sweeping change look like for U.S. cities? At a time when municipalities consider or enact climate action plans, two of the bigger urbanism stories of the last week—the passage of the Minneapolis 2040 plan, which will upzone the entire city, and a new effort to pass a statewide transit-oriented development proposal in housing-starved California—may, without meaning to, provide glimpses of what that kind of vision may resemble.

Both proposals seek, first and foremost, to address equity, especially housing affordability. But they also share a focus on increasing urban density, a reliable way to decrease emissions and improve the environment, and recognize that cities will be where the effort to curtail climate change is won or lost.

### Climate risk is a challenge for nearly every city

Though cities would likely rather not, they stand on the front lines of the climate fight. Already, 70 percent of the world's cities are dealing with the impact of a changing climate, according to C40, a global network of cities committed to combating climate change. And nearly every urban area faces significant risk, especially the 90 percent of coastal urban areas looking at a future of increased flooding and rising sea levels.

With this year expected to set a global carbon emissions record, advocates plead that there's no time to delay ambitious plans and immediate action. A new report by the Global Covenant of Mayors bluntly states that “an incremental approach to adaptation will not suffice.”

The Intergovernmental Panel on Climate Change's latest report says that absent concerted effort, cities like New Orleans and New York will face extensive flooding. Across the board, U.S.

cities will face higher temperatures and the corresponding health issues they bring. As cities sprawl, there's increased risk of wildfire damage: According to analysis by Montana-based Headwaters Economics, 60 percent of new homes built in the U.S. since 1990 sit within the "Wildland-Urban Interface area," the liminal area that marks the division between unoccupied land and human development. The National Climate Assessment predicts hundreds of billions of dollars of climate-related damage, concentrated in cities, by the end of the century.

But in the face of this existential threat, cities also present the best places to curb emissions: Though urban areas generate 70 percent of the world's carbon dioxide, that also makes them a good place to start making a difference. Toward a Healthier World, a report by the C40 network, argues that with a strict series of policy changes—including bolstering cycling, walking, and public transit; enacting more energy-efficient building codes and retrofitting old structures; and a rapid investment in renewable power—cities could achieve an 87 percent reduction in greenhouse gas emissions.

### **Is greater density the solution?**

Environmental proposals face an uphill battle, as they often ask for great sacrifice to merely postpone climate change's negative impacts—and often challenge entrenched, wealthy interests.

Research suggests that simply increasing density could be a place to start—and get cities much of the way toward their carbon emission-reduction goals. A 2014 London School of Economics study determined that large global cities, with a "modest blend of pro-density housing and transit policies," could cut their emissions by a third by 2030. Urbanist Peter Calthorpe calculated that through urban densification alone, the United States could achieve half the carbon reductions needed to hold global temperatures to a rise of 2 degrees Celsius (4 degrees Fahrenheit).

More density also means more housing, especially along transit corridors and downtown near jobs. By reducing sprawl, adding more housing units, and, ideally, cutting down transit times, building density tackles a key side effect of rising costs: the movement of affordable housing farther away from opportunity.

"For too long we have created sprawl by artificially limiting the number of homes that are built near transit and job centers," California state Sen. Scott Weiner told Curbed writer Adam Brinklow via email. "As a result of this restrictive zoning in urbanized areas, people are forced into crushing commutes, which undermines our climate goals."

Placing density at the center of climate change mitigation strategy means not just doing the "right thing" in terms of cutting emissions, but offering tangible, immediate benefits as a selling point. Increased density means more opportunities for walkable neighborhoods and car-free transit, which would cut pollution. Density means shorter commutes and less driving, leading to less congestion, fewer road fatalities, and improved health outcomes from cleaner air.

These very issues—affordability, transportation, equity—have helped sell both the Minneapolis 2040 plan and Weiner's transit-oriented development bill, SB-50, the More Housing, Opportunity, Mobility, Equity, and Stability (More HOMES) Act. Weiner's bill is as much about transportation—now the fastest-growing source of carbon emissions in California, as well as the U.S. at large—as it is about housing.

“If we have more people living closer to public transportation, so they’re not driving or [they are] driving less, it’ll give us a much better chance of meeting our climate goals,” Weiner told Curbed. “We’ll never meet them with current land-use patterns.”

### **Our climate future relies on concerted city action**

As Minneapolis Mayor Jacob Frey has said, the Minneapolis 2040 plan isn’t just a housing plan, it’s also about infrastructure and transportation. Other cities and states have proposed larger zoning overhauls. In Massachusetts, Gov. Charlie Baker proposed a bill that would make it easier to upzone. It is currently stalled in the legislature. Seattle is attempting to upzone more of the city to accommodate its growing population; 13 percent of the city’s land area, which has been zoned for more density, has absorbed half of the city’s population increase since 2010.

To make significant impact on climate change, cities everywhere will need to play a part (much of the coming wave of urbanization expected across the globe will take place in the developing world). But as a country that has more resources—and has released more emissions—than any other, it’ll be hard to escape the argument that it’s incumbent on the U.S. to show some kind of leadership on this issue.

According to University of Pennsylvania professor Daniel Cohen, dense neighborhoods “anchored by both affordable housing and good access to transit” are the ones that manage to have lower carbon footprints.

Historian Mike Davis may have summed it up best in an article for the *New Left Review*: “the cornerstone of the low-carbon city is ... the priority given of public affluence over private wealth.” As cities confront climate change, and decide what, if any, action they will take, the recent example set by Minneapolis may be more of a trendsetter than an outlier. Perhaps the desire to invest in climate action will spur changes that solve a host of other urban problems.

<https://www.curbed.com/2018/12/11/18136188/city-density-climate-change-zoning>



## **Relief is coming soon from those blaring train horns along TexRail's new route**

DECEMBER 24, 2018  
BY ELIZABETH CAMPBELL  
FORT WORTH STAR-TELEGRAM

NORTH RICHLAND HILLS – Blaring train horns are keeping some up at night along the new 27-mile TexRail route, but in January, things will get quieter.

TexRail is scheduled to have “quiet zones” in place on Jan. 5 when the trains start running on the new route from downtown Fort Worth to Terminal B at the Dallas/Fort Worth Airport.

Trinity Metro is testing the TexRail trains now, and the Federal Railroad Administration requires the train horns to sound at every crossing, and in construction zones.

But the horn-blowing will soon be limited.

Laura Hanna, a spokeswoman for Trinity Metro, said in an email to the Star-Telegram that there are 37 crossings, and 34 will have quiet zone designations, meaning train horns won't sound unless the conductor sees a person or vehicle on or near the tracks.

The crossing at 23rd and Decatur and two at DFW Airport won't be quiet zones.

“Although the horns are a temporary inconvenience, the sound serves as an important safety reminder that service will soon begin,” Hanna said. “In operation, the trains will run quietly and will provide trips for nearly 22 hours a day at a maximum speed of 70 miles per hour.”

North Richland Hills has 10 crossings, and the quiet zones will be a welcome relief for residents living near them, said Mary Peters, a spokeswoman for the city.

“The increase in activity on the rail line has been challenging for residents in close proximity to the crossings,” Peters said. “We understand their frustration, and we have worked to expedite the Quiet Zone process.”

Several commented on the city's Facebook page about how the horns are keeping their babies awake at night. Others wrote that they are using white noise apps on their phones to drown out the horns.

Most of the testing is done between 6 am. And 10 p.m., but a few trains run later.

<https://www.star-telegram.com/news/local/community/northeast-tarrant/article223361715.html>

## D-FW leads U.S. in new residents

Metropolitan area sees net gain of 246 people every day, analysis says

Dec. 15, 2018  
By Alex Tanzi and Wei Lu  
Bloomberg News

Even migration is bigger in Texas.

Dallas-Fort Worth leads all U.S. metropolitan areas as the largest net gainer with 246 people arriving daily, according to a Bloomberg analysis of 2017 Census data on migration for the nation's 100 largest regions. In 2014, the crown belonged to Houston with 269 migrants per day.

After Dallas-Fort Worth, the rest of the top five are also Sun Belt beacons —Phoenix, Tampa, Fla., Atlanta and Orlando, Fla. Seattle, at number six with a gain of 116 people daily, is the only cold-weather destination in the top 10. The daily influx surpassed 100 people in nine cities, while Chicago, New York, and Los Angeles saw an exodus of more than 100 people every day.

These figures exclude the natural increase in population, which is the difference between the number of live births and the number of deaths.

The migration trend has two channels —international and domestic. The international portion is the difference between those moving from outside the U.S. and those leaving the country. The second part of the equation, net domestic migration, counts those who move in from another part of the country and subtracts those who leave for other U.S. areas.

Relocations can lead to large skill and investment transfers.

People who choose to relocate to other parts of the country are taking their talents with them. States and local governments make a large investment in educating people and many people further this by investing in a college education, so when one moves, a large investment transfer is occurring.

Dallas-Fort Worth was the greatest beneficiary of this domestic migration, adding nearly 59,000 domestic movers in 2017, followed by Phoenix (51,000) and Tampa (41,000), which serve as anchors for the western and southern regions that got the bulk of the gains.

Business relocations to North Texas have been steady since the Great Recession. In just the last few weeks, Fortune 500 companies McKesson and Core-Mark announced moves to the area.

Both are leaving California.

On the flip side, more than 208,000 residents left the New York City metropolitan area last year. This was nearly twice as many as the second biggest loser, Los Angeles, which had a decline of nearly 110,000. Chicago fell by 85,000. Honolulu, San Jose, Calif., New York and Bridgeport, Conn., lost the highest shares of their residents to other parts of the country.

In Chicago, New York and Los Angeles, the three areas with a triple-digit daily exodus, people are fleeing at a greater rate than just a few years earlier. Soaring home prices and high local

taxes are pushing local residents out and scaring off potential movers from other parts of the country.

Boise, Idaho, and Charleston, S.C., reported more than 10 times as many domestic net movers as international arrivals in their metro areas. In 2017, Boise gained 41 people per day and Charleston 28.

Data on migration flows are essential for understanding localized growth for everything from employment, real estate trends, retail development to government infrastructure and environmental shocks.

Miami, San Jose, Orlando and New York gained the largest share of population from abroad. Boston and Washington tied for the fifth spot.

Aside from Orlando, all of these cities lost residents to other parts of the country.

Among the 100 most populous metro areas, 28 shrank in total net migration, all due to negative domestic migration.

Seven metro areas have been successful in turning the tide on migration flows in recent years. In 2014, Albuquerque; Dayton, Ohio; Philadelphia; Provo and Salt Lake City, Utah; Scranton, Pa.; and Springfield, Mass., were all seeing a daily loss due to migration.

But these all reported net positives in 2017.

“New Mexico’s strong business climate for manufacturers makes for a very compelling value proposition,” said T.

C. Huang, Chairman & CEO of I-Sheng Electric Wire & Cable and majority shareholder of Admiral Cable, which recently announced plans to build a new manufacturing plant in New Mexico. “With a competitive total cost of operations, we can compete with foreign-made product(s).”

## Editorial: Wheels and Deals

Will electric bikes be final push in urban transportation?

Dec. 15, 2018  
Dallas Morning News

This is getting almost biblical.

First, there were the bikes and the bikes populated downtown in great numbers. And the bikes begat the scooters. And from the scooters shall come the electric bikes.

It's almost mystical the ways these things appear and disappear.

But if we look at what's really happening in Dallas, it's less a creation story than one of evolution. Dallas is rapidly testing and shifting the way we might get around in the future. And despite the strangeness, it's all for the better.

Yes, the rental bikes spread like locusts across town, and we shed no tears when Ofo dumped its ubiquitous yellow bikes into a recycling plant and people no longer had to navigate twisted heaps of Limebikes to traverse downtown sidewalks.

The scooters that replaced the bikes have been an upgrade. Smaller, neater and more regulated than the bikes, they are also more practical, getting more people from place to place.

But better though they are, the scooters still don't seem like entirely the right answer for that all-important gap in urban transportation — the unconquerable "last mile."

Now we are jumping to Jump — a company owned by Uber that plans to bring electric bikes to Dallas.

Is this the best solution to date? We aren't sure, but we think we are getting closer.

The bikes failed because people just weren't going to pedal in the searing heat or, for some, in any weather. The scooters have succeeded where the bikes failed because it takes just three pushes to engage the motor and off you go at a 15 mph clip — under its power instead of your own.

But scooters have their own issues. People insist on using them on sidewalks, where they feel safer. But having someone on a scooter barrel down at you at 15 mph is an unsettling urban experience, particularly when the rider has that wide-eyed "first-time" face that's become all too familiar downtown.

Putting them on the streets creates its own trouble. A scooter's tiny tires are no match for the craters we call potholes that have moonscaped Dallas streets. More than one scooter rider has been borne off to the hospital after going head-over-heels into a street pit.

Now, enter the electric bicycles. Can they fill the sweet spot for Dallas residents and tourists? Perhaps. The electric bikes have several advantages over the scooters. First, they're faster. The bikes can reach 20 mph.

Second, they're likely to be a safer option as riders would be more willing to ride them in the street instead. The bikes can more easily withstand a Dallas pothole and with baskets attached to the front, you can go somewhere without trying to hang onto your bag and the scooter.

That's not to say there aren't concerns.

The city has done well with a light touch on regulation and hopefully, that stays intact.

But the City Council can't just acquiesce to demands if they're made by Uber. The city must also keep its commitments with respect to expanding bike lanes and creating conditions where bike riders are safe especially when so many area drivers cannot comprehend the term, "share the road."

The arrangement could work out well for the city and for Dallas residents. Without the kind of mass transit infrastructure found in cities like New York and Chicago, the combination of electric bikes and scooters could make for an effective solution for those needing to travel the nearly too-long-to-walk short distances.

Getting around the city is never going to be heaven. But we shouldn't stop trying to figure out how to make it better.

## Editorial: A Better Plan for Rainy Day

Investing fund's billions may secure our future

Dec. 18, 2018  
Dallas Morning News

Anybody who remembers the 1980s and the end of the oil boom in Texas understands why the state decided in 1989 to set up a constitutionally mandated rainy day fund. We needed to make sure we could keep the lights on should another crash come calling.

What no one expected then was the incredible return of the Texas energy industry that has seen "dry" oil and gas fields reborn and with them the soaring collection of severance taxes from oil and gas production. Those taxes have filled the rainy day fund to brimming with billions of dollars' new revenue.

The fund's official name — the Economic Stabilization Fund — holds more than \$12 billion, and that's after billions have been carved off to go into the desperately underfunded state highway fund.

Plenty of people, both in government and outside of it, have ideas for what Texas should do with the money it's stockpiling.

Few of those ideas are as sound as the one presented by state Comptroller Glenn Hegar.

In the last legislative session, Hegar proposed a couple of ideas that just make plain financial sense and that the Legislature should take up this session.

First, the state can no longer justify keeping the entire rainy day fund earning returns that barely cover inflation. Certificates of Deposit at the local bank do better than the state of Texas does with its rainy day fund investment.

Hegar has called for setting aside a responsible amount of the fund — equal to about 8 percent of state expenditures — in the ultra-safe sort of investments the entire fund currently sits in.

The remaining amount — at present about \$4.5 billion and growing — would go into an endowment Hegar calls the Texas Legacy Fund. That money would still be invested conservatively but with an aim of earning a return of 3 percent to 4 percent above inflation. Those are hardly market-beating numbers, but when the investment is billions of dollars, the modest return can make a big difference in available funds to the state.

This isn't a radical recommendation. Through Hegar's office, the state already manages 14 endowments that are invested with a goal of creating returns that do more than keep up with inflation. That includes the money the state received from its settlement with tobacco companies. The returns on that money have helped support health care for the poor.

If we created another endowment with rainy day funds, the state would still have plenty of money in the bank to cover the cost of government in the event of a drastic downturn in the economy or to help support recovery after a major natural disaster such as Hurricane Harvey.

But the state would also enjoy an endowment that returned enough money to make a real difference in keeping Texas on strong financial footing going forward.

Which brings us to the second part of Hegar's proposal. He is recommending the Legislature dedicate returns from the endowment to address long-term drains on the balance sheet — specifically, the state's pension obligations.

All of us in Dallas know how fast a pension system can spoil an entire economy. Dallas was on the brink of disaster before the Legislature passed a fix that helped the Dallas Police and Fire Pension System restructure its obligations to retirees.

We can't afford that sort of trouble on a statewide basis. So while it is tempting to look at the rainy day fund as a way to shore up any number of needs, including education and Child Protective Services, it's wiser to ensure the state can pay what it has promised through the pension systems. That makes it far easier to budget for other needs.

The Legislature has a lot on its plate in the coming session. But seriously addressing how we invest the rainy day fund is something lawmakers need to do in good times. If times get bad, we will wish they had.

<https://www.dallasnews.com/opinion/editorials/2018/12/17/texas-financially-irresponsible-12-billion-rainy-day-fund-better-plan>

## **Fort Worth's transit agency promotes a new CEO from within – for the first time ever**

DECEMBER 18, 2018  
BY GORDON DICKSON  
Fort Worth Star-Telegram

FORT WORTH – Fort Worth's transit agency wasted little time in filling its position of chief executive officer, which will become vacant April 14 with the retirement of Paul Ballard.

The Trinity Metro board on Monday night named Bob Baulsir, Ballard's right hand man, to take over the position of president and CEO effective April 15. Ballard announced his retirement in late November, effective April 14.

Baulsir arrived in Fort Worth shortly after Ballard was hired in 2014 to turn around the agency, which was widely criticized for taking too long to get the TEXRail commuter line up and running.

Baulsir has served as senior vice president, and has played a pivotal role in the day-to-day effort to get TEXRail moving. TEXRail, a 27-mile commuter train line from downtown Fort Worth to North Richland Hills, Grapevine and DFW Airport is scheduled to open to the public Jan. 5.

"No one is more suited to step in and lead Trinity Metro into the future. We have the rare opportunity to promote from within and to benefit from Bob's vast experience and expertise," board chair Scott Mahaffey said in an email.

"The board feels that Bob Baulsir has been preparing for this role in the four years that he and Paul Ballard worked together at Trinity Metro. Their focus and planning has been in sync, and we know Bob can carry that vision forward to benefit our region."

Baulsir's hiring is believed to be the first promotion from within for Trinity Metro's top job.

The agency formerly known as the Fort Worth Transportation Authority (and known informally as the T) was created in 1983 after voters agreed to begin paying a sales tax for transit.

The first president was John Bartosiewicz, who came from North Carolina, although he had already been in Fort Worth working for the private sector McDonald Transit Associates that ran most of the T's day-to-day operations, according to his online resume.

In 2003, Bartosiewicz was replaced by Dick Ruddell, who had run transit agencies in Toledo, Ohio and Topeka and Wichita, Kansas.

Ruddell retired in 2013, after Fort Worth city and county leaders replaced the entire transit board, citing dissatisfaction with TEXRail progress.

Ballard, who had started a new commuter rail line in Nashville, was brought in in April 2014 mainly to finish the TEXRail job. Ballard hired Baulsir shortly after his arrival in Fort Worth.

Baulsir's time at Trinity Metro has included overseeing procurement, facilities management and information technology for TEXRail.



“Bob is an integral part of our leadership team, and I can’t imagine anyone more suited to move into this role,” Ballard said in an email. “Shortly after I moved to Fort Worth, I recruited Bob to serve as vice president and project director of TEXRail. I knew he was the right person for the job then, and I feel the same way now.”

Prior to working with Ballard in overseeing Nashville’s transit projects, Baulsir worked in public agencies in New York and Ohio. He holds a bachelor of science degree in business management from the University of Phoenix.

In all, he has 30 years of transit experience.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article223234510.html>

## Column: The Pedestrian Strikes Back

Officials in several countries are getting the message: Cities are about people, not cars.

Dec. 15, 2018

By Richard Conniff, Contributing Opinion Writer  
New York Times

In many of the major cities of the world, it has begun to dawn even on public officials that walking is a highly efficient means of transit, as well as one of the great underrated pleasures in life. A few major cities have even tentatively begun to take back their streets for pedestrians.

Denver, for instance, is proposing a plan to invest \$1.2 billion in sidewalks, and, at far greater cost, bring frequent public transit within a quarter-mile of most of its residents. In Europe, where clean, safe, punctual public transit is already widely available, Oslo plans to ban all cars from its city center beginning next year. Madrid is banning cars owned by nonresidents, and is also redesigning 24 major downtown avenues to take them back for pedestrians. Paris has banned vehicles from a road along the Seine, and plans to rebuild it for bicycle and pedestrian use.

Yes, car owners are furious. That's because they have mistaken their century-long domination over pedestrians for a right rather than a privilege. The truth is that cities are not doing nearly enough to restore streets for pedestrian use, and it's the pedestrians who should be furious.

Many American cities still rely on "level of service" (LOS) design models developed in the 1960s that focus single-mindedly on keeping vehicle traffic moving, according to Elizabeth Macdonald, an urban design specialist at the University of California, Berkeley. "Hence improvements for other modes (walking, cycling, transit) that might increase vehicle delay are characterized as LOS impediments," she and her co-authors write in *The Journal of Urban Design*. The idea of pedestrians as "impediments" is of course perverse, especially given the word's original meaning: An impediment was something that functioned as a shackle for the feet — unlimited vehicle traffic, say.

The emphasis on vehicle traffic flow is also a perversion of basic social equity, and the costs show up in ways large and small. Vehicles in cities contribute a major portion of small-particle pollution, the kind that penetrates deep into the lungs. (The percentage can reach as high as 49 percent in Phoenix and 55 percent in Los Angeles. It's just 6 percent in Beijing, but that's because there are so many other pollution sources.) People living close to busy roads, particularly infants and older people in lower-income households, pay most of the cost in respiratory, cardiovascular and other problems. A 2013 M.I.T. study estimated that vehicle emissions cause 53,000 early deaths a year in the United States, and a study just last month from Lancaster University in Britain found that children with intellectual disabilities are far more likely to live in areas with high levels of vehicle pollution.

Among the smaller costs: Most people in cities from Bangalore to Brooklyn cannot afford to keep a car, and yet our cities routinely turn over the majority of public thoroughfares to those who can. They allow parked cars to eat up 350 square feet apiece, often at no charge, in cities where private parking spaces rent for as much as \$700 a month. And they devote most of what's left of the street to the uninterrupted flow of motor vehicles.

But that's not really such a small cost, after all: It means that we often cannot afford room for parks or shade trees, which other studies have repeatedly shown to be an important factor in the health and mental well-being of residents. Even when car-mad cities leave enough room on the side to squeeze in trees, they tend to be miniaturized, lollipop versions of what street trees used to be. Hardly anyone plants the towering oaks or maples that used to intertwine their branches overhead and make the sidewalks feel like a leafy grove in the heart of the city.

Urban walking has thus deteriorated from a civilized pleasure to an overheated, unshaded, traffic-harried race to a destination. It's like what the art historian Vincent Scully once said about the demolition of the old Penn Station and its replacement by the commuter hell squeezed beneath Madison Square Garden: "One entered the city like a god; now one scuttles in like a rat."

Happily, some urban planners are waking up to the idea that we can, in fact, do better. Copenhagen has already largely accomplished the shift in focus from vehicles to human beings, thanks considerably to a 40-year campaign by the architect and urban thinker Jan Gehl. I was stunned during a recent visit to the city center when an armada of bicycles actually came to a stop at a red light and waited patiently for pedestrians to cross. I was accustomed to the United States, where cyclists often pay no attention to traffic laws, and cars turn right on red with little regard for either cyclists or pedestrians. Stopping for pedestrians in crosswalks that are not controlled by traffic lights is a legal requirement in only nine states and the District of Columbia.

Maybe we can't turn every street into a pedestrian paradise. Urban planners in London now follow a sort of zoning plan, with some streets developed primarily for moving vehicles, and others focused on the richer (and more retail-friendly) urban life of the pedestrian. In this country, Berkeley's Professor Macdonald and her co-authors have recently published a simple system for urban planners to identify — and presumably prioritize — factors that make streets pedestrian-friendly. For instance, on large arterial roadways, walkers feel comfortable only if the sidewalks are at least 15 feet wide.

But we don't have to wait for governments to wake up to the idea that a street without pedestrians is, as Mr. Gehl put it, "like an empty theater: Something must be wrong with the production since there is no audience." City residents can stage their own lessons in livability. The "Walk Your City" movement, for instance, provides a tool kit for neighborhood organizations to post signs giving the distance on foot or by bike (with directions via scannable QR code) to local attractions: "It's just a 10-minute walk to ..." a nice park, a sunset viewpoint, a great art museum. Since its start in 2012 in Raleigh, N.C., "Walk Your City" has spread to more than 400 communities in 55 countries.

Likewise, the Better Block Foundation helps neighborhoods stage pop-up events to demonstrate their potential to become more livable, with bike lanes and curb extensions (known as "bump-outs") in place of parking spaces, and lots of benches, bus stop shelters, kiosks, sidewalk cafes and playgrounds. Sadly, pop-ups aren't permanent. These temporary displays come down again after a few days. But seeing the possibilities sometimes leads city leaders to make the vision a reality. This is the fundamental common sense rule: Cities and their streets are about people, not cars, and all urban design should think first about the only transit equipment that comes factory-standard for the average human being — our feet.

*Richard Conniff (@RichardConniff) is the author of "House of Lost Worlds: Dinosaurs, Dynasties and the Story of Life on Earth" and a contributing opinion writer.*

## Column: Time to disconnect from the electric car tax credit

Dec. 20, 2018

Written by Roy R. Reynolds, Contributor  
Dallas Morning News

On the heels of announcing it would pull the plug at various U.S. auto plants, General Motors is still asking the federal government for a jolt. The automaker is making a hard press on lawmakers to extend a \$7,500 tax credit for anyone buying an electric vehicle, presumably to keep the actual price of the vehicles above the profit margin.

The allowance is a holdover from Obama-era policies encouraging folks to drop fossil fuels for electricity, most of which is still produced with natural gas anyway. It's a great policy for city-dwelling folks with the income to spend extra bucks for a battery-laden vehicle that usually resembles a door stop and comes standard with a pre-attached Beto bumper sticker.

Once an automaker is able to sell 200,000 electric cars (plug-in hybrids count, golf carts don't), the tax credit rapidly dissipates. GM, which by October of this year has sold 150,000 Volt plug-in hybrids, faces the real fear that a full-price electric car might be less than attractive to even the rich hippies who buy them.

Wait, there's someone over there, hiding behind that Chevy Bolt. Hey, that's Kent Hance, former Lubbock congressman and the third chancellor of Texas Tech!

Yep, Hance, who departed Lubbock years ago for the sandstorm-less confines of Austin and Washington, D.C., was mentioned in an Associated Press story last week as one of the chief lobbyists working for GM to retain the electric vehicle tax credit.

The report oddly forgot about Hance's tenure as a Democratic (back when that meant something terribly different) congressman and pointed to his GOP connections.

"Hance lists his role as a fundraiser for the campaigns of outgoing House Speaker Paul Ryan, R-Wis., Senate Majority Leader Mitch McConnell, R-Ky., House Majority Leader Kevin McCarthy, R-Calif., and others.

"He has known Rick Perry, the energy secretary and former Texas governor, for nearly 30 years."

Makes sense. Hance has been in Texas government since he ran for Texas Senate in 1974, when Perry was still a freshly minted Aggie flying C-130s and 10 years from taking his first political office (also as a Democrat -- my, how times have changed in Texas).

Anyway, Hance is reportedly leading the charge to make Republicans drop the 200,000-vehicle limit as GM and Tesla are hitting that metric and looking with dread at new electric SUV lines from Kia, Hyundai and Ford, who plans new hybrid versions of the Explorer, Escape and Lincoln Aviator. All these new vehicles will have space under the 200,000-sale runup with the \$7,500 electric vehicle credit.

Back in September, a grab-bag consortium of 30 think tanks and lobbying organizations sent a plea to Kevin Brady, chairman of the Ways and Means Committee and Republican congressman from the Woodlands, to retain the limit on the tax credit.

“While we believe the tax credit is misguided as a whole, at least the drafters had the foresight to limit the harm it could do... That admirable restraint should not be jettisoned now,” the organizations wrote in the letter.

The allowance wasn't even enough to save the Chevy Volt. GM announced in November it will shelve the Volt (as well as the factory building the thing) after eight years of underwhelming sales. Even with the tax credit, a study by auto website Edmunds.com showed it could take about a decade-and-a-half to make back the money in gas savings from a Volt compared to buying a cheaper, comparable, gasoline-powered Chevy Cruze.

It likely didn't help the car's sales much when an early model Chevy Volt's batteries caught fire while sitting in a National Highway Traffic Safety Administration parking lot.

GM's newest stab at an electric vehicle, the all-electric Bolt, may not fare any better. A 2016 Bloomberg report noted that GM stands to lose \$9,000 for each sold Bolt, just to be able to play in the same sandbox as Tesla. Relying on a current is au courant.

It's a bit puzzling that Hance, still thought of as a West Texan, is one of the top electric car advocates. Perhaps he should consider his roots before he tries to convince Republicans to power up GM's bottom line.

In a tangential manner, the electric vehicle tax credit actually could bring some benefit to West Texas, or at least to those operating or hosting the monstrous windmills now dotting the landscape of the South Plains. If more Americans moved to electric cars, they'd have to get their power somewhere.

But then, the tax credit is hardly the old oil depletion allowance, a tax credit which created the mythical “rich West Texas oilman” in the 20th century, at least until President Gerald Ford signed a bill in the 1970s that reduced it to current 15-percent levels.

Also, you're not likely to see many direct sales from those living in the more sparse (scenic) areas of the country. Sure, you can drive a Chevy Bolt (238 miles per charge) from Midland to Marfa. Might not make it back, though.

And there's no \$7,500 credit for buying the diesel-powered three-quarter-ton pickups that seem to be the new normal in Texas.

*Roy R. Reynolds is a writer living in Houston. He wrote this column for The Dallas Morning News.*

<https://www.dallasnews.com/opinion/commentary/2018/12/20/time-disconnect-electric-car-tax-credit>

## If Dallas Wants to Retain Its Competitive Edge, It Needs to Rethink Parking, Zoning

A new report warns that Dallas is losing its "enormous edge" in affordability. Minneapolis offers an example for how the city may reverse this course.

DECEMBER 19, 2018  
BY PETER SIMEK  
D MAGAZINE

If Dallas is serious about addressing the issue of affordable housing, it should have an eye on how Minneapolis is approaching the problem. Typically, cities try to encourage developers to build affordable housing by offering incentives and subsidies. Minneapolis has found a different approach works: rethinking parking requirements and urban zoning.

Let's look at parking first. Minneapolis used to require that new construction provide a single parking space per new unit. Three years ago, as rents continued to rise, the city decided to see if loosening parking requirements could help dampen those increases. They passed a law that allowed developers to add only a half-space per unit or, in the case of developments near public transit centers, no spaces at all. What happened? According to [planning.org](#), Rents went down:

Apartment developers proposed projects with fewer parking spaces. That lowered the cost of construction. So, such projects began offering rents below the market's established levels. New studio apartments, which typically went for \$1,200 per month, were being offered for less than \$1,000 per month.

"There's definitely a new type of residential unit in the market that we haven't seen much before," says Nick Magrino, a Minneapolis planning commissioner who has researched apartment development trends since the parking code change. "Outside of downtown, there's been a lot of infill development with cheaper, more affordable units."

What has changed, the article suggests, is the nature of the market demand. More people are willing to forgo driving, live in denser urban neighborhoods, and seek out locations where services and amenities are within walking distance of apartments. But while that market demand has shifted, municipal codes have been slow to adjust. In most cities, developers are still forced to meet minimum guidelines drawn-up during the heyday of suburban sprawl that drive up the cost of building—and the price of renting—urban apartments. Cities are beginning to take note, and the [planning.org](#) article highlights efforts in town across America to shift parking requirements in order to stir-on a new kind of development, and often, more affordable development.

That's not the only way Minneapolis is boldly addressing the issue of affordability. Last week, the city council voted made an even bolder move, completely eliminate single-family housing zoning in the city. Instead of single-family homes, developers are now allowed to construct duplexes and triplexes in every city neighborhood. Minneapolis is the first U.S. city to adopt such a measure. The hope is the elimination of new single-family housing will create density and remove barriers that have contributed historically to inequality and racial segregation in the city.

The move is shocking, but it also makes practical sense. As with so many other cities in America, many younger residents and couples can't afford the median home price in many

neighborhoods, while older residents who have owned their homes for decades are “house rich and cash poor”—stuck in their homes because they can’t afford to downsize. The addition of more multi-family units into established neighborhoods will potentially restore the “missing middle” to the market, as well as begin to reverse the role single-family housing has played historically in deepening segregation and economic inequality.

As the New York Times points out, eliminating single-family housing is not politically viable in every U.S. city. Minneapolis’ city council faced fierce opposition from residents who feared that the new policy would mean a flood of massive, destabilizing apartments developments into their neighborhoods. But many residents also see an upside:

About 50 to 60 percent of Minneapolis is zoned as single-family only, according to city officials. In some cases, duplexes and triplexes have been grandfathered in and already exist in those neighborhoods.

Even still, “we don’t have enough homes for people who want to live here,” said Lisa Bender, the City Council president, who supported the plan. “Increasing our housing supply is part of the solution.”

That means allowing triplexes in every neighborhood and another key change: making it easier to build multifamily housing near transit corridors.

Janne Flisrand, a co-founder of the group Neighbors for More Neighbors, said that the zoning changes would help people like her: She bought her fourplex in Minneapolis in 1996 and has rented out three of the units to pay her mortgage. “I want to open the door for a Janne of 2018,” she said.

If you want to see what this kind of zoning policy looks like in practice, all you need to do is drive around some of Dallas’ older neighborhoods, like East Dallas and Oak Cliff, where duplexes and triplexes nestle in between among single-family homes. Back in the 1920s, when many of these neighborhoods were built, there was a viable streetcar system that linked all these neighborhoods together. The presence of multi-family buildings often trace out the former routes of the streetcar.

Minneapolis hopes the new policy will have a similar effect on future development, allowing for a subtle densification of housing development around existing development corridors. It will also mean that neighborhoods with good schools, easy access to services, and attractive amenities will not be effectively off-limits to anyone who can’t afford the hefty price tag of buying into them.

But there are reasons for relaxing zoning restrictions and parking requirements that go beyond ending segregation, restoring the middle of the housing market, and planning for more sustainable, transit-minded development. A new report by the Manhattan Institute that came out last week warns that Texas cities could face an economic slowdown if they don’t do something to address the land-use regulations that are driving the housing affordability crisis.

Although laws in the Texas Triangle facilitate “horizontal” growth through exurban development, they restrict “vertical” growth, or the redevelopment of built areas. Even cities with loose zoning codes, such as Houston, impose some restrictions. Recent increases in house prices, furthermore, suggest that restrictions on vertical growth are beginning to cause a housing shortage in the region’s more desirable areas. The revitalization of central-city neighborhoods, meanwhile, shows a large demand for urban

living that is underserved by today's zoning codes and other land-use regulations. As horizontal growth reaches its limits, this shortage will only worsen. Unless restrictions on dense development are lifted, especially in urban cores, the Texas Triangle may come to resemble Los Angeles: a vast sprawl of unaffordable housing, beset by slow transportation and diminished social mobility.

How pressing is this crisis? The Manhattan Institute report warns that DFW is already losing its competitive edge with regards to affordability, projecting a future for the region that mirrors what has occurred in Los Angeles, while prescribing a remedy that sounds a lot like the kinds of initiative being taken by Minneapolis.

Though housing in the Lone Star State remains generally affordable, it has become markedly more expensive. In 2016, one report noted that though housing in DFW cost far less than housing in U.S. coastal cities, the metro area "began to give up some of its enormous edge" in housing affordability in the previous 10 years. In fact, DFW housing prices in February 2016 overtook the national average housing prices for the first time since 2001. . . .

A Texas future characterized by increasingly unaffordable housing, ever-increasing traffic congestion, and outmigration—in short, Los Angeles—is not one that many Texans would find attractive. But it is not an inevitable future. Based on developments elsewhere, a number of changes in land-use regulations would avoid it.

Rolling back some of these regulations won't be easy. As Jon Anderson's recent report on the decade-old squabble over redeveloping Preston Center illustrates, there is perhaps no more difficult neighborhood battle than one over loosening parking and zoning requirements. But the example being set in Minneapolis and the report from the Manhattan Institute should provide ample warning to local officials and representatives. The need to address affordable housing strikes right to the heart of whether Dallas will remain a competitive market in the coming decades. Other cities are willing to make seismic changes to conventional thinking around parking and zoning to meet those challenges. Does Dallas have the guts to follow suit?

<https://www.dmagazine.com/frontburner/2018/12/if-dallas-wants-to-retain-its-competitive-edge-it-needs-to-rethink-parking-zoning/>



## The Complicated Case of Progress at Preston Center

Preston Center is a major asset that lies empty beyond office hours. Former Mayor Laura Miller is at the center of it.

DECEMBER 17, 2018  
BY JON ANDERSON  
D MAGAZINE

On November 30, the *Dallas Morning News* published an editorial titled, “Don’t let Preston Center become an anchor holding Dallas back.” The piece narrowly focused on the decrepit central garage in Preston Center—a big problem and equally big opportunity—while ignoring the greater Preston Center area, and the actual anchor holding it back: former Dallas Mayor Laura Miller.

Instead, on December 8, the *News* published a guest editorial by Miller that Councilwoman Jennifer Staubach Gates called out in a tweet: “@DMNOpinion published a column by Laura Miller today that is filled with inaccuracies and misinformation regarding Preston Center...”

Who’s right here?

### Let’s Review Miller’s Preston Center History

Preston Center is today much the same as it was 50 years ago—minus the anchor department stores that have vanished, taking foot traffic right along with them. It’s an aging shopping center dominated by a central garage where most people, typically from surrounding office buildings, go for lunch and little else. This is something Gates is trying to change. Given the complex ownership structure of its buildings, this is difficult to achieve.

There are ongoing attempts to bury the decaying garage and bring a Klyde Warren-esque feel atop it. Projects proposed in recent years attempted to increase the residential component of the center, which would likely bring more people to the area at more times in the day and night. These proposed developments offered better sidewalks, improved streetscapes, and more quality retail. The consultants employed two years ago as part of an area plan for Preston Center made the same recommendations to revitalize it. And Miller has fought nearly every one of them.

I’ve spent several years covering development surrounding Preston Center. I remain unable to explain Miller’s continued opposition, and she has not spoken publicly about the source of her concern. As I’ve written about Preston Center and spoken with other stakeholders, they too remain confused by her actions. In an absence of explanation, all I can do is report on visible actions.

Let’s start in 2014. Developer Luke Crosland wanted to build a residential high-rise in Preston Center called Highland House, which largely targeted wealthy empty nesters. Almost immediately, Laura Miller mounted a campaign to kill it. It worked. Crosland sold the property to Miller’s pal Leland Burk (to whom I heard Miller whisper “Don’t worry, you’ll get your high-rise” concerning the same property at a task force meeting. And, in April 2018, Miller waved around Burk’s lowball offer for Preston Place, shaming owners for not taking it). *The Dallas Observer* published a very good feature back then about this mess, which provides plenty of detail about how it all came about.

Also in 2014, Transwestern began the long process of constructing an apartment building at the northeast corner of Northwest Highway and Preston Road. Again, Miller became a central opposition figure on the protracted battle, which at one point had been reported dead by Laura Miller's hand. It ultimately succeeded in passing Plan Commission and City Council and has been built.

In 2015, Harlan Crow wanted to construct a pedestrian bridge from the Preston Center central garage to his property's second floor to safely transport shoppers to a new Tom Thumb grocery store. Crow had volunteered to tear the bridge down at his own expense should the city ever decide to fix the parking garage. (The city owns it, but can only make parking changes with the unanimous approval of the buildings surrounding it. Just another complexity holding Preston Center back.) Again, Miller led the opposition ([here](#), [here](#)).

When the Crosland deal came about, Councilwoman Gates formed a neighborhood group to study the existing conditions and devise a plan for the Preston Center area's future. Some reported this was at Miller's request. Meeting for the first time in March of 2015, the task force included Miller and resulted in the Preston Road and Northwest Highway Area Plan that was adopted by the city in December 2016.

There were almost two years worth of monthly meetings. About \$350,000 was spent on consultants. By July 2016, Gates' task force had effectively been steamrolled by Miller. It was Miller who brought together the rest of the task force members to meet in secret, out of public view, and devise their own plan, according to two members of the task force. The exhaustive (though confusing) research paid for by the task force was dumped or placed in an appendix. The task force wrote its own plan that met members' own personal agendas and/or business goals.

Writing for [CandysDirt.com](#), I shredded Gates and the task force. ([April 2015](#), [July 2015](#), [October 2015 \(1\)](#), [October 2015 \(2\)](#), [October 2015 \(3\)](#), [January 2016 \(1\)](#), [January 2016 \(2\)](#), [January 2016 \(3\)](#), [January 2016 \(4\)](#), [February 2016](#), [March 2016 \(1\)](#), [March 2016 \(2\)](#), [May 2016](#), [June 2016](#), [July 2016 \(1\)](#), [July 2016 \(2\)](#), [July 2016 \(3\)](#), [November 2016 \(1\)](#), and [November 2016 \(2\)](#)).

At the time, I was concerned about the research being conducted by Kimley-Horn and how it was presented. The data wasn't user-friendly, which resulted in a complex delivery that confused everyone in the room. Repeated, detailed requests for simplification fell on deaf ears.

I could, however, agree on the essence of their recommendations for Preston Center. These included increasing residential occupancy, which would increase foot traffic and vibrancy. It shared a goal of decreasing the percentage of office space in order to mitigate traffic and change Preston Center's appearance as a ghost town in the evenings and weekends. Think more West Village and less today's office park/food court.

Once authorship was taken over in July of 2016, critics argued that the resulting plan was light on facts while stuffed with personal agendas. According to task force member Peter Kline, he and Miller co-authored the final version and he doesn't classify it as a plan. "To call it a plan is an overstatement," he said in an interview. "It was a series of compromises where everyone in the task force would sign off on the broad picture."

I called out the plan's recommendations for Zone One (which encompassed Preston Center) and Four (which ran from Preston Road to Hillcrest between Northwest Highway and Bandera, including the Pink Wall). The remaining zones were unchanged single-family areas.

Within the plan that was passed, Preston Center's Zone One essentially reads like the status quo. Its landowner task force representatives didn't want any changes. Zoning within Preston Center allows for significant untapped density and little oversight on what can be built—office, residential, whatever. Maximum heights there reach up to 17 stories.

The Pink Wall's Zone Four was a similar do-nothing outcome. The plan offered to increase the existing three-story cap to four stories, but shrunk the amount of land that developers could build on. That one additional story is crumbs compared to the untapped potential for density in Preston Center. And like the rest of Miller's Area Plan, the task force never studied whether four-story construction with smaller footprints was economically viable to build. It's not. The recommended changes would effectively be a wash for developers—there wouldn't be enough money in the new builds to warrant them changing what was already there.

Or to put another way, the only way to build four stories would be to cheapen the land and the resulting buildings so much so that the neighborhood would suffer depreciation. Cheapening the land to that extent would equate to a price below the cost to buy an existing condo on the open market. If the only ability to redevelop involves losing money, there will be no redevelopment until the properties have deteriorated enough to make the money work.

Backing that up, two financial studies have been provided by one developer (here, here). One was authored by Joseph Cahoon an adjunct professor and director for the Folsom Institute for Real Estate at SMU's Cox School of Business. Hardly the sort of person who risks their professional reputation for a few bucks to placate a developer.

Kline echoed my feelings on the Pink Wall and the six parcel planned development district (PD-15, in city parlance, which includes the area between Preston Tower and Athena high-rises). Zoning in PD-15 is limited by the total number of residential units, with height being somewhat secondary. The odd density limitation is part of the ongoing neighborhood battle to redevelop the burned Preston Place and other complexes within the district.

"It was not studied in great detail," the task force member said. "We never discussed the (planned development district) in the task force specifically. We did what the representatives said their residents wanted."

In July 2016 I wrote, "There are decrepit complexes that can't afford repairs whose only economically viable option is to be torn down. But within current zoning, redevelopment isn't financially viable ... the pipe dream sees a developer making a dime with less lot coverage in exchange for a piddly single additional story?"

### **But Gates Made a Mistake**

Gates' key mistake was likely believing Miller's report wouldn't matter. That, like its 1980s counterparts, it would sit on a shelf collecting dust. It may have been why Gates allowed Miller to ride roughshod over her task force and craft the self-serving plan. It was a grave miscalculation that revealed itself all too quickly.

In December 2016, three months after the city adopted the task force's plan, calamity hit the Pink Wall. Preston Place burned down. Six months later, a developer came forward for the neighboring Diplomat condos. In September 2018, St. Michael and All Angels Episcopal Church unveiled their second set of plans for their Frederick Square block—a project Miller has also been fighting since 2016 and continues to oppose.

A flawed Preston Road and Northwest Highway Area Plan that was expected to die on a shelf was suddenly pressed into service and seized upon by Miller as (selective) holy writ.

Remember the consultants' recommendations for Preston Center? Increased residential, lessening office, more vibrancy? Compare that list to Miller's protests: Highland House residential high-rise, Transwestern's Laurel apartment building, and the skybridge to Tom Thumb. At every turn, Miller was protesting the very projects Preston Center was judged to need in order to revitalize itself.

Miller is currently fighting St. Michael's latest combination of residential and office project with community open space. In truth, I'm not a fan of the project either, but not because of the components—I just don't care for the buildings' placement and the large above-ground parking garage.

The church owns the whole block, but only the western end near the Tollway is within the zoning district that allows for significant height and density. The eastern Douglas Avenue end of the block is zoned for three-story residential. The church wants to spread those high-density rights across the block—no increase in total square footage, but height would be extended to the whole lot. And what could be 100 percent office space built by-right contains two buildings: one for office and one for high-rise apartments. There would be a significant green setback from Douglas and space for community events and a farmer's market.

When the plan was announced, the press release contained eight—eight!—mentions of the Preston Center and Northwest Highway Area Plan. And yet Miller is opposed.

Kline said he was for the project.

"St. Michael's bent over backwards," he said, adding that he hoped it would be an example to other developments. His only wish is that the project "was in the middle of Preston Center rather than the periphery." Continuing, Kline said Miller had tried to get the former area plan task force members to all come out against St. Michael's but only two – Betsy del Monte and herself – wound up opposing the plan.

### **Miller's Tactics**

Being a former politician, Miller knows how to craft a cult of personality including other former politicians. Easily impressed community residents grab their smelling salts because the former mayor of Dallas is speaking with them. She also knows that people who want to believe something will believe anything that reinforces that belief without question.

Her editorial in the *News* trades on the same tropes she's honed in recent years to oppose every development around Preston Center. She opens with citing "traffic gridlock, zero pedestrian amenities, a shortage of parking." We all want to believe this is true, but it's not.

Kimley-Horn reported to the Preston Road and Northwest Highway Task Force that multiple traffic studies going back nearly 20 years showed that traffic on both Northwest Highway and Preston Road has been decreasing overall (yes, it vacillates year to year but the overall trend is down). In a meeting with the a Pink Wall zoning committee earlier this year, the Texas Department of Transportation reported that traffic continues to decrease at Preston Road and Northwest Highway.

Preston Center parking was similarly shown by Kimley-Horn to only be an issue between noon and 1 p.m. on weekdays. They employed car counters to track patterns throughout multiple days. And even at lunch, parking was only 85 percent full. At evenings and weekends, it's a concrete desert.

Pedestrian amenities were never built and little space exists for them. Preston Center goes from road to sidewalk to building with little break. If pedestrian amenities are such a hot button, why isn't St. Michael's being praised for their efforts to bring green space to an area that desperately needs it? One of Miller's thoughts is to shrink Northwest Highway and build a multi-billion dollar underground tunnel connecting the Tollway and Central. What are the chances of that?

Within the Pink Wall zoning district, Miller claims that developers want to "demolish four low-rise condo complexes and replace them with rental-apartment towers as high as 25 stories." I've been in a hell of a lot more meetings than Miller and can confidently say no plans exist to demolish the four low-rises and replace them with towers. One isn't for sale, another doesn't appear to be under contract, another is asking for seven stories, and the fourth, the burned Preston Place, has only shown an amorphous blob eerily similar to the Centrum in Oak Lawn that wants to go tall on a portion of its site (much smaller than shown, in my opinion).

Miller continues, "Hal Anderson, who designed and developed the iconic Pink Wall community 60 years ago — one of the last fully owner-occupied, tree-lined, condo communities in Dallas — would be heartbroken."

Ludicrous. Hal Anderson's original plan for Preston Tower was to build a second 29-story tower sideways on the Preston Place lot. His plans for the 21-story Athena originally called for 40 stories. The only thing Hal Anderson would be heartbroken about is that it took so long to reach the potential he foresaw, but that the economics of his time wouldn't allow.

Miller wants us to further believe she has 78 percent support from Pink Wall residents. She doesn't. First, no vote has been taken to understand what residents feel. Secondly, her 78 percent is tied to Preston Tower and the Athena, which have similarly not asked their residents' opinions. Instead, their HOA rules allow their board to cast a single vote for everyone without consultation. The only link to understanding area sympathies are the responses the city received to Transwestern's Laurel two blocks away, "242 surveys sent, 165 were returned and of those 96-percent were in favor of the development with just seven dissents." Vastly different than Miller's unquantified claim of 78 percent dissent. I could go on and on, point by point, but I think the picture is clear.

Miller ends her editorial by saying, "We all want Preston Center to be redeveloped." Given her history of unending opposition to every project in recent memory, that statement is worth questioning.

<https://www.dmagazine.com/frontburner/2018/12/the-complicated-case-of-progress-at-preston-center/>

# London's Gatwick Airport resumes flights after drone chaos

December 21, 2018  
By Gregory Katz  
Associated Press

LONDON — Flights resumed at London's Gatwick Airport on Friday after drones sparked about 36 hours of travel chaos including the shutdown of the airfield, leaving tens of thousands of passengers stranded or delayed during the busy holiday season.

The airport said in a statement that Gatwick's runway is "now available and aircraft are arriving and departing.

"We are, however, expecting knock-on delays and cancellations to flights," it said. "If you are due to travel from Gatwick today, we strongly recommend that you check the status of your flight with your airline before departing for the airport."

Airlines also advised customers to check their flight status before going to Gatwick because numerous cancellations and delays are expected. By late morning, some 145 of Gatwick's scheduled 837 Friday flights had been canceled.

The prospect of a deadly collision between what police described as industrial-grade drones and an airliner led authorities to stop all flights in and out of Gatwick, Britain's second-busiest airport by passenger numbers, on Thursday. The drones were first spotted Wednesday evening.

The Gatwick statement suggests authorities are concerned the drones may be seen again, which would likely lead to a fresh closure of the runway. There were repeated sightings Thursday, and authorities decided any flight operations would be unsafe.

Transport Secretary Chris Grayling said there had been about 40 sightings of "a small number of drones" while the airport was shut down. He told the BBC the drone disruption at Gatwick was "unprecedented anywhere in the world."

The last confirmed drone sighting was at 10 p.m. Thursday.

Grayling refused to say what security protection had been added overnight but said the airport is considered safe for flights even though the drone operator has not been apprehended.

Grayling cited additional "military capabilities" and "a range of measures" that had been put in place but would not provide details.

The British military has joined police and aviation authorities in the search for the culprit or culprits behind the drone intrusion, which police said was designed to cause maximum disruption over the holiday period.

Officials say shooting down a drone remains a "tactical option" but there are concerns that any weapon used to attack the drone could inadvertently hurt people on the ground.

The airport, about 30 miles (45 kilometers) south of central London, sees more than 43 million passengers a year. About 110,000 had been scheduled to pass through on Thursday, one of the busiest days of the year.

The runway closure has had a spillover impact on the international air travel system, and thousands of passengers remain short of their destinations.

Many holiday plans were disrupted and travelers stuck at Gatwick described freezing conditions as hundreds slept on benches and floors. Many passengers and their families complained they weren't being kept informed about re-routed flights.

Authorities haven't released details about the drones being used except to characterize them as meeting "industrial specifications."

The motive for the drone use isn't clear. Police say there is no indication it is "terror related."

## The Federal Grants That Built the Dallas Streetcar Are Now Funding Roads

The Trump administration has changed up an Obama-era transportation initiative so that it funds less transit and more road projects. Which is hardly surprising.

DECEMBER 14, 2018 12:16 PM  
BY PETER SIMEK  
D MAGAZINE

To explain the significance of a wonky shift in policy transpiring in the Trump administration, it is worth briefly revisiting how Dallas got into the streetcar game. It began in the 1980s, when some trolley enthusiasts created a nonprofit that helped get the historic McKinney Avenue Trolley restored. They raised the money, part of it through a local taxing jurisdiction known as a PID, and managed to get it built. Then, in the 2000s, a more modern-minded crew of trolley enthusiasts thought it would be cool if Dallas restored the streetcar line in Oak Cliff. Local officials were less than enthusiastic.

All the typical transportation powers-that-be — the North Central Council of Governments, the city, DART — thought this new generation of streetcar nuts were hapless hipster dreamers. Nonetheless, the Oak Cliff streetcar nerds applied for a TIGER grant from the federal government and won it. That essentially twisted the arms of the city and region to start thinking about streetcars. Now there's a plan on the table to connect the McKinney line to the Oak Cliff line that was constructed after the TIGER grant award, and even more conversation about how to utilize that connection as a springboard for building out an entire network.

That's the power of a federal grant: it can serve as a catalyst, a way to circumvent entrenched local thinking and shift attitudes around transportation policy. The TIGER grant program was founded by the Obama administration as a way to help push a more broad-based approach to funding mobility projects of all sorts. Sadly, the new administration has taken the hatchet to the TIGER grant program, reworking it into a program that generates more federal funding for road projects. They've also renamed the thing, from TIGER to BUILD.

How surprising is that? Well, not at all, of course.

The entire idea behind the TIGER program was to shift the inertia behind more than a half-century of transit spending in the United States. Since the end of World War II, cities, regions, states, and the feds have doubled down on roads and auto travel at the expense of other modes of transit. You know the story; no reason to repeat it here. What was significant was that the TIGER grant programs sought to fund all modes of transit equally. Bike projects around the country even got \$142 million in TIGER grants.

But this new approach to transit wasn't a "snowflake" gambit to steer tax dollars into safe spaces for unicyclists. All you need to do is drive the route of the Oak Cliff Streetcar today to see the incredible amount of private investment and the loads of construction jobs it has generated. The Oak Cliff Streetcar line is evidence that a multi-faceted transportation policy can be a bipartisan initiative.

BUILD is a more traditionally lopsided transit program. Road projects received 70 percent of the funding, while transit only got 11 percent — less of a percentage than the federal government allocates to transit from gas tax revenues.



BUILD sounds like what would happen to the TIGER grant program if the Texas legislature got a hold of it. Most of the funding has gone to rural road and bridge projects, which in and of itself isn't a bad thing. There is a need for infrastructure improvements throughout the country. But as Streetsblog points out, states already have multiple means of finding funding for rural road infrastructure improvements. Four years ago, Texas passed an amendment that generated even more revenue for TxDOT to build and maintain its roads throughout the state.

The TIGER program was supposed to be something different, a way to throw a bone to the areas of mobility that aren't covered by other funding sources. In Dallas, we had a front-row seat for viewing how transformative that kind of targeted investment can be. It's not just that the money helped Dallas build a streetcar line. That project has helped change the conversation around mobility in this city, expanding the imagination of public officials around integrating multiple forms of transit into Dallas' future transportation plans. It's why I no longer believe the Oak Cliff Streetcar project is a waste — not because the line itself is a great mode of transit, but because it helped to push Dallas in a direction to where someday it may have a viable streetcar system.

That other cities will not be able to have access to that kind of transformational transit funding is, well, #sad.

<https://www.dmagazine.com/frontburner/2018/12/the-federal-grants-that-built-the-dallas-streetcar-are-now-funding-roads/>

# The Klyde Warren Park expansion plan is a big, dumb waste of money — but it doesn't have to be

Dec. 20, 2018

Written by Mark Lamster, Architecture Critic  
Dallas Morning News

When Klyde Warren Park opened in 2012 it was a revelation, a 5.2 acre declaration of progressive urban design. Dallas, a divided city that had choked its downtown with highways, was now working to repair that damage and to heal itself, both physically and figuratively. In decking over the Woodall Rodgers Freeway, it sutured neighborhoods together and gave itself a new front lawn.

More than any other space in the city, Klyde Warren Park draws the Dallas public together in all of its diversity. It is a remarkable achievement.

But a misguided new expansion plan would throw away all the lessons of Klyde Warren Park, and at enormous cost to the public. The centerpiece of the \$76 million plan, which received \$10 million in city bond funding, is a bizarre cylindrical structure that would sit on an additional 1.2 acre deck erected over the freeway between North Akard and North St. Paul, extending the park one block to the west.

The building would occupy almost all of the new park space, so to call it a park expansion is itself something of a misnomer. At its heart is a multi-story spiralling structure that would house a garage, a Dallas promotional center, a commercial event space, and a terrace overlook.

The lead tenant and occupant of the first floor would be VisitDallas, a civic marketing organization. Just think about that. Instead of expanding the park in a way that would be a genuine attraction to visitors (and residents!), the city would instead turn that space over to pure boosterism.

There's a Texas aphorism that describes this perfectly: All hat and no cattle.

Klyde Warren Park demonstrated that Dallasites want more places to come together and an urban core that enhances walkability. But this new expansion proposes the opposite: It is a garage with a private event space, and public amenities are the afterthoughts. More to the point, there's almost no park in this park—the additional space there would be a cut off from the rest of the park by the new structure. .

This is not to say Klyde Warren is sacrosanct and should not be expanded and altered. Although it is inarguably an enormous success, after more than five years, we can now see how it has responded to its popularity, and how it might be improved. The truth is that it was not a perfect design in the first place.

Part of the initial problem stemmed from the understandable concern that a park over a highway would not draw visitors. This prompted a kind of something-for-everyone over-programming by landscape architect James Burnett, a design dog's breakfast with popular attractions cut and pasted from parks in other cities: the café seating from New York's Bryant Park; the performance stage from Chicago's Millennium Park; arches cribbed from St. Louis.

This grab-bag nature masks what we can now see as fundamental flaws: a paucity of shade; lawns that are expensive to maintain and environmentally unsustainable; awkward interruption by through streets and poor connection with neighboring areas, especially in the direction of the Perot Museum.

These issues might easily be addressed in an expanded and edited park design. Instead of adding a new building with an upper-level terrace for views, the park would be better served by the introduction of varied topography, hills and paths that would provide opportunity for views and the planting of shade-giving species and other native vegetation.

To improve connectivity, the St. Paul exit off the westbound Woodall Rodgers should be closed, as it encroaches on the park and cuts off access toward the Perot. This exit is entirely redundant, as there is another just a few blocks to the east at Pearl. This closure is long overdue: when the initial park plan was developed, the Texas Department of Transportation refused to take this common-sense action. It's time for that authority to start putting the needs of the park (and the citizens of Dallas) ahead of its own prerogatives.

The failure to close that exit is an example of the broader lack of cohesive thinking that plagues the entire Arts District of which Klyde Warren is a part. Over the last several years, the area has developed at a frenetic pace, with new skyscrapers flanking the park on both of its sides, along with additional development along Flora Street and Ross Avenue. All of this has come about while a master plan for the Arts District has sat in bureaucratic limbo in city hall.

That plan, commissioned way back in 2015, was drafted more than two years ago under the direction of Harvard urban planner Alex Krieger. But Dallas, in cart-before-horse fashion, has allowed all of the development in the area to proceed before approving that plan. So yes, we build the neighborhood, and then make the plan for it. This is how you end up with spaces that don't work.

The proposed Arts District plan has a broad array of good ideas, and many of them would dramatically improve the experience of and access to Klyde Warren Park. Traffic calming and a lane reduction on Pearl Street, which would become an "Avenue to the Arts," would dramatically improve matters. So too would a unified and improved street design (lighting, trees, furniture, paving) across the entire district, to conjure a sense of unity and promote walkability. This would be accompanied by a cohesive system of wayfinding and information graphics.

The plan wisely suggests the renaming of the Woodall Rodgers service roads fronting the park, to both avoid confusion with the highway and to suggest a more urban-friendly atmosphere.

Neighboring institutions might also make better efforts to address the park. The Nasher Sculpture Center would do well to place an entrance facing Klyde Warren, instead of turning its back with a series of blank walls. And if the park is to do more to funnel pedestrians to the Perot, that museum should likewise figure out a more friendly way to welcome them than with a long, blank staircase.

It is fair to say that Klyde Warren's impact on the city has extended well beyond even the Arts District. Recent progress on design plans for both the Trinity and Fair Park owe something to the success demonstrated by Klyde Warren, by illustrating that Dallasites would indeed embrace a park in the heart of the city.

It should learn its own lessons.

*Mark Lamster is the architecture critic of The Dallas Morning News, a Loeb Fellow at the Harvard Graduate School of Design and a professor at the University of Texas at Arlington School of Architecture.*

<https://www.dallasnews.com/arts/architecture/2018/12/20/klyde-warren-park-expansion-plan-big-dumb-waste-money-doesnt>

## Column: Why maintaining a lone desert highway matters to us all

Dec. 26, 2018

Written by Katherine F. Turnbull, Contributor  
Dallas Morning News

For all of the contrasts that distinguish urban and rural Texans, one thing that unites us all is the need for reliable transportation. Exactly what that reliable transportation looks like depends on where we choose to live. Regardless of that choice, certain interests and challenges are commonly shared.

Safety and mobility are at the top of that list.

Of the state's traffic fatalities, nearly half — 45 percent — result from single-vehicle lane departure crashes, with cars and trucks simply running off the road. Some 60 percent of those crashes happen in wide-open spaces where only about 12 percent of Texans live. When crashes occur in remote areas, the travel distances to the nearest hospital often result in longer emergency response times that compromise survival chances. Maintaining rural highways and access points help improve those chances.

The term "mass transit" for most people brings to mind visions of high-capacity buses and sleek commuter trains in major cities. Thanks to the 37 rural transit districts, 29 urban transit districts and 9 metropolitan systems, residents in all but two of the state's 254 counties have access to some type of public transit service.

The rural transit systems face increasing demands from a growing population of older and disabled residents impeded by long travel distances to medical care and social services. Texas Department of Transportation data show that rural transit districts statewide saw an increase in ridership from 2016 to 2017, providing about 5.4 million trips.

Say "airport," and the first image for most of us is probably the 737 we took on our last vacation. Most people would be surprised to know that Texas has more general aviation airports than it has counties — 264, as well as numerous private landing strips.

More than half of general aviation facilities are in rural areas, providing access for air medical services, agricultural operations, oil and gas production, and recreational activities. These small airports support more than 48,000 jobs statewide, 54 percent more jobs than in 2011. For example, aerial applicators in Texas help produce and protect billions of dollars worth of crops each year, including cotton and wheat. About 90 percent of the state's rice crop is planted by air. Most of these airports rely on state and local funds for improvements and maintenance.

And then there's the issue of traffic congestion, which can have different meanings depending on where you call home. In vast, energy-rich regions of the state, far more, and far heavier, vehicles routinely travel along narrow two-lane roadways, exceeding normal wear and tear on stretches originally intended for far lighter and less voluminous traffic. At some remote road intersections, it's not uncommon for vehicles to be backed up 50 or more at a time, replicating big city-style gridlock in the middle of nowhere.

The impact of these challenges falls mostly upon the people who live in the affected areas, but we should remember that the value of the rural transportation system extends far beyond farm and ranch country.

For example, the distinction of a farm-to-market (FM) road still has literal meaning, facilitating the transport of many agricultural products to those of us who buy them, and fueling a \$20 billion annual statewide industry. The condition and operation of FM roads therefore can affect delivery efficiency, influencing the price of those products for all of us.

Remote highways that serve the energy industry support roughly 200,000 jobs and help to ensure we all have reliable sources of gas for our cars throughout the state.

Small non-commercial airports enable 5.7 million takeoffs and landings annually, serving vital needs that include support for law enforcement and aerial firefighting.

Rural transit districts ensure every day that non-urban citizens have access to preventive medical services, which helps to contain the overall health care costs borne by the broader population.

All of these modes, along with railroads, motor boats, sailboats, canoes, kayaks, hike and bike trails, and other facilities provide access to national and state parks, recreation areas, hunting and fishing locations, and cultural sites for residents and visitors alike. Transportation is critical to the close to \$70 billion travel and tourism industry in the state, much of which supports the economic well-being of rural areas.

These are but a few of the benefits we all draw from a mobility network we may rarely see or directly use. And like some other things in life, we wouldn't know how much we need that network unless we suddenly lost it.

Barely one in ten citizens can be counted as a rural Texan, but ensuring the safety and vitality of the rural transportation system is a quality of life imperative for all of us.

*Katherine F. Turnbull is the executive associate director of the Texas A&M Transportation Institute. She wrote this column for The Dallas Morning News.*

<https://www.dallasnews.com/opinion/commentary/2018/12/26/maintaining-lone-desert-highway-matters-us>

## Road to change: Wreck leads to public outcry for safety improvements in Wise County

December 22, 2018  
By Richard Greene  
Wise County Messenger

Cassidy Tynsky's heart broke again last week when she learned about the three-vehicle accident on Farm Road 730 at County Road 4374 that claimed the lives of Seth Evans and Makayla Stoff.

Fifteen months before, Tynsky's daughter Payten was killed two miles from that site when she lost control of her pickup on FM 730 near County Road 4480.

"Yes, she was a young driver. But she was traveling 42 mph and there was a 6-inch give between the white line to the ditch," Tynsky said. "Her tire slipped off into the ditch. She tried to put it back up to where it belonged. There was such a significant dropoff that it sling-shotted her into oncoming traffic.

"If there had been a shoulder, she might not have went off the road. Another driver might have been able to take action."

In the past year, Tynsky said she's witnessed five extreme wrecks on the approximately 10-mile narrow stretch of two-lane FM 730 between Boyd and Decatur. Five months ago, she started a petition on change.org to try to get the Texas Department of Transportation (TxDOT) to make safety improvements to the road. Her Payten's Project petition had 1,931 signatures by Thursday afternoon.

"I knew sooner or later someone else would get killed, and it was two more young kids," Tynsky said. "After the tragedy of two other kids, maybe it's time we figure this out."

Using TxDOT's Crash Records Information System Query, there has been 103 recorded crashes on FM 730 between U.S. 81/287 and Texas 114 between Jan. 1, 2012, and Dec. 20, 2018. There has been at least four accidents resulting in fatalities in that time, including the one on Dec. 11 that claimed the lives of Evans and Stoff. Six people have died in the accidents.

TxDOT has two projects planned on the stretch.

The first project is slated to widen and reconstruct approximately three miles of FM 730 from Texas 114 in Boyd to County Road 4480. As part of the project, shoulders will be added, and culverts and drainage structures will be extended.

TxDOT spokesperson Bethany Kurtz said turn lanes will also be evaluated.

"This project is funded for approximately \$12 million and is currently scheduled to begin in 2022. The department is working on identifying opportunities to accelerate this project," Kurtz said.

The second project is to improve FM 730 north of County Road 4480 to U.S. 81/287.

"This approximately 6-mile project would add shoulders and evaluate the need for turn lanes," Kurtz said. "TxDOT continues working to identify funding for this segment of the project. The

department also continues with the preparatory work required to develop and advance this project so that once funding is identified, the project can progress without delay.”

Local officials are joining the chorus of wanting to see TxDOT tackle the improvements sooner than 2022.

The Boyd City Council Tuesday adopted a resolution identifying FM 730 from the intersection of Texas 114 to the intersection of County Road 4181 “as a serious detriment to public safety” and urged TxDOT to take immediate action to remedy hazardous conditions.

“We can’t continue to lose one person a year,” said Boyd Mayor Rodney Holmes. “Since I was in high school, I can name 10 people killed on that road. It needs to be addressed.”

Holmes said he has adopted the project as a personal task for himself to stay after TxDOT. He noted that the project has been on the drawing board multiple times since the 1980s and each time was put off.

“How many more people do we have to lose? Let’s get it fixed,” Holmes said.

Wise County Judge J.D. Clark previously signed a resolution with Parker and Tarrant County judges to have FM 730 looked at as a possible western corridor.

But in the short term, Clark had County Engineer Chad Davis review language in the county’s transportation plan for the North Central Texas Council of Governments that will be adopted Jan. 14 to include the immediate need for safety improvements to FM 730.

“It’s a narrow road with no shoulders. There’s no room for error, and it’s a highly trafficked road as compared to what it used to be,” Clark said. “What we’re encouraging [TxDOT to do] is look at safety improvements that you can do right now that are also going to be good for the long term.

“Anything we can do to show regionally shared concerns is going to help us get more attention and potentially quicker solutions.”

For Tynsky, the effort will not stop until the improvements are made to protect lives.

“I’m not stopping until something gets done,” she said. “I’m worried about every child. It’s not just the young drivers. It needs to be fixed.”

<https://www.wcmessenger.com/2018/news/road-to-change-wreck-leads-to-public-outcry-for-safety-improvements/>

## Transit leaders lining up driverless vehicle options for Dallas Midtown project planned at Valley View

Dec. 22, 2018

Written by Ray Leszczynski, Communities  
Dallas Morning News

If the Valley View Center site is indeed ripe for redevelopment in the thriving neighborhood it helped create, one certain result will be more traffic and congestion in Far North Dallas.

But while the mall sits in a state of prolonged decay, transportation planners are busy trying to head off those future problems.

The North Central Texas Council of Governments has invested \$750,000 to lay the groundwork for a people mover system to service the site, which will be remade as the Dallas Midtown urban living and retail center, and to connect it to established transit centers.

"Every time we think about this project, we talk about relieving congestion first," said Dan Lamers, the council's senior program manager.

Parking at Valley View has been a problem for decades. If the location continues to be a hot commodity into the 2020s, an area already jammed with automobiles could become overwhelmed.

Lamers said the transit project dates to spring 2017. He credits Dallas leaders who recognized the need to revitalize the mall site and knew also that the Valley View area was "a transit desert," where traditional bus routes are more clutter than solution. Dallas turned to the Council of Governments, which allocates tax money for transit solutions that match a city's targeted land use.

"This area was really developed by the car," said Dallas City Council member Lee Kleinman, chairman of the council's Mobility Solutions, Infrastructure and Sustainability committee. "We're going to redevelop it with alternatives and by adding transit options."

A fundamental goal of Dallas Midtown is to create a community that is less auto-dependent. The project calls for a third fewer parking spaces than currently required under city ordinances.

Residents will be encouraged to use the people mover system, though at this point, nobody is quite sure what kind of autonomous vehicle will be the best fit. During a public meeting at the Galleria, attendees got a look at Drive.ai autonomous vans in use in Frisco and Arlington, as well as portraits of monorail and self-driven bus carriers that offer greater capacity.

"What we want to do now is develop a strategy," said Kevin Feldt, program manager for the Council of Governments. "As fast as the technology is changing, five years from now we may want to build something different. So we want to build a guideway for whatever may come along."

The meeting was also the public unveiling of the preferred route for the people mover.

At its inner loop, the system will circle Dallas' Midtown's planned park feature, connecting to Preston Road, the Galleria and Alpha Road. The loop will have six stops and be a short walking



distance from all points in the development. Up to 1,300 rides a day are projected for the inner loop.

Offshoot lines — maybe the same people mover, perhaps a different vehicle — are planned to connect Dallas Midtown to the Addison restaurant district and three Dallas Area Rapid Transit rail lines.

"Nearly 80 percent of commuters see public transit as the backbone to a lifestyle that includes innovative choices," said Paul Skoutelas, president of the American Public Transportation Association. "Autonomous vehicles can serve mobility deserts, places we cannot provide transit."

Dallas Midtown, along LBJ Freeway and with quick access to four other highways, is a quick ride-share to traditional transportation routes as well.

"Now, how to put it all together?" said Gary Thomas, DART president and CEO. "That first mile/last mile is what it's all about when we connect. The train has to stay on the track; buses can only do so much. So we're back to how do you connect this wonderful midtown development?"

The value of area real estate is already pushing redevelopment near the Dallas Midtown site. A Marriott hotel recently opened, two new apartment complexes stand near the site of a former car dealership, and renovations are happening at the Galleria.

But getting rid of the 45-year-old mall has been a slow go.

"There are a few things going on," Kleinman said, noting at least the start of demolition on two Valley View anchor stores. "But we're not where we wanted to be."

<https://www.dallasnews.com/news/transportation/2018/12/22/transit-planners-using-valley-views-prolonged-demise-get-driverless-vehicles-front-seat-redevelopment>

## **Editorial: A mother and child drowned in a Fort Worth culvert. Here's why accountability is vital**

DECEMBER 26, 2018  
FORT WORTH STAR-TELEGRAM EDITORIAL

Acts of God and mankind are not always distinguishable. They are often hopelessly intertwined.

This may be one of those times.

Following the tragic drowning of a young mother and her 2-year-old daughter here after their car was swept into a gushing culvert during a deluge Sept. 8, a Star-Telegram investigation has unearthed the fact that engineers had long before flagged the area as a drainage hazard.

Nothing was done about it.

That day's rain — 5 to 6 inches in the area in question within two to three hours, the National Weather Service reported — qualifies as a 50-year rainfall, likely to happen only once in 50 years, a stormwater manager with the city of Fort Worth wrote in an email to a colleague.

Sure seems so. Area emergency responders reported 50 high-water rescues that day. Only a mile away and an hour removed from the double drowning of Jessica Romero, 18, and her 2-year-old daughter Llaylanii, 69-year-old Eddy Volpp drowned after his car was carried off South Cravens Road.

Yet, only a week later a pickup truck was swept into the same culvert as Romero and her daughter, with that driver thankfully surviving. But another 50-year rain just a week later? Seems rather unlikely, as does Texas Department of Transportation spokesman Val Lopez's assertion that, "The issue is not adequate drainage. The issue is rainfall."

On the contrary, this tragedy involves a great many issues. The main one is inadequate drainage.

Another central, haunting issue is the fact that engineering consultants hired by the city of Fort Worth cited the culvert as a drainage hazard back in 2016. Sometime between 2001 and 2005, it had been filled in, and a drainage pipe installed by someone — apparently with nary a permit. The consultants warned city officials in their 2016 report that the pipe was inadequate to drain water from East Loop 820 South into Lake Arlington,

In a fateful and complicated confluence of heedlessness, the city determined that the drainage problem noted by its consultants, and their suggested improvements, weren't the city's responsibility — and that the drainage problem there was "not exceptional" and hadn't inspired a history of complaints.

Making matters more convoluted is that the culvert has had several owners and is the subject of multiple easements.

The easements included one by the Texas Department of Transportation — but the city of Fort Worth didn't notify TxDOT of the 2016 warning until after this September's drownings of Romero and her daughter.

We can't imagine the sorrow gripping their family and friends this holiday season. But perhaps officials should at least try imagining it, before they issue blanket warnings about driving into high water — as if this was all the young mother's fault — and after the multi-party failure to keep this mother and child as safe as possible.

We absolutely agree this tragedy should serve as a reminder for motorists never to test the depth or fury of flood waters. Nothing could be a better legacy for this mother and daughter.

Still, among the many errors leading up to this fateful encounter, Jessica Romero's seems the least egregious.

<https://www.star-telegram.com/opinion/editorials/article223518205.html>

## Transportation transformation: TEXRail to DFW a game-changer

DEC. 28, 2018  
FORT WORTH STAR-TELEGRAM

No one had a better Christmas than Paul Ballard and Bob Baulsir. They got a shiny new train set.

Not a toy one, either.

Ballard and Baulsir, the heads of the Trinity Metro transit agency, this week are rolling out the highly anticipated new TEXRail train from downtown Fort Worth to DFW Airport. The rollout begins with a special VIP trip for area leaders Monday, followed by the start of public service on Saturday, Jan. 5.

Ballard, Trinity's outgoing president and CEO, and Baulsir, the incoming one and current senior vice president, believe TEXRail will do nothing less than usher in a new day in Texas transportation .

If all goes well, it may be the game-changer they predict.

It's the first rail service from Tarrant County to what is one of the busiest airports in the world. It will take much of the stress out of going there — and most of the cost: After providing service totally free of charge for the rest of January, TEXRail fares will then be but \$2.50 each way.

It's not just for flyers. Commuters, diners and tourists at one stop in Grapevine and two in North Richland Hills will have a new way to get to downtown Fort Worth and back — and there are some 62,000 jobs at DFW to get to, as well. One car will be designated as a quiet car — no yakking on the phone — for those commuters immersed in reading and work.

TEXRail trains are also reputedly state-of-the-art. The train cars are “articulated” to afford riders effortless passage among them. Stadler Rail of Bussnang, Switzerland, is said to have made the trains, and many others like them in Europe, to feel like streetcars with smooth rides, but with level-entry requiring no steps.

Trinity Metro did choose to trade out the ski racks for bike racks, which is probably the best choice for this climate.

Baulsir predicts TEXRail will become the new model for rail in Texas and beyond — as evidenced by the fact that transportation officials from across the country have already been here to see it for themselves.

“They're just completely impressed,” Baulsir says. “I really think this is what everybody else in Texas is going to want to do.”

Initially trains will board at their two terminals — Fort Worth's T&P Station and DFW's Terminal B — every hour. Eventually, weekday rush hour departures will be 30 minutes apart. The ride from Fort Worth's ITC Station to DFW will take about 48 minutes.

TEXRail, four years in the making, cost \$1.034 billion, \$500 million of which is federal funding. The service will feature five trains to start, and ultimately a total of eight of the trains, which are assembled in Utah out of 72 percent domestic content.

If Trinity Metro officials are right about how metamorphic TEXRail will be — and we sincerely hope they are — then this will be as much about transformation as transportation.

Since most crossings on the line will be federally designated quiet zones, TEXRail won't have to blow its horn much.

From all signs, it won't have to. Passengers may do that plenty.

<https://www.star-telegram.com/opinion/editorials/article223616920.html>

## Column: Take me home, country's roads

Dec. 29, 2018

By Ed Wallace SPECIAL TO THE STAR-TELEGRAM

Fort Worth Star-Telegram

Every so often, when it critically needs a rational, logical, and scientifically rigorous report on which to base its actions, the federal government calls on the National Academies of Science, Engineering, and Medicine. Recently that entity's Transportation Research Board released their study "Renewing the National Commitment to the Interstate Highway System," its 650-page behemoth on the state of our national highways. It's something everyone already knows: You can't go 25 years without raising the fuel tax for roads and expect them to magically appear and alleviate congestion.

One would like to think it didn't take the greatest minds in America to achieve that conclusion. After all, our Metroplex has highway after highway under never-ending construction; and it often seems it has taken longer to do this than it took to build the original Interstate Highway System. But things go slowly when there's little or no money in the bank.

The real tragedy for motorists is that even after the new roads are completed, they do nothing whatsoever to reduce congestion. As I've pointed out before, when you take a straight-line freeway and rebuild it with no more lanes than it had before — except that it's no longer straight because it now accommodates a HOT lane(s), where one can pay to get out of being stuck in traffic — congestion can start forming on a freeway where it's never been before, even outside of rush hour.

Cutting to the chase, currently we spend around \$25 billion a year on our Interstate Highway System; and, while most families fly to vacation spots or to visit relatives today instead of driving, the Interstates are crucial to our moving around our Metroplex and transporting goods nationwide. But only about 10 percent of that money is used on new roads; most is for maintenance on the Interstates. The report does worry that at some point the foundations of Interstate roads, much of it over half a century old, will become too damaged to repair and need to be replaced.

The takeaway is that Americans need to pitch in \$70 billion more annually to get back the quality of Interstates that we once had. And the Academies doesn't seem to care if this revenue comes from tolling the entire Interstate Highway System or from higher gasoline taxes. At times it seems the report favors HOT lanes and toll roads — yet it simultaneously explains why the gasoline tax is the far smarter way to collect funds for highways.

### Keep It Simple

It's simple enough. If one needs to spend \$70 billion more per year for the Interstates, first you must determine how much gasoline the public is buying every year. Total 2017 U.S. gasoline purchases, according to the Department of Energy, comprised 142.9 billion gallons. How easy is that to calculate if one rounds down? 142 billion gallons of gas divided by \$70 billion is around 50 cents per gallon. Of course, that's just gasoline purchases; it would actually be less because many vehicles use diesel. (32 billion gallons of diesel sold per year.)

But let's end forever the fallacy that officials still to explain why raising the gasoline taxes will never work — because we buy less gasoline than we used to because of more fuel efficient vehicles. In fact, fact-averse officials have used that "less gas purchased" excuse to explain why

there's no money in the highway funds to begin with. Now, it is true that gasoline demand in America fell as gas climbed to \$4 a gallon, followed by the mini-Great Depression II, but that hasn't been the case for some time. In 2015 we bought 385 million gallons of gasoline each day, and it's now 392 million gallons daily. The distillate fuels, such as diesel, have similarly climbed in use as the nation's recovery over the past eight years has put more truckers on the roads delivering goods.

## **The Road to Serfdom**

As the December 12 [Newspaper.com](#) pointed out, this report liked the idea of HOT lanes, including Interstate 66's high-occupancy tolls in Virginia, although that 10-mile stretch of highway hadn't even opened when that report was being written. Turns out that the tolls on those HOT Lanes can hit upwards of \$45 in the morning and a similar amount returning home after a hard day's work in DC. Few white-collar Americans have the wherewithal to pay an extra \$450 a week to travel to work.

But here is where the report tips its conclusion about why things aren't going to get any better: That study points out that these so-called managed lanes are sold to the public as a way to reduce traffic congestion — but if congestion really drops after they are completed, then there's no reason whatsoever for those motorists who can afford to use the high-priced HOT lanes to do so.

Of course, that's something we all know from our travels around the Metroplex; those varying tolls climb as the free highways grind to a stop. But that's the point. Here the [Newspaper.com](#) pulled the perfect quote out of that study: "Congestion must remain on the general purpose lanes to continue to entice drivers to pay for the premium service." Translated: The road to serfdom is on the right.

The report contradicts itself, though, about the financial logic of such roads. It clearly points out why having a gasoline tax is more efficient than having a toll road: Because the cost of administration to collect, transfer, and use a tax from fuel sales is less than 1 percent, while the administrative costs of tolling, even the high-tech electronic toll tags, consume anywhere from 8 to 13 percent of their total revenues.

Given that high cost of doing things the hard way, meanwhile guaranteeing that the working public continues to be mired in highway congestion for the rest of their lives, why do our elected officials keep pushing the ultra-expensive alternative to simply fixing and expanding the roads?

## **We Have a Choice**

Again, not to put too sharp a point on this, but our parents and grandparents paid for the entire Interstate Highway System, most of our electric grid, approved all of the 17 lakes and reservoirs North Texas uses, and built DFW and other major national airports; and they did all this raising almost twice as many kids on average as modern generations do. Further, they did so in a time when there were only 2.3 million people living in Dallas Fort Worth. Now, with over 7 million inhabitants and a much larger upper-middle class having fewer kids, we're told we're flat broke and can't do big things anymore. Scratch that, can't do anything that requires pitching in financially anymore. We used to elect statesmen who would tell us that one day we were going to go to the moon; now officials are explaining why driving to Kennedale at 8 in the morning will be near impossible.

Of course, as with all reports from the National Academies of Science, there's nothing in it that anyone who must use our roads every day doesn't already know. There's no magical answer for moving Americans and our goods around the country, even for something as mundane as going to work in the morning. It all reminds me of citizens 100 years ago, living near the steel mills around Pittsburgh; sick and dying young from breathing in all the smoke and embers of large-scale coal- and coke-fired industry, they would justify their existence with, "This is the price of prosperity." After all, if all the steel jobs went away, the skies would have cleared; but that wasn't a viable answer at the time if you wanted to pay rent and buy food.

Technology and government regulations took care of the smog, smoke, and embers of that more primitive time, made our cars among the cleanest things that use fossil fuels. But that was replaced by sitting in traffic and telling ourselves it's the price of prosperity in a booming place like North Texas.

Next time you're wondering why traffic has slowed to a stop on a major interstate even though there's no wreck ahead, contemplate what the National Academies of Science has reported. For less than 50 cents per gallon, all these troubles could go away. If one is well to do enough, use the HOT lanes because they only work financially if everyone else is stuck in traffic.

When Megan Henderson left Fox Four and moved home to California to work the morning show at KTLA, I reminded her on air that there would be many days when it's faster to catch a flight at DFW to go home to visit her family than it would be to drive the last five miles of Highway 101 to get to work in LA. For the record, according to California's transportation department, that's a true statement on many days. But now you have the facts; sit in traffic or pay the big bucks to keep moving. Because the easy and obvious answer is the one nobody will agree to.

*Ed Wallace is a recipient of the Gerald R. Loeb Award for business journalism, bestowed by the Anderson School of Business at UCLA, and hosts the top-rated talk show, Wheels, 8:00 to 1:00 Saturdays on 570 KLIF AM. Email: [edwallace570@gmail.com](mailto:edwallace570@gmail.com)*



## DFW Airport prepares for record growth as Terminal F decision looms

Dec. 30, 2018

Written by Conor Shine, Aviation Writer  
Dallas Morning News

In May 2014, DFW International Airport's new CEO Sean Donohue took the stage at an event celebrating the airport's 40th anniversary and looked out into the horizon.

"It's our opinion that when you get to about 70 million, there's going to need to be more gates at the airport," Donohue said, predicting the airport would hit that mark by 2020.

With 73 million passengers expected in 2019, DFW Airport is a year ahead of schedule. By the middle of next decade, the number of annual passengers could swell to 85 million, with 100 million not too far off.

And yet, plans for a new terminal, often referred to as Terminal F, remain only a whisper as the airport, American Airlines and other carriers negotiate behind the scenes over what DFW will look like in the future.

With American positioning DFW as a key hub for growth and North Texas' population continuing to boom, it's a matter of when, not if, new gates will be needed at an airport that pumps an estimated \$37 billion a year into the regional economy.

The airport bought itself some time with a new 15-gate satellite concourse at Terminal E opening next year that will enable 100 additional daily regional flights from American. And, plans are underway for a four-gate expansion at the southern end of Terminal D.

A critical deadline looms in 2020, when airlines' current 10-year use agreement with the airport will need replacing, and that broader deal is the most likely way to enshrine plans for the new terminal. Financing for the multibillion-dollar project would come from airport bonds repaid through airline rents.

"If we came to agreement with American and the airlines next month, which we're not going to, it takes five or six years to build," Donohue said in a recent interview. "There's an urgency here."

What that new terminal will ultimately look like is unknown, even to the parties involved. Donohue projected that 20 to 30 gates would provide enough room to grow into the future. The airport will have 165 gates operating in 2019.

Getting to a final decision will require the airport to get buy-in from American and the other airlines it serves while protecting the low operating costs that have made it such an attractive and profitable hub for connecting passengers.

A parking lot at the airport's south end provides an existing and obvious footprint for a new terminal. But DFW's famed horseshoe design was laid out in the 1970s at a time when air travel was significantly different and didn't contemplate the type of mega-hub model favored by major airlines today.

With technology rapidly changing how people navigate all parts of the travel experience, the airport will have to grapple with how to build a terminal for the 21st century.

"I wish it was an easy thing to say you just build another Terminal D on the F site," said Tim Skipworth, American's vice president of airport affairs and facilities. "But it's more complicated than that."

### **Old vs. new**

The United States is in the midst of an airport construction boom, with major gateways from Los Angeles to Chicago to New York seeing tens of billions of dollars in combined investment for new terminals and gates. A 2017 report from Airports Council International-North America estimated the needs for terminal buildings across the country at \$38 billion through 2021.

The construction is fueled by growing passenger traffic and a record run of profits for airlines that's enabling renewed investment in fleets, plane cabins and airports after a decade of financial challenges.

"Every major airport that you look at is doing something. All the numbers start with billions," said Eliot Lees, an airport consultant and vice president at ICF. "Part of this is the airlines' willingness. They're not competing only on price anymore. They're trying to differentiate in terms of service or customer experience."

American has embarked on major projects at several of its hubs, including a \$1.6 billion terminal project at Los Angeles International and sharing in the costs of an \$8.5 billion expansion at Chicago O'Hare that will add 35 gates. Charlotte, American's second-largest hub, is in the midst of a \$2.5 billion project that will add gates and a runway by 2025.

Despite their newfound prosperity, airlines must carefully weigh when and where they invest. Beyond just gates, airlines have to think about baggage-handling systems, check-in and security spaces, and how new construction will affect connection times for travelers, American's Skipworth said.

"How do you balance the needs across a wider system, given that frankly, there are needs ... at almost all of our hubs and at quite a lot of our spokes as well?" he said.

DFW spent about \$2 billion in the early 2010s updating three of its original terminals, totally remaking their interiors and preventing the airport from falling into levels of disrepair seen at some of the country's other major airports.

While Terminal C was initially supposed to be part of that renovation, the airport held off work as it eyed future plans. The terminal, opened in 1974, consistently scores the lowest of any at DFW in customer experience surveys, and the airport's long-term plans will have to consider how to update or replace the facility and its 28 gates.

"I call C the LaGuardia of DFW. And I mean that. I'm not proud to say it, but I do," Donohue said, referencing the dated New York airport.

Merely updating Terminal C to bring it in line with other terminals would likely cost \$1 billion or more, he said, with no added gates.

"Do you want to put \$1.5 billion into a 50-year-old asset?" Donohue asked. "I don't believe that's the right answer. ... We have to find a solution that provides the gates but does it in a manner that American and the other airlines flying here continue to make money and be successful."

## Exploring options

There are no simple answers to the airport's need for more gates, but with ample room to grow, DFW is better positioned than many of its peers. It won't need significant changes to the airfield, which already has the runways and taxiways to support double its current traffic.

The existing plot that's now home to the Express South Parking lot would allow a new terminal to easily hook into the Skylink tram system and fit neatly with the five other terminals.

But building there would continue a design that dates to the 1970s and was aimed at making it easy for local customers to park, check in and walk to their gates in as short a distance as possible.

That's less than ideal for the airport as it has evolved into a major hub for connecting passengers, which will be the largest driver of growth as American continues to add flights. Connecting passengers might have to take a tram to a different terminal to change flights, while the airline has to hustle to make sure checked bags make it to the correct planes.

"There is a cost to what is being done and how it works today," said airport consultant Lees. "When do you bite the bullet? Do you keep pushing the issues down the road? Do you continue to build things that inhibit you from doing this?"

American and DFW Airport officials say they're looking at a range of options for a new terminal design, from something that closely mirrors Terminal D's mix of international and domestic gates to a modular approach that adds gates in phases to something that departs from the existing horseshoe designs altogether.

For now, the discussions and negotiations will continue, while DFW prepares to deal with a surge of passengers in 2019 as American's flights into the new regional concourse at Terminal E begin operating next spring.

Donohue said the steps the airport has recently taken will help it handle an average of 10,000 additional passengers a day. Those steps include adding more concessions, new signs that display real-time security waits, changes to curbside parking rules and new customs procedures.

Longer term, he's confident an agreement can be reached with the airlines that will keep the airport growing well into the future.

"We've established a very constructive relationship with American as our largest customer ... we respect each other," he said. "I think we realize we've got to find the answer."

<https://www.dallasnews.com/business/dfw-airport/2018/12/30/dfw-airport-prepares-record-growth-terminal-f-decision-looms>

# Sporting a Euro feel, the \$1B TEXRail line connecting Fort Worth and DFW Airport debuts in one week

Dec. 29, 2018

Written by Ray Leszczynski, Communities  
Dallas Morning News

FORT WORTH — TEXRail, the \$1 billion investment in Tarrant County jobs, commuter destinations for North Texans and improved international connectedness with downtown Fort Worth is only a week away.

The 27-mile commuter rail hookup from downtown to DFW International Airport, an evolutionary step for the Trinity Metro transit agency and its many destinations, debuts Jan. 5.

TEXRail arrives with a distinctively Euro feel. The cars being test-run on the tracks in Fort Worth match about 1,200 cars being used overseas. They are built by Swiss-based Stadler, the aluminum shells are from Hungary, and the diesel engines are German.

In the U.S., the TEXRail cars are debuting in a region deeply invested in the belief that new modes of transportation can help change habits in a car-dependent land of urban sprawl.

"It's an educational process, and people will only be educated at the rate they choose to be educated," said Paul Ballard, Trinity Metro president and chief executive. To jump-start ridership, Trinity Metro will not charge fares in January. "We'll market that heavily to get people to give it a try," Ballard said.

## International expectations

The airport, with its many users from cities where trains are more commonplace, has added several international destinations over the last five years.

"When people visit North Texas from an international location, being Europe, Asia, Latin America or even Canada, the expectation is you can get off your airplane and onto some kind of rail transportation," said Sean Donohue, the airport's chief executive. "And in our case, we're now going to be able to offer it to both of our cities."

Today, four years after it opened, Dallas Area Rapid Transit's DFW Airport Station draws about 900 riders a day via the agency's Orange Line into downtown Dallas and beyond. When DART's Cotton Belt line is added to the formula in 2022, officials say, the airport will be the site of about a million annual train boardings.

The airport has spent about \$40 million to become train-centric. DFW is the largest carbon-neutral airport in the world, so rail fits into its strategy from a sustainability perspective, Donohue said.

"The region is demanding transportation choices," said DART President and Chief Executive Gary Thomas. "Not everybody wants to get in their car. Not everybody has a car. But being able to get on the Orange Line to get to the airport or to TEXRail is significant."

Every day, 21 TEXRail trains, with a capacity of 488 riders each, will arrive at the airport's Terminal B hourly from 4:17 a.m. to 12:17 a.m. — nearly all day long. Trains will leave the airport every hour from 4:55 a.m. to 12:55 a.m.

Eventually, a commuter line combining the Cotton Belt and TEXRail will run from Plano to Fort Worth and connect at the airport, Ballard said. DART has said the Cotton Belt cars will be similar to TEXRail's.

"It's a cool car," Thomas said of the European product. "It's crisp, it's clean, it has that new-train smell, and it really does set the tone for expectations as we move into the future of transportation."

### **New destinations**

Among TEXRail's nine train stops will be two new stations on Fort Worth's north side and first-ever depots for the cities of Grapevine and North Richland Hills, which have a combined \$2.2 billion stake in TEXRail over the next 50 years.

"It's an exciting day for the region, not just Fort Worth," said Gary Fickes, a Tarrant County commissioner and chairman of the Regional Transportation Council. "This will open the entire region to the system, Tarrant County to Dallas."

Sales taxes, federal funds and fares will support TEXRail's \$12 million to \$13 million annual operating cost. Starting Feb. 1, customers will pay \$2.50 for a one-way ticket. A \$5 day pass will be good for all rail and bus transit in Tarrant County.

About \$336 million in transit-oriented development has taken place and 3 million man-hours have been invested on the line already, according to Trinity Metro. This month, the transit agency adjusted bus routes to connect with the train stations.

The full TEXRail trip will be 52 minutes one way. The line is expected to draw 8,000 riders a day by the end of 2019 and 14,000 a day by 2035.

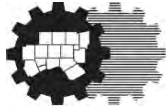
The cars have bicycle and luggage racks and plug-ins for electronics. The last section of the train is intended as a "quiet car," where talk is to be kept low and music will be prohibited. Other features include air-quality components, Positive Train Control safety technology, ADA-compliant bathrooms and a conductor on each train.

While it co-owns the Trinity Railway Express with DART, Trinity Metro opened its first-ever rail home base early this year as part of TEXRail. Since March, that has been the base for test runs. But it's also a permanent place for daily fueling, washing and inspections, including below-rail and mezzanine-level observation bays within the massive indoor service area.

It was a legacy project for Ballard, who after spearheading the startup of the Music City Star commuter line in Tennessee was specifically recruited in 2013 to do the same for TEXRail. It is not a coincidence that he recently announced his retirement. Robert Baulsir, current senior vice president, will lead Trinity Metro starting April 15, when Ballard's retirement begins.

"My commitment to Fort Worth was to get it done," Ballard said. "This doesn't just happen. Every person involved is invested in it. They care personally for its success."

<https://www.dallasnews.com/news/transportation/2018/12/28/sporting-euro-feel-1b-textrail-line-connecting-fort-worth-dfw-airport-debuts-one-week>



North Central Texas  
Council of Governments

**PRESS RELEASE**

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## **DFW Transportation-AQ Balance Gets Federal Approval**

Mobility 2045 plan to improve transportation system may proceed

**Nov. 29, 2018** (Arlington, Texas) – The US Department of Transportation ruled in November that the Dallas-Fort Worth area's recently adopted Metropolitan Transportation Plan complies with federal air quality regulations, allowing current and future transportation projects to proceed.

State Highway 199, LBJ East, Interstate Highway 20/IH 820/US Highway 287 (the Southeast Connector) and transit on the Cotton Belt rail corridor are a few examples of projects where development and implementation may continue, providing needed congestion relief and associated air quality benefits in the rapidly growing region. The US Highway 380 corridor will also be studied to determine the best way to accommodate east-west travel in fast-growing Collin and Denton counties.

Mobility 2045: The Metropolitan Transportation Plan for North Central Texas contains \$136.4 billion in transportation improvements to be made over the next 20-plus years. The Regional Transportation Council (RTC) approved the plan in June 2018. The plan allocates \$17.5 billion more expenditures than Mobility 2040, which the new plan replaces.

The 2019-2022 Transportation Improvement Program (TIP) may also proceed, according to the Department of Transportation. The TIP is a multiyear list of projects in the Dallas-Fort Worth area approved for federal, State and local funding. The program identifies roadway and transit projects programmed for construction within the next four years.

As the metropolitan planning organization for the 12-county Dallas-Fort Worth area, the RTC develops and implements transportation policies, projects and programs designed to improve mobility and air quality.

The region's long- and short-range transportation plans must comply with federal air quality regulations as 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

RTC efforts have helped the Dallas-Fort Worth area improve air quality by reducing nitrogen oxides and volatile organic compounds.

Mobility 2045 not only uses a multimodal approach; it provides a substantial investment in the maintenance of existing infrastructure to serve the growing population.

## Planned Improvements:

- Freeways, tollways, arterials and HOV/managed lanes: \$53.6 billion
- Infrastructure maintenance: \$36.8 billion
- Rail and bus: \$33.3 billion
- Management and operations: \$9.5 billion
- Growth, development and land-use strategies: \$3.2 billion

For more information on Mobility 2045, visit [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045).

### **About the Regional Transportation Council:**

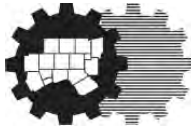
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

### **About the North Central Texas Council of Governments:**

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NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 167 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

###



North Central Texas  
Council of Governments

**PRESS RELEASE**  
Contact: Brian Wilson  
(817) 704-2511  
[bwilson@nctcog.org](mailto:bwilson@nctcog.org)

## **NCTCOG Seeks Online Input for List of Funded Projects**

Input opportunity begins Dec. 10

**Dec. 10, 2018** (Arlington, Texas) — The North Central Texas Council of Governments will have an online public input opportunity addressing proposed modifications to the list of funded projects beginning Monday, Dec. 10. Comments will be accepted through Jan. 8.

Staff will post proposed modifications to the list of funded transportation projects online at [www.nctcog.org/input](http://www.nctcog.org/input). For printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

The Transportation Improvement Program (TIP) maintains the list of projects with committed funds from federal, State and local sources through 2022. This document is updated on a regular basis and can be viewed at [www.nctcog.org/trans/tip](http://www.nctcog.org/trans/tip).

Information on the AirCheckTexas Drive a Clean Machine Program will also be available. To learn which vehicles are eligible for certain incentives and how you can receive added assistance for a vehicle that has failed the emissions portion of the State inspection within the last 30 days, visit [www.airchecktexas.org](http://www.airchecktexas.org).

### **How to submit comments and questions:**

**Email:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org)

**Website:** [www.nctcog.org/input](http://www.nctcog.org/input)

**Fax:** 817-640-3028

**Phone:** 817-695-9240

**Mail:** P.O. Box 5888  
Arlington, TX 76005

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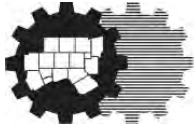
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For more news from the NCTCOG Transportation Department, visit [www.nctcog.org/trans/outreach/media](http://www.nctcog.org/trans/outreach/media).

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North Central Texas  
Council of Governments

**PRESS RELEASE**  
Contact: Brian Wilson  
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## **Teamwork Helps Region Meet Transportation Challenges Despite Historic Growth**

Funding tools provided by Legislature help keep region moving

**Dec. 19, 2018** (Arlington, Texas) – The Dallas-Fort Worth area continues to experience robust growth, adding more than 146,000 people in 2017, according to the US Census Bureau. Four of the nation’s fastest-growing counties are in North Texas. A total of 7.4 million people reside in the region, according to the latest population estimates by the North Central Texas Council of Governments.

With careful planning and coordination with regional, State and federal partners, the Regional Transportation Council and North Central Texas Council of Governments staff are meeting the transportation challenges posed by this extensive growth. One challenge is providing reliable commutes, helping employees get to work in the morning and home in the evening.

“We are proud to be a region where transportation challenges are being met. This wouldn’t be possible without teamwork,” said Tarrant County Commissioner Gary Fickes, who serves as chair of the 44-member Regional Transportation Council. “The Texas Department of Transportation, cities, public transit and other transportation partners are helping to keep Dallas-Fort Worth drivers moving, despite historic population growth across the region.”

### **Congestion Data**

Typically, growing metropolitan areas across the country experience significantly more congestion as their population increases and more cars hit the roads. However, that does not appear to be holding true for Dallas-Fort Worth in recent years. In fact, according to one measure of congestion, mobility is getting better. The region’s congestion rating moved from seventh in the country to 10<sup>th</sup> in 2017, with drivers spending 54 hours in congestion, according to the Inrix Global Scorecard. This was a 9 percent improvement over 2016 and represented the biggest jump in dependability of any of the 10 most-congested regions. Drivers in Seattle (55 hours) and Washington, DC (63 hours), by comparison, experienced an increase in congestion.

Inrix attributed the improvement to projects such as 35Express and the Horseshoe project in downtown Dallas. These projects represent just a snapshot of the congestion-reducing activity in Dallas-Fort Worth. Since 2000, the region has spent approximately \$28 billion on construction of transportation projects.

TomTom, another company that uses data to measure traffic congestion, presents a

slightly different picture of mobility, rating DFW No. 34 nationally over a three-year period ending in 2016, the most recent year for which data is available. In Dallas-Fort Worth, motorists are on the roads 18 percent longer because of congestion. By comparison, Seattle traffic adds 34 percent more travel time and Washington, DC, 29 percent.

### **Comprehensive Approach**

The RTC recently approved Mobility 2045, a \$136.4 billion plan outlining improvements through 2045. On the roadway side, \$53.6 billion would be spent on projects. In a region as large as Dallas-Fort Worth, a comprehensive approach to improving reliability is important. Significant funding is also reserved for transit, bicycle-pedestrian improvements, and sustainable development programs, all aimed at reducing the demand on the roadway system. Using funding mechanisms provided by the Texas Legislature, the RTC will continue to coordinate with its local partners and the Texas Transportation Commission to advance projects that keep people moving reliably. And when additional tools become available, the RTC will be ready to put them to good use.

“North Texas remains a vibrant region attracting businesses and families,” Fickes said. “To maintain the quality of life we have grown accustomed to requires cooperation at all levels of government, as well as the tools to make necessary improvements. We appreciate the work of the Legislature and look forward to working closely with the North Texas delegation during the upcoming session to ensure future mobility improvements can be made.”

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# EMERGENCY FUNDING FOR SPAN, INC.

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**REGIONAL TRANSPORTATION COUNCIL**

**January 10, 2019**

MICHAEL MORRIS, P.E.  
DIRECTOR OF TRANSPORTATION

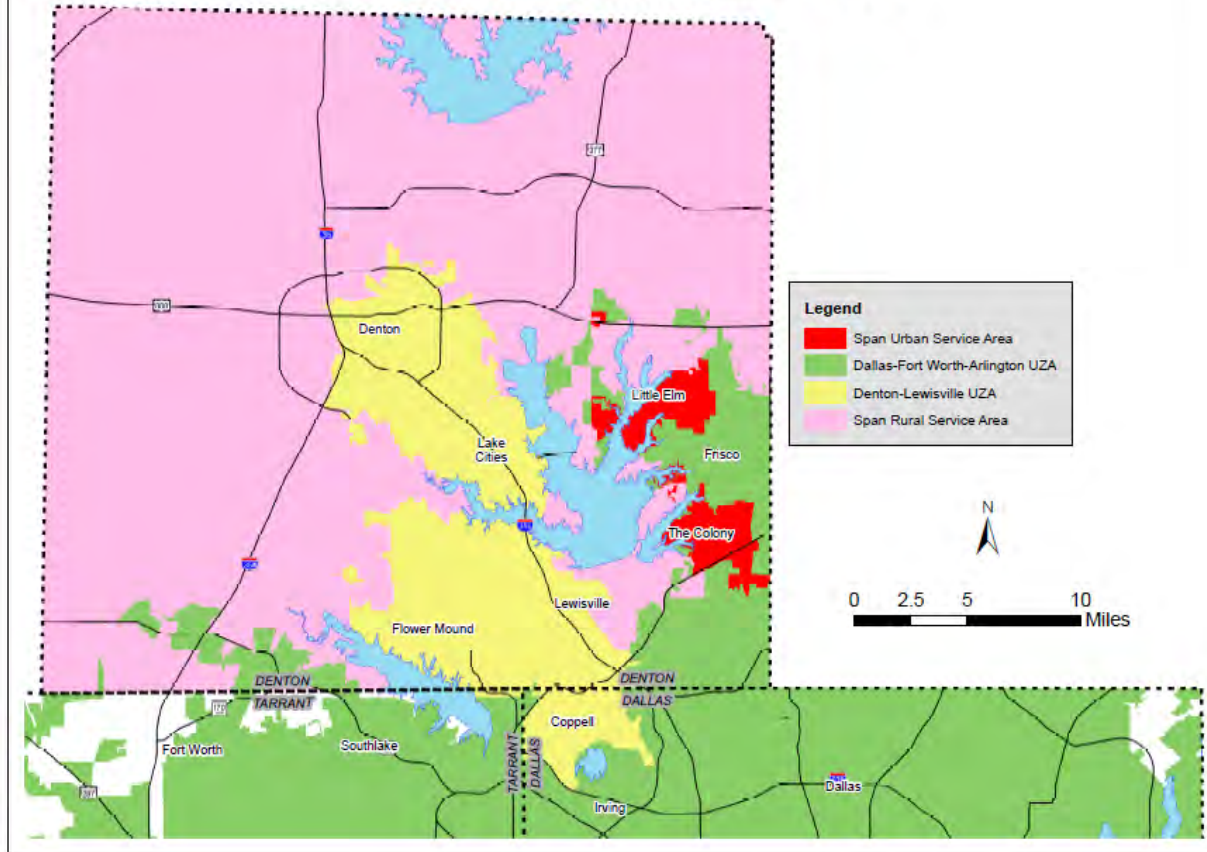
TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED

# Background

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- Summer 2018:** NCTCOG, TxDOT, and Span, Inc. worked together to correct Span's invoicing practices, which were found to be inconsistent with urban/rural funding allocations and service areas
- September 2018:** Span began invoicing NCTCOG and TxDOT based on actual service provided in urban/rural areas, which created a shortfall of urban funding
- December 2018:** Span requested additional urban funding from NCTCOG, which will be a one-time stop gap to continue full operations while Span adjusts service this year

# Span Transit Service Area



# Emergency Funding Request

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<b>How Much:</b>	\$160,000
<b>What:</b>	One-time stop gap funding
<b>When:</b>	Remainder of Fiscal Year 2019
<b>Future Plans:</b>	Span is working on adjusting its service to reflect urban/rural funding allocations and also securing additional local revenue.
<b>RTC Policy Directives:</b>	This is a one-time transitional commitment. Span and Denton County Transportation Authority should review the best way to deliver this service.

# Action Requested

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## RTC Approval:

To utilize up to \$160,000 in existing revenue previously approved for transit and allocate it for Span, Inc. to continue providing critical services for seniors and persons with disabilities;

To transmit RTC Policy Directives on one-time funding and transit institutional review; and,

To revise administrative documents as appropriate to incorporate this project.



# For More Information

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**Shannon Stevenson**  
Program Manager  
Transit Operations  
[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)  
817-608-2304

December 3, 2018

Michael Morris  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011

Dear Mr. Morris,

The Alliance Link regional initiative seeks to improve access to jobs by providing enhanced connectivity between Alliance- a growing employment center with increasing labor needs- and potential employee pools in Fort Worth, Denton, and surrounding areas. The project aims to solve the first/last mile challenge and provide seamless access to major employers. Trinity Metro and partners are requesting the NCTCOG allocate \$250,000 per year for two years to fund Phase 2 of Alliance Link, detailed below.

Alliance, Texas Growth and Mobility Challenges

Trinity Metro is working with public and private partners, including DCTA and Hillwood, to identify and implement a sustainable, long-term solution to the first/last mile challenge faced by Alliance employees and employers. Fast-growing Alliance, Texas is home to more than 50,000 employees, encompasses 65 square miles, and sits in both Denton and Tarrant Counties. It is expected to reach 100,000 employees in the next decade.

Due to the location and lack of affordable housing in the Alliance area, there is a disconnect in employee retention and recruitment efforts. Businesses must recruit from Fort Worth, Denton, and other areas to find low-wage shift workers to fill the available manufacturing, industrial, and logistics positions. Transportation is a critical component to retaining workers and providing access to quality jobs. Though employers may be able to recruit successfully in theory, unless the prospective employees have reliable transportation alternatives, the jobs will remain unfilled or see high rates of attrition. To help remedy this challenge, Trinity Metro and DCTA partner to provide the North Texas Xpress, a commuter spine service that runs along the 35W corridor connecting Fort Worth to Denton, with key stops in Alliance. The bus stops are located a half mile or more from many of the large manufacturing and distribution facilities, and the existing infrastructure does not support safe pedestrian/bike accessibility in that first/last mile of the commute.



### Alliance Link Mobility Solution

The Alliance Link Shuttle, a public-private partnership funded by Toyota, was developed to address the first/last mile challenge in the Alliance area. The service, however, is coming to an end after the successful 9-month pilot is complete in January 2019. Developing the next phase of Alliance Link is critical to ensuring continued connectivity between the businesses and the North Texas Xpress service. The existing service, an estimated \$600,000 per year operation, is an on-demand, curb-to-curb mobile application. Phase 2 will continue to leverage the mobility-as-a-service (MaaS) model, providing on-demand transportation through a mobile application. Considerations include implementing Lyft or another transportation network company (TNC) as a turnkey, rideshare solution or deploying a cutaway (or similar vehicle) equipped with a MaaS platform and operated by Trinity Metro or DCTA. This type of service is estimated at \$250,000 per year for a 2-year, sustainable program, for a total of \$500,000.

### Regional Applicability

In addition, this effort will help support Access North Texas by improving access to work and supporting Regional Strategy 7. Mobility 2045 goals would also be met by expanding mobility options, leveraging technology-based solutions and shared mobility, and enhancing the regional network.

We look forward to developing regional solutions with our partners to solve acute and long-term mobility challenges in North Texas and thank the NCTCOG's continued commitment to leveraging existing resources to assist in these efforts.

Kind Regards,



Paul J Ballard  
President/Chief Executive Officer

Cc: Shannon Stevenson, Program Manager, Transit Operations  
Russell Laughlin, Executive Vice President, Hillwood  
Raymond Suarez, President/CEO, Denton County Transit Authority





North Central Texas Council Of Governments

December 13, 2018

Mr. Paul Ballard  
President/CEO  
Trinity Metro  
801 Cherry Street, Suite 850  
Fort Worth, TX 76102

Dear Mr. Ballard:

RE: Alliance Link Funding Request

The North Central Texas Council of Governments (NCTCOG) received your letter dated December 3, 2018, requesting \$500,000 to continue enhanced connectivity between Alliance and potential employee pools in Fort Worth, Denton, and surrounding areas. NCTCOG is recommending that the Regional Transportation Council (RTC) fund this important first/last mile connection for \$250,000 per year for two years.

The Alliance area continues to grow at an accelerated rate, and transportation will be a critical component for lasting success. We are encouraged that Trinity Metro plans to coordinate this service with the Denton County Transportation Authority (DCTA). Trinity Metro and DCTA should work towards integrating the Alliance Link into the High-Intensity Bus project or guaranteed transit taking shape along the I-35 W corridor.

While we understand emerging issues sometimes prevent projects from following traditional planning protocols, we ask that Trinity Metro exercise due diligence to notify NCTCOG as far in advance as possible of funding needs to ensure appropriate resources can be identified to meet all regional needs. Thank you in advance for your cooperation and attention to this matter. Should you have any questions, please do not hesitate to contact me at (817) 695-9241 or Shannon Stevenson at (817) 608-2304.

Sincerely,

Michael Morris, P.E.  
Director of Transportation

SS:al

cc: Raymond Suarez, President/CEO, DCTA  
Lori McMahon, Government Affairs, Toyota Motor North America  
Russell Laughlin, Executive Vice President, Hillwood  
Detra Whitmore, PMP, Vice President of Administration, Trinity Metro  
Christie Gotti, Senior Program Manager, NCTCOG  
Shannon Stevenson, Program Manager, NCTCOG

# ALLIANCE LINK FUNDING FOR TRINITY METRO

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**REGIONAL TRANSPORTATION COUNCIL**

**January 10, 2019**

SHANNON STEVENSON  
PROGRAM MANAGER

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED

# Background

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- April 2018:** Toyota Motor North America (TMNA) funded the Alliance Link to increase public transit ridership and transportation access in the Alliance Area
- Summer 2018:** TMNA continued coordination with Hillwood Properties, Trinity Metro, DCTA, MV Transportation, and Spare
- December 2018:** Trinity Metro reached out to NCTCOG seeking support for the continuation of this critical first/last mile service

# Alliance Link Request

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- How Much:** \$250,000 per Year for Two Years for a Total of \$500,000
- What:** Leverage Mobility-as-a-Service (MaaS) Model, Providing Mobility On-Demand Transportation through a Transportation Network Company
- When:** February 1, 2019 – January 31, 2021
- Future Plans:** Incorporate into High-Intensity Bus Project, or Guaranteed Transit, along I-35 W Corridor

# Action Requested

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## RTC Approval:

To utilize up to \$500,000 in existing Regional Toll Revenue funds previously approved for transit to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Wort, Denton, and surrounding areas; and

To revise administrative documents as appropriate to incorporate this project.



# For More Information

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**Shannon Stevenson**  
Program Manager  
Transit Operations  
[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)  
817-608-2304

# **BACKGROUND ON TOLLING INITIATIVES IN THE DALLAS – FORT WORTH REGION**

## **BACKGROUND INFORMATION TO ASSIST THE CHICAGO METROPOLITAN REGION**

Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments

December 6, 2018



# Overview

DFW Regional Overview: Two Step Process

Toll Road Background

Tolled Managed Lane Background

Evolution of Tolled Facility

Performance Summary

# Dallas-Fort Worth MPO Governance

## Transportation Decisions

**Regional Transportation Council (Created 1974)**

**27 City Elected Officials**

**Each Represents ~260,000 Residents**

**10 County Elected Officials**

**7 Transportation Providers**



## Three Urbanized Areas

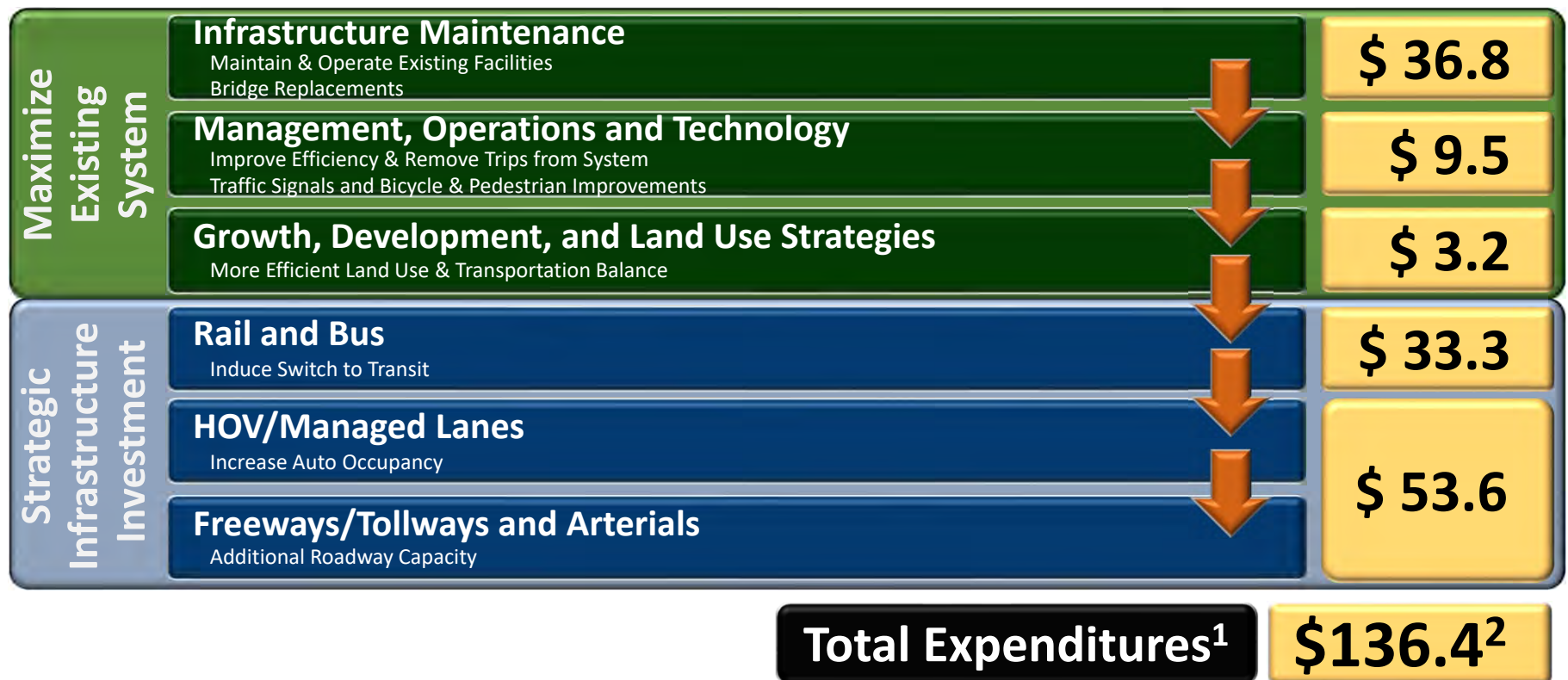
## Fiduciary Agent

**NCTCOG Executive Board (Created 1966)**

**18 Members**



# Mobility 2045 Expenditures



Notes:

<sup>1</sup> Actual dollars, in billions. Values may not sum due to independent rounding.

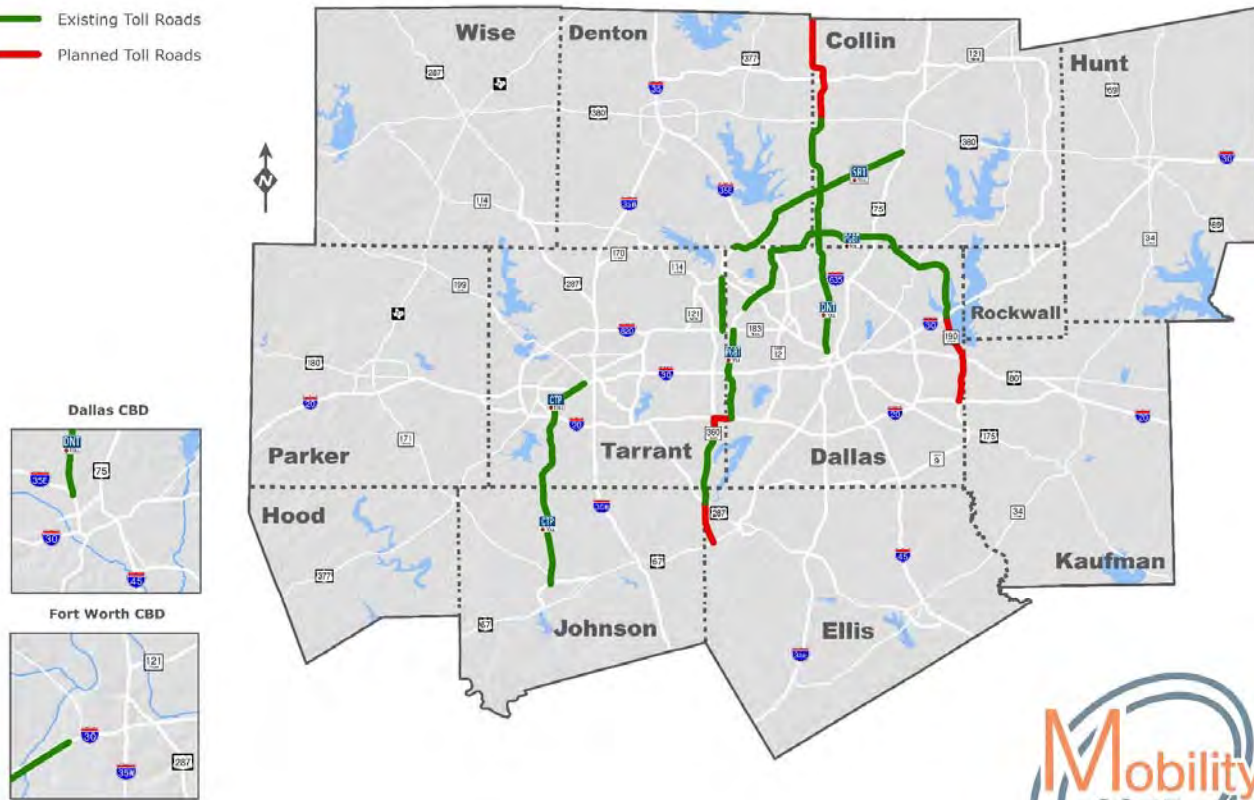
<sup>2</sup> Balances to reasonably expected revenue, demonstrating financial constraint.

# Tolled Facilities: Two Step Process

Type of Facility	Choice to Customer
Toll Road	Route Choice
Tolled Road with TOD Pricing (do not exist in DFW Region)	Route and Cost Choice
Dynamically Priced Tolled Managed Lanes (Choice Lanes)	Speed Choice, Especially at Peak Times (Reliability)

# Toll Road System

- Existing Toll Roads
- Planned Toll Roads

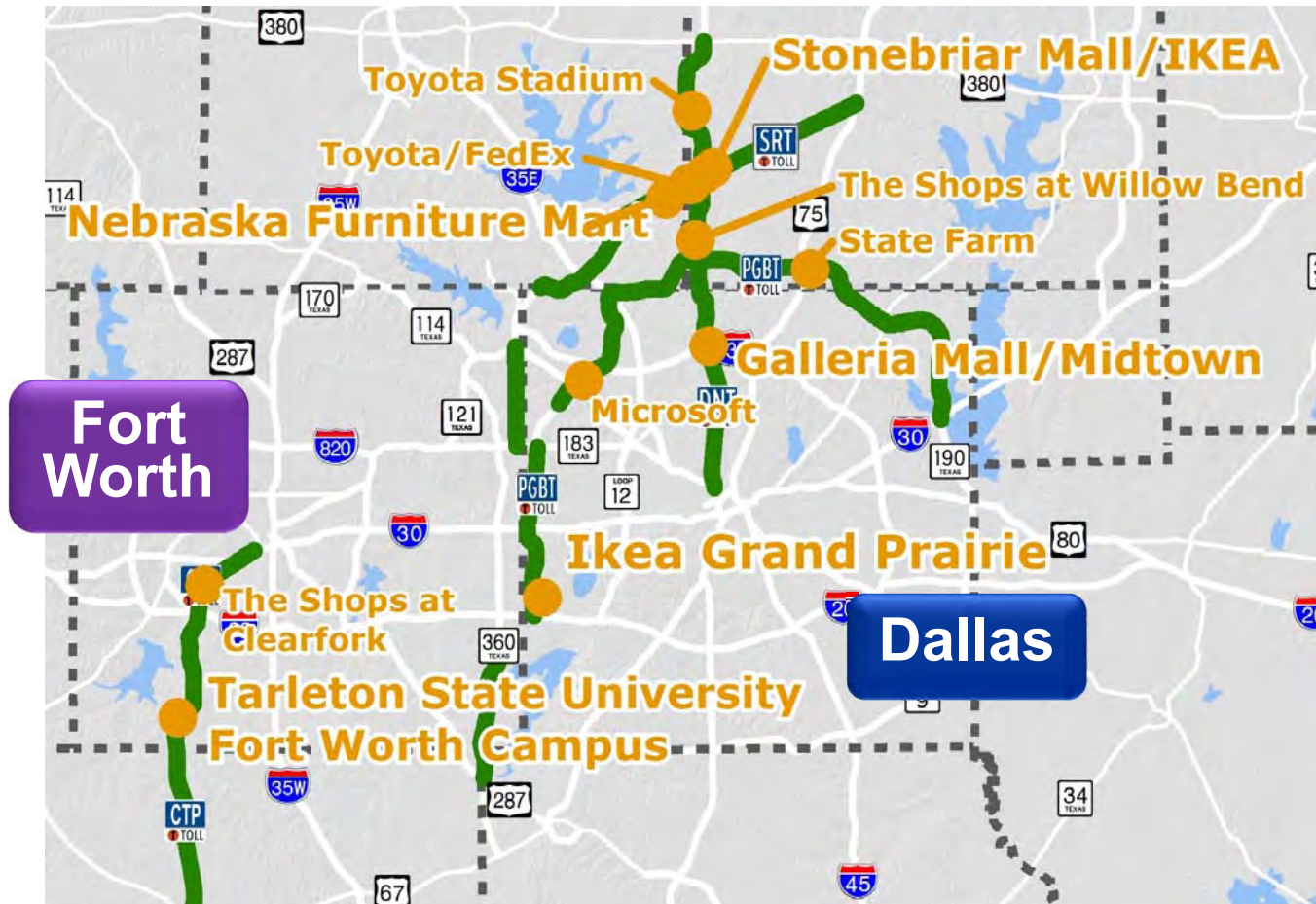


 North Central Texas  
Council of Governments  
November 2018

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



# Existing Toll Roads With Major Activity Centers





# Original Business Terms for Toll Roads / Managed Lanes

## Regional Transportation Council (RTC) Toll Road Policies:

No support for toll conversion of existing freeway capacity (consistent with State law)

Evaluate all new limited-access capacity needs for priced facility feasibility

Where reasonable, develop priced facilities with no or minimal State/Federal funding

Freeway or priced facility capacity improvements should accommodate Congestion Management Process (CMP) strategies and Federal single-occupancy vehicle (SOV) justification requirements

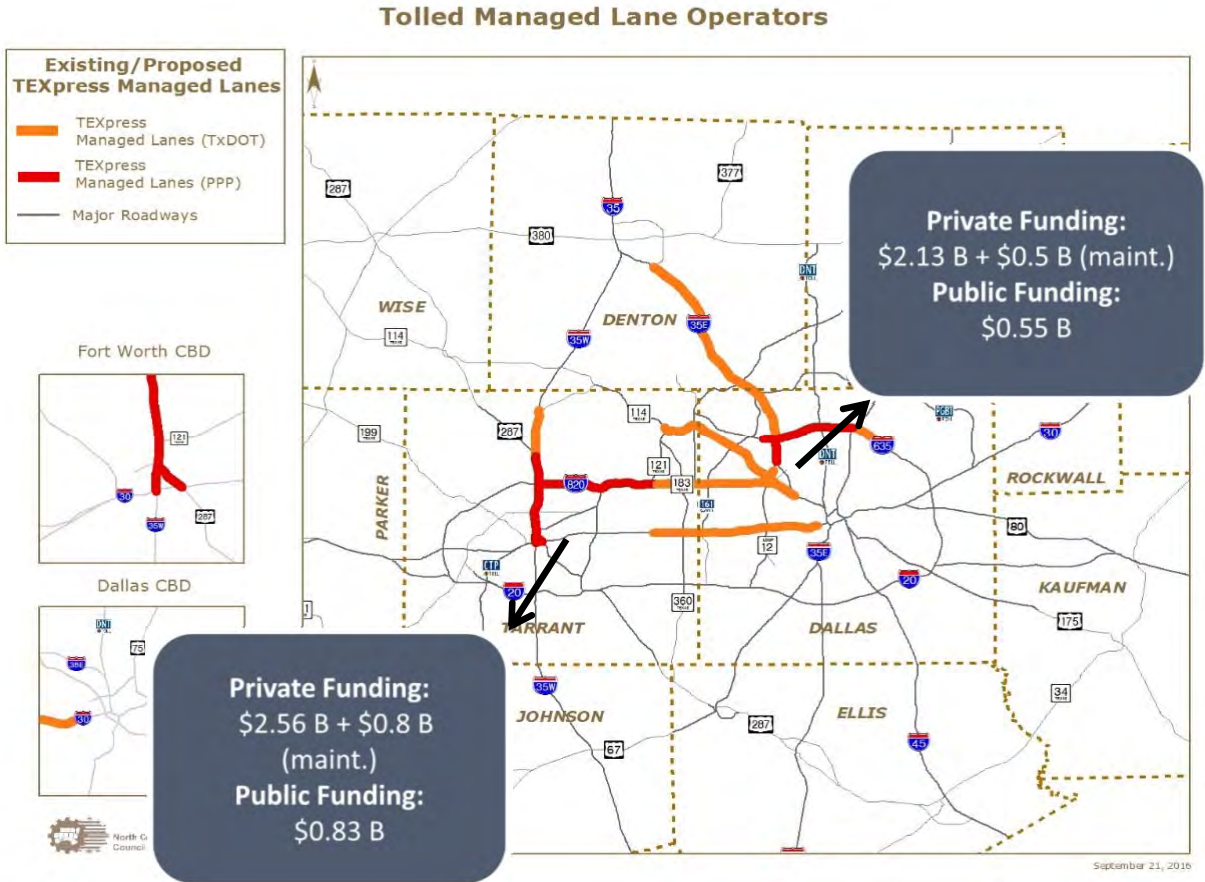
Comprehensive Development Agreement (CDA) procurement process should include local government participation and monitoring

CDA duration should be less than 51 years, and tolls will remain on projects afterward

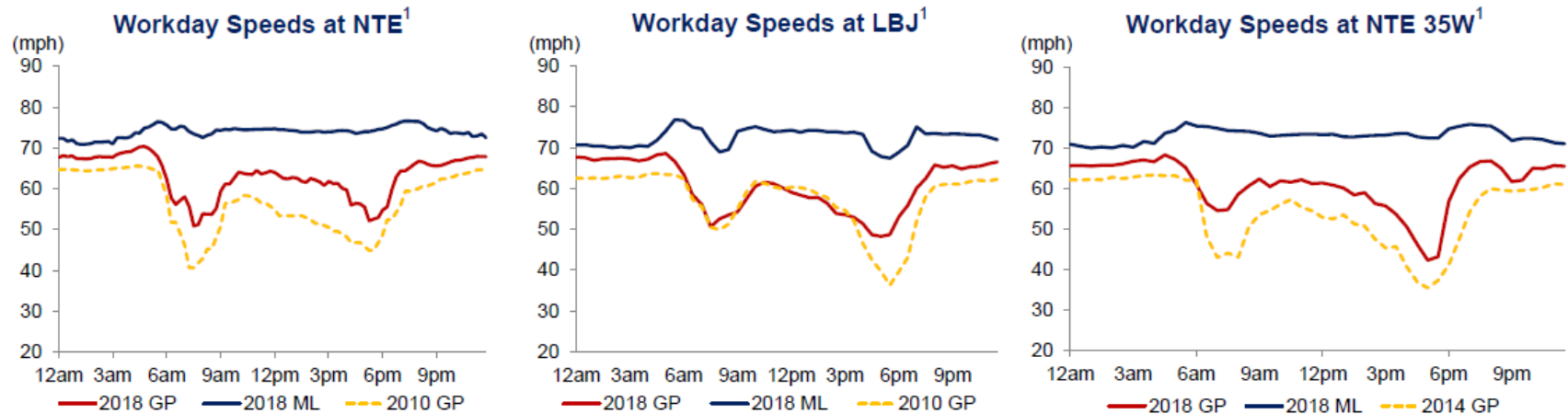
# Public Sector Guide to P<sup>3</sup> Managed Lanes: The Second Step

“PRIVATE”	MEASURE	“PUBLIC”
Low	Funding	Ok
High	Risk	Ok
New	Newness	Not
Project	Project/System	System
Revenue	Purpose of Toll	Manage Speed

# Leveraging/Innovative Funding



# Congestion Relief For All



- **GPL average speeds are much better than pre-construction conditions, despite the whole corridor carrying significantly more traffic**
  - NTE – 11% increase in average speeds on GPLs
  - LBJ – 6% increase in average speeds on GPLs
  - NTE 35W – 12% increase in average speeds on GPLs
- **Managed Lanes are reliable, free-flow options at all times of day**

<sup>1</sup>2018 data as of October



# Managed Lanes For Everyone

Large User Base

**10+M**

Vehicles ever used

---

Over 10 million distinct vehicles have used NTE, LBJ and NTE 35W up to date.

Fast Adoption

**3.0M**

Out of 5.6M toll tags

---

3.0 million toll tags seen on NTE, LBJ and NTE 35W in 2018 out of 5.6 million active tags in North Texas (55%).

Not A Lexus Lane

**85%**

Non-luxury brands cars

---

Toyota, Ford and Honda are the top vehicle makes on the Managed Lanes, representing 40% of the vehicles.



# Managed Lanes Are An Affordable Choice

Affordable Option for All

**\$5-15**

**Bill/month**

---

Most drivers who choose the managed lanes have a bill between \$5-\$15 per month.

Reasonable Pricing

**95%**

**Pay under \$50/month**

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Only 5% of managed lane users have a monthly bill over \$50.

High driver satisfaction levels

**80%**

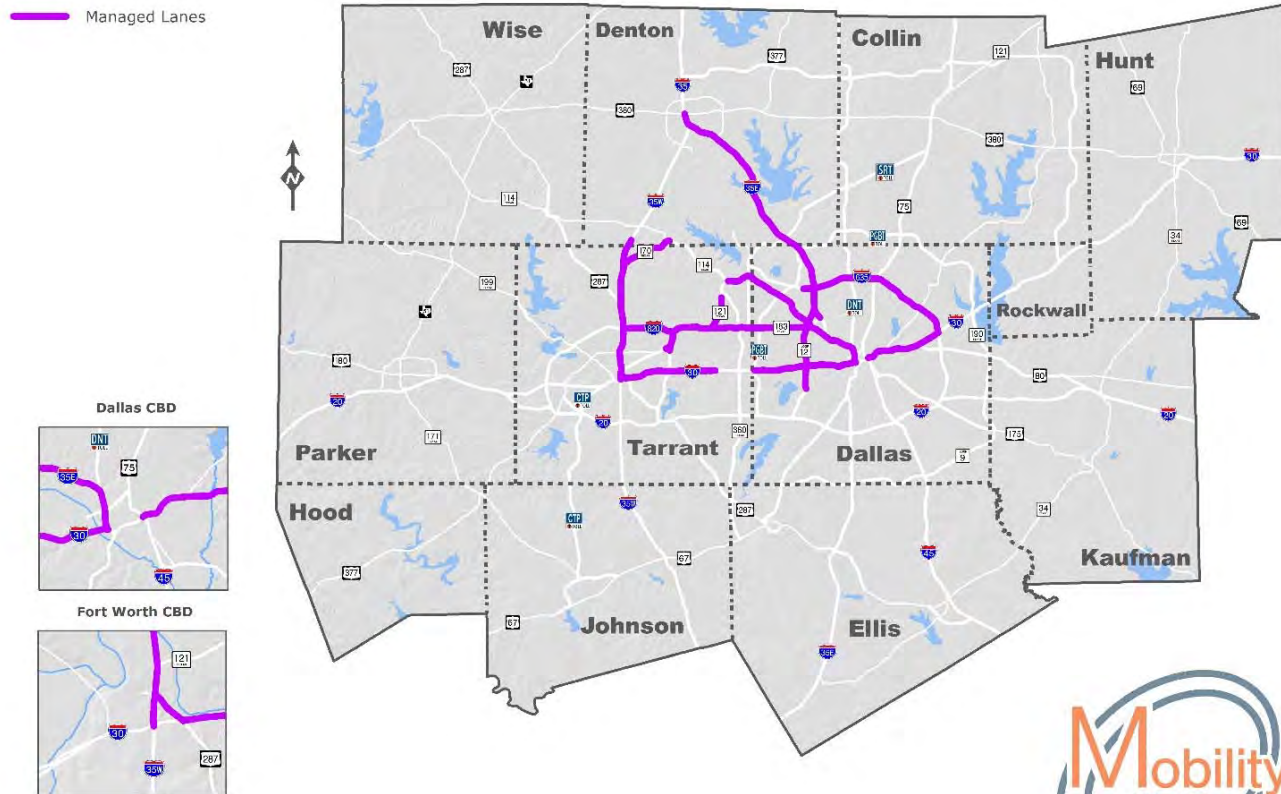
**Have a positive experience**

---

About 80% of managed lane drivers are positive about their experience.



# Managed Lanes System



# What are the Benefits of Tolled Managed Lanes

Helps pay for the project.

Helps pay for the maintenance and operation of the project.

Funding a full corridor at once, rather than in stages over time.

Guaranteed speed.

Move demand from the tax lanes to the tolled managed lanes increasing the speed of the travelers who wish not to pay a toll.



## What are the Benefits of Tolled Managed Lanes (Cont.)

Projects in Texas indicate faster speed for those individuals not wishing to pay a toll and 70-80% faster speeds for those wishing to pay a toll.

Air quality benefits, especially where trucks are traveling at faster speeds.

Location of managed lanes creates bypass routes reducing trucks in our downtown areas.

# DFW Toll History

	Toll Roads	P3 Toll Managed Lanes	P2 Toll Managed Lanes
<b>When</b>	1980s – 1990s	2000s	2006 – present
<b>Where</b>	Greenfield – Developing Suburbs	Expansion – Major Commercial Corridors	Expansion – Connected System, Congested Areas
<b>Why</b>	No Public Funding Available (10:1 equity)	Extremely Limited Public Funding (4:1 equity)	Public Funding Available
<b>Who</b>	Public-sector Toll Authority	Private Developer Lease	TxDOT Through Design-Build Contractor
<b>How</b>	All Lanes Fixed Toll	Express Lanes Only Dynamically Priced	Express Lanes Only Dynamically Priced
<b>Benefits</b>	Expedited Construction	Expedited Construction Guaranteed Speeds	Guaranteed Speeds
<b>Impacts</b>	Rapid Suburban Expansion Some Travel Time Savings	Redevelopment Opportunities Great Travel Time Savings	Redevelopment Opportunities Great Travel Time Savings

# Maturing Toll Financing Policy

Toll Roads



Tolled Managed Lanes and  
Non-tolled Highways

Tolled Managed Lanes



Non-tolled Express Lanes

Tolled Managed Lanes  
Priced 24/7



Few Hours of the Day  
Pricing for Tolled Managed  
Lanes (P17-01)

Potential Geography of  
DFW Area

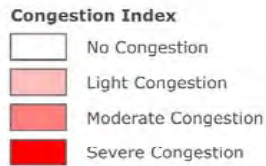


New Boundary, 13% of  
DFW Land Area

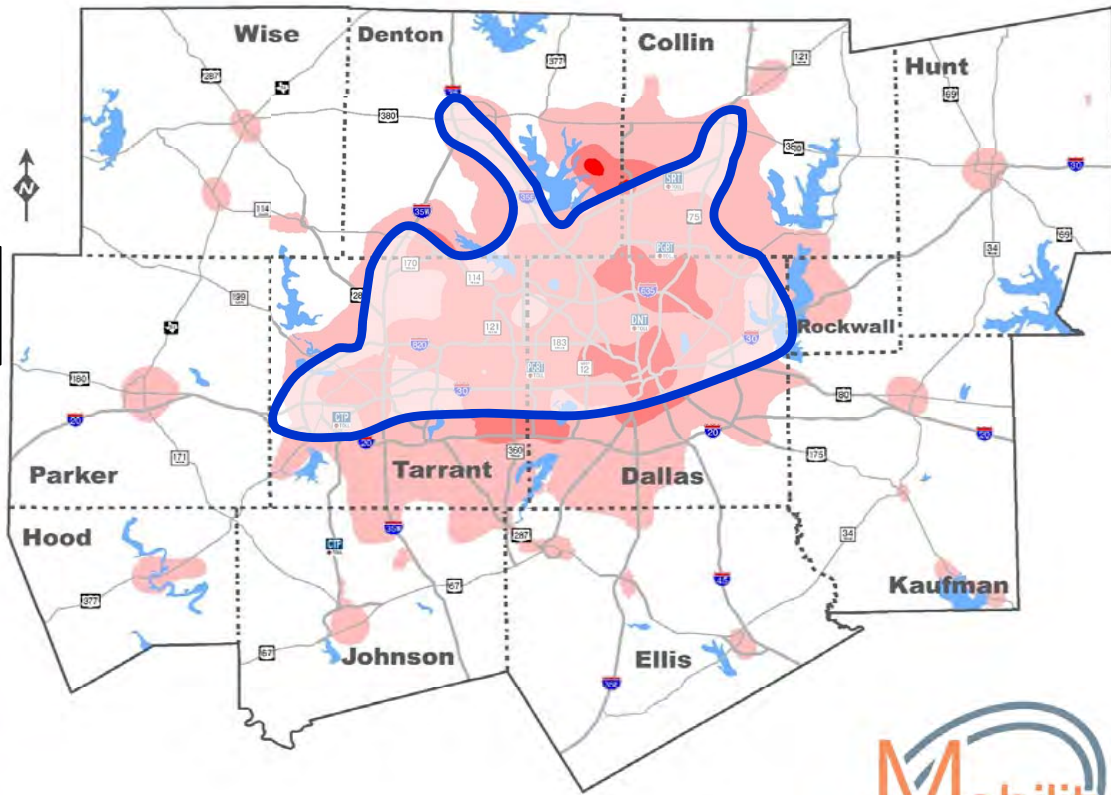
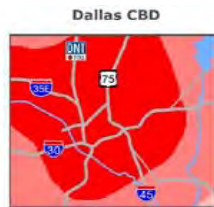


# Toll Managed Lane System Policy Boundary

## 2018 Levels of Congestion/Delay



**Within Boundary – Year 2018**  
 13% Land Area  
 79% Vehicle Hours of Congestion Delay

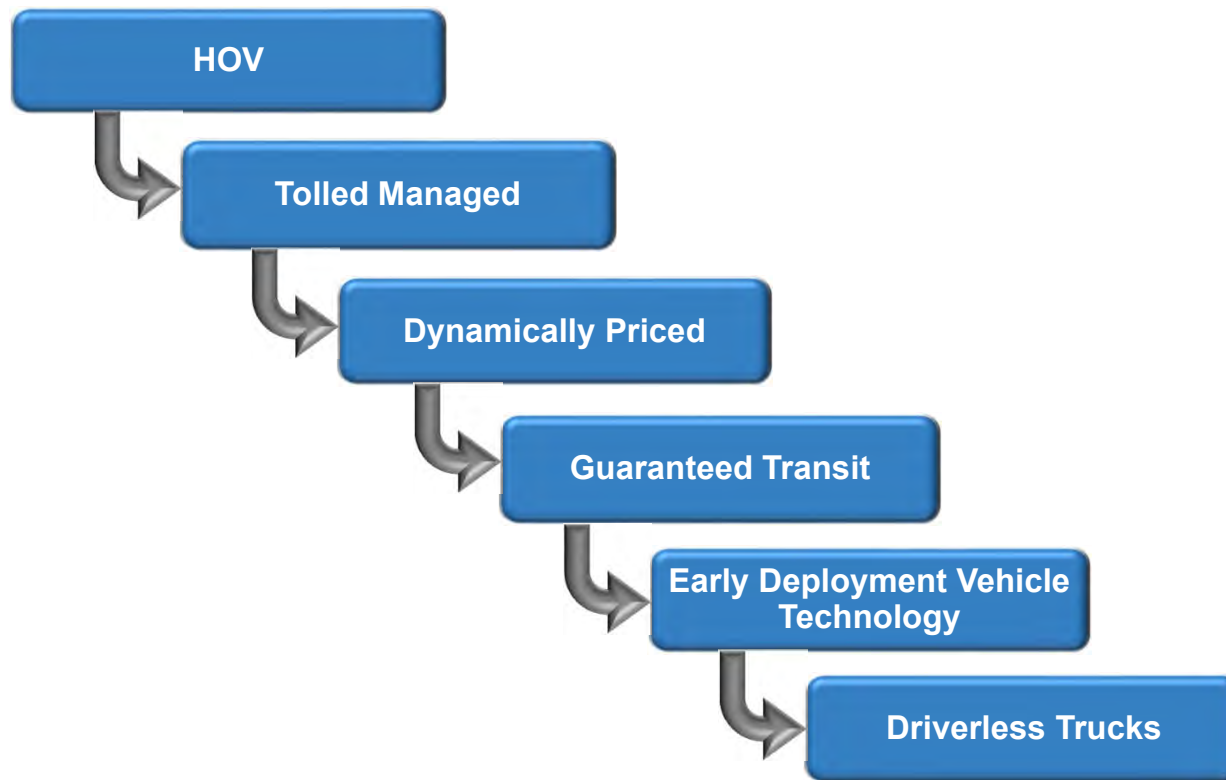


**Cost of Congestion/Delay: \$11.9 billion**

Congestion Index is based on a percent increase in travel time.



# Managed Lanes Evolution



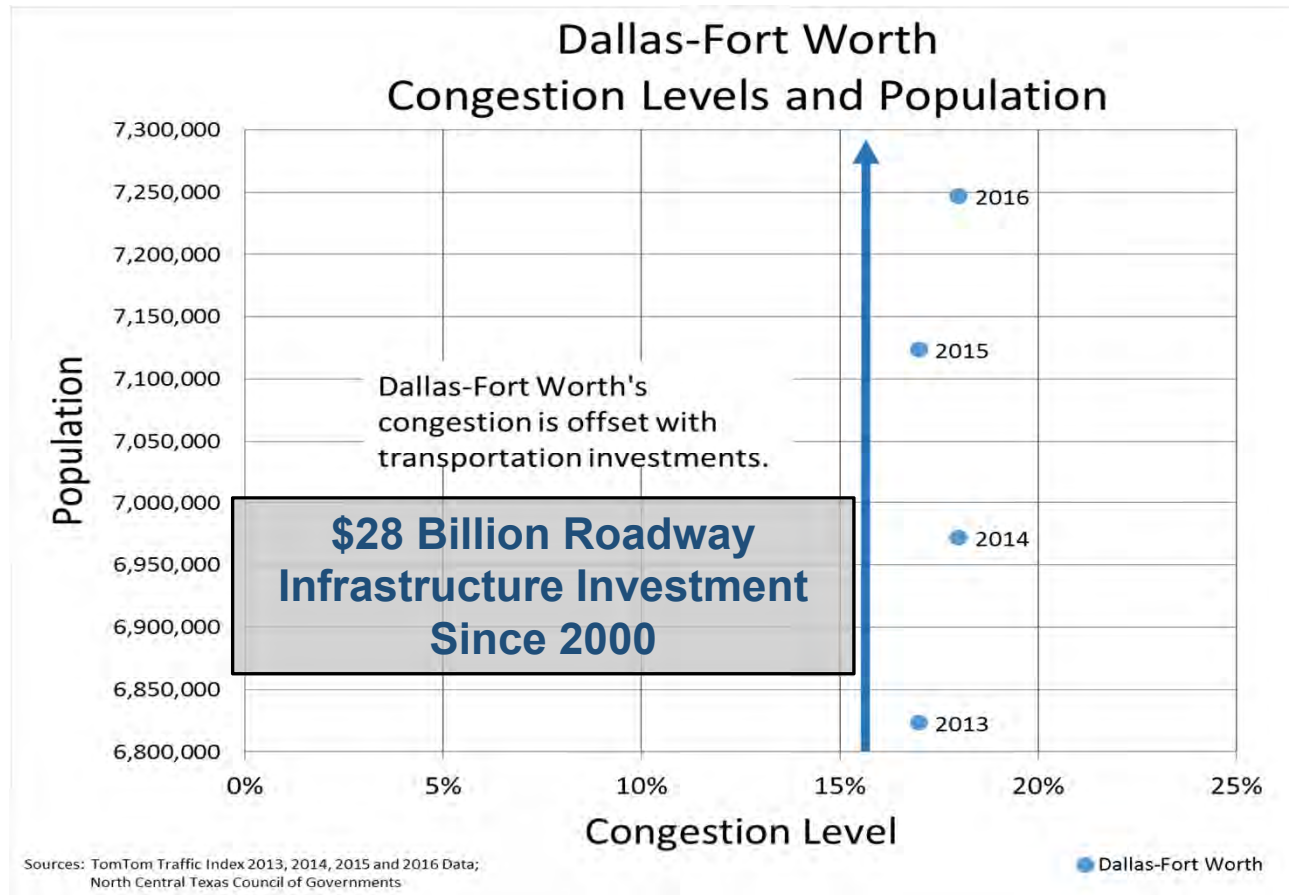
# Guaranteed Transit on Managed Lanes



Characteristics of Premium Transit Services that Affect Choice of Mode:  
TCRP Report 166

Regional Transportation Council funded \$13M pilot

# DFW Congestion Levels



# DFW Leverage Success

System not Project

Toll Managed Lanes as Leverage

Guaranteed Speeds

Guaranteed Transit

When Do You Maximize Revenue ( $P^3$ ) vs Mobility ( $P^2$ )



**Regional Transportation Council Attendance Roster**  
**January 2018-December 2018**

RTC MEMBER	Entity	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18
Tennell Atkins (09/17)	Dallas	P	P	A	P	A	P	A	A	P	A	A	A	A
Richard E. Aubin (06/18)	Garland	--	--	--	--	--	--	A(R)	P	P	P	P	P	P
Sue S. Bauman (10/17)	DART	A	P	P	E(R)	P	E(R)	P	A	P	E	P	A	P
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	--	--	P	P	P	P	P	E(R)	P
Carol Bush (01/15)	Ellis Cnty	P	E(R)	A	P	A	P	P	P	A	P	A	P	A
Loyl Bussell (05/17)	TxDOT, FW	P	P	P	E(R)	P	P	P	E	P	P	P	E(R)	P
Rickey D. Callahan (09/17)	Dallas	P	P	E	P	P	P	P	A(R)	P	P	P	E(R)	P
George Conley (07/18)	Parker Cnty	--	--	--	--	--	--	--	P	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	E(R)	P
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	--	--	--	--	--	--	--	--	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	E	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	E	P	P	P	P	P	E(R)	P	E(R)	P
Gary Fickes (12/10)	Tarrant Cnty	P	E(R)	P	P	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	A	P	P	P	P	E(R)	P	P	E(R)	P	E(R)
George Fuller (07/17)	McKinney	A	A	A	E(R)	P	E(R)	P	E(R)	P	A	A	P	P
Rick Grady (09/13)	Plano	--	--	--	--	--	--	--	--	--	P	P	A	P
Sandy Greyson (11/11)	Dallas	P	E	P	P	P	P	P	A	E	P	P	P	P
Jim Griffin (06/18)	Bedford	--	--	--	--	--	--	P	P	E(R)	P	E(R)	P	P
Mojoy Haddad (10/14)	NTTA	P	E	P	P	A	E	E	P	A	P	P	P	P
Roger Harmon (1/02)	Johnson Cnty	P	E(R)	E	P	A(R)	P	P	P	P	E	E	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P	A
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	A	P	P	E	E(R)	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	E	P	P
Lee M. Kleinman (09/13)	Dallas	E(R)	P	E	P	P	P	P	A(R)	P	A	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	P	E	E	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	E(R)	P	P	P	P	P	E(R)	P	P	P
B. Adam McGough (07/16)	Dallas	P	P	E	P	P	P	A	P	P	A	P	E(R)	P
William Meadows (02/17)	DFW Airport	A	E(R)	E	E(R)	P	P	A	P	A	E(R)	E(R)	P	E
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	P	P	E(R)	P	P	P	E(R)
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	E(R)	E(R)	P	P	P	A	E	P
Stan Pickett (06/15)	Mesquite	P	P	P	E	E(R)	P	P	P	P	E(R)	E	P	P
John Ryan (05/18)	Denton	--	--	--	--	--	P	P	A	P	P	P	P	P
Will Sowell (10/17)	Frisco	P	P	E(R)	P	A	P	E(R)	A	P	P	E(R)	P	P
Stephen Terrell (6/14)	Allen	E(R)	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	A(R)	P	E(R)	E	P	P	E(R)	P	A(R)	P	E(R)	E(R)

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster  
January 2018-December 2018**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>1/11/18</b>	<b>2/8/18</b>	<b>3/8/18</b>	<b>4/12/18</b>	<b>4/19/18</b>	<b>5/10/18</b>	<b>6/14/18</b>	<b>7/12/18</b>	<b>8/9/18</b>	<b>9/13/18</b>	<b>10/11/18</b>	<b>11/8/18</b>	<b>12/13/18</b>
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	--	--	--	--	--	--	--	--	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	E(R)	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	E	P	E(R)	A	P	E	A	E(R)	P	P	P	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	E	P
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	P	P	P	E(R)	E(R)	E	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	E	P

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
October 2017-October 2018

STTC MEMBERS	Entity	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18
Joe Atwood	Hood County	--	--	--	--	--	--	--	--	P	A	P	A
Antoinette Bacchus	Dallas County	P	A	P	P	P	A	A	A	A	A(R)	A	A
Micah Baker	Dallas County	A	P	A	A	A	A	P	P	P	A	P	P
Bryan Beck	Grapevine	P	P	P	P	P	P	A(R)	P	P	P	P	P
Katherine Beck	Fort Worth	P	P	P	P	P	P	A	P	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	A	A	P	A	A	A	P	A	A	A	A
Curt Cassidy	Mesquite	--	--	P	P	P	P	P	P	P	P	P	P
Season Clemens	TxDOT, Dallas	P	P	A	P	P	P	A	P	P	P	P	P
Robert Cohen	Southlake	R	P	R	P	A	A	A	P	A	A	A	A
Kent Collins	Coppell	P	P	P	R	A	R	P	A(R)	P	A	P	P
John Cordary, Jr.	TxDOT, FW	P	A	P	P	P	P	P	P	P	P	P	P
Hal Cranor	Eules	A	P	P	P	P	P	P	A	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	R	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	P	P	P	P	A
Greg Dickens	Hurst	R	R	R	R	R	A	A(R)	A(R)	A	A(R)	A(R)	A
David Disheroon	Johnson County	A	P	A	A	A	A	P	P	P	A	P	A
Phil Dupler	FWTA	P	P	P	P	P	P	P	P	A	P	P	P
Chad Edwards	DART	A	P	P	P	P	P	A	P	P	P	P	P
Claud Elsom	Rockwall County	A	A	P	P	P	P	P	P	A	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	A	P	P	P	P	A
Ricardo Gonzalez	TxDOT, FW	--	--	--	--	--	--	--	--	--	P	A	P
Gary Graham	McKinney	P	R	P	P	P	P	A	P	P	P	A	P
Tom Hammons	Carrollton	A	A	A	P	P	A	P	A	A	P	A	A
Ron Hartline	The Colony	R	R	R	R	R	A	P	A(R)	A	A(R)	A(R)	A(R)
Kristina Holcomb	DCTA	R	R	R	P	R	E	P	P	P	P	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	E	A	A	P	P	P	P
Kirk Houser	Dallas	P	A	P	P	P	P	P	A(R)	A	P	P	P
Terry Hughes	Weatherford	P	P	P	P	P	P	P	P	P	P	P	A
Tony Irvin	DeSoto	--	--	--	--	--	--	--	--	--	--	--	P
Paul Iwuchukwu	Arlington	A	P	P	P	P	P	A	P	A	P	A	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A(R)	A
Sholeh Karimi	Grand Prairie	P	P	P	A	P	A	A	A	P	A	A	P
Paul Knippel	Frisco	P	A	A	P	P	P	A	A	A	A(R)	A	A
Chiamin Korngiebel	Dallas	A	A	P	A	A	P	P	P	A	P	P	A
Alonzo Liñán	Keller	P	P	P	P	P	P	P	A	P	P	P	A
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	P	A(R)	P
Stanford Lynch	Hunt County	R	R	P	P	A	P	P	P	P	P	P	P
Alberto Mares	Ellis County	P	P	R	P	P	P	P	A(R)	P	A(R)	P	P
Wes McClure	Mesquite	--	--	--	--	--	--	--	--	--	--	P	A(R)

P = Present    A = Absent    R = Represented  
-- =Not yet eligible to attend

E = Excused Absence (personal illness, family emergency,  
jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster  
October 2017-October 2018

STTC MEMBERS	Entity	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18
Laura Melton	Burleson	A	A	P	P	A	P	P	A	A	P	P	A
Brian Moen	Frisco	A	P	P	P	A	P	A	A	P	A	P	P
Cesar Molina, Jr.	Carrollton	P	P	P	P	A	A	A	P	A	A	P	A
Mark Nelson	Denton	P	P	P	P	P	P	P	P	A	P	P	A
Jim O'Connor	Irving	P	A	P	P	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	A	A	A	A	A	A	A	A	A	P	A
Kevin Overton	Dallas	P	P	P	P	P	P	P	A	P	P	P	A
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	P	A(R)
Todd Plesko	DART	P	P	P	P	P	P	A	P	P	A	P	A
Shawn Poe	Rowlett	P	P	P	P	P	R	P	P	P	P	A(R)	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	P	P	A	P	P	P	P	P	P	A	P
Lisa Pyles	Addison	P	A	A	A	A	A	A	A	P	P	P	P
Bryan G. Ramey II	Duncanville	--	--	--	R	P	R	P	P	P	P	P	P
William Riley	Tarrant County	P	P	P	P	P	P	P	P	A	P	A	A
Lacey Rodgers	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	P	P
Greg Royster	DFW Int. Airport	P	P	A	A	P	A	P	P	A(R)	E	P	P
Moosa Saghian	Kaufman County	P	P	P	P	P	P	A	P	A	P	P	P
David Salmon	Lewisville	A	P	P	R	P	P	A(R)	P	P	P	A(R)	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	--	--	--	P	P	P	P	P	A(R)
Walter Shumac, III	Grand Prairie	A	A	P	P	P	P	P	P	P	P	P	P
Tom Simerly	Fort Worth	P	A	P	A	P	A	A	P	A	P	P	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	A	P	P	A	E	E	P	A	P	P	A
Chelsea St. Louis	Dallas	P	P	P	P	P	P	P	P	A	P	P	A
Cheryl Taylor	Cleburne	--	--	--	--	--	--	--	--	--	--	P	P
Caleb Thornhill	Plano	P	A	A	P	P	A	P	P	A	A	A	A
Matthew Tilke	McKinney	--	--	P	P	P	P	P	P	P	A	P	A
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	A	P	P	A	P	P	P	P	P
Daniel Vedral	Irving	P	P	P	P	P	P	P	P	P	E	A	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	A	P	P	A	P	A	A	A	A	P	P	A
Robert Woodbury	Cedar Hill	P	P	P	R	P	P	P	P	P	P	P	P
John Wright	Greenville	--	--	--	--	--	A	P	P	P	P	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,  
jury duty, or business necessity)

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 26, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 26, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ricardo Gonzalez, Gary Graham, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Kirk Houser, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Paul Luedtke, Stanford Lynch, Alberto Mares, Jonathan Browning (representing Wes McClure), Brian Moen, Jim O'Connor, Than Nguyen (representing Dipak Patel), Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Rama Dhanikonda (representing Brian Shewski), Walter Shumac III, Tom Simerly, Randy Skinner, Cheryl Taylor, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Marianna Borrego, Chris Bosco, Jonathon Browning, Dave Carter, Lori Clark, Eric Conner, Michael Copeland, Brian Crooks, Theresa Daniel, Shane Davis, John Denholm, Sam Dennehy, Cody Derrick, Pritam Deshmukah, Kevin Feldt, Marcos Fernandez, Keith Fisher, Brian Flood, Christie Gotti, Victor Henderson, Abby Inabnet, Tim James, Yagnesh Jarmarwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Minh Le, April Leger, James McLane, Erin Moore, Michael Morris, Bailey Muller, Jenny Narvaez, Aaron Nathan, Jeff Neal, Evan Newton, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Brian Rentsch, Allysen Richey, Rylea Roderick, Kyle Roy, Shannon Stevenson, Marian Thompson, Joe Trammel, Mitzi Ward, Brian Wilson, and Brendan Yarborough.

1. **Approval of September 28, 2018, Minutes:** The minutes of the September 28, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:**  
A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the Call for Projects was provided in Electronic Item 2.1.1, and a detailed project listing was provided in Electronic Item 2.1.2.
  - 2.2. **Federal Transit Administration's Access and Mobility Partnership Grant Opportunity:**  
A recommendation for Regional Transportation Council approval to submit an application to the Access and Mobility Partnership Grant for the Innovative Coordinated Access and Mobility Pilot Program was requested. Funding from this grant opportunity would address goals outlined in Access North Texas and help improve regional mobility management in North Central Texas. The total grant budget will not exceed \$750,000. Details were provided in Electronic Item 2.2.

- 2.4. Transportation Department Low-Emissions Vehicle: A recommendation for Regional Transportation Council (RTC) approval of \$12,000 in RTC local funds for the Transportation Department's low-emissions vehicle to be used towards lease payments and operational costs was requested. Committee action also included a recommendation to direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved funding.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

The following item was removed from the Consent Agenda by staff and presented.

- 2.3. High-Speed Rail Study from Fort Worth to Laredo: Regional Transportation Council Local Funds: Michael Morris presented a funding swap for funding associated with high-speed rail initiatives from Fort Worth to Laredo. Originally, funding was approved for conceptual planning for high-speed rail between Waco, Temple-Killeen, Austin, San Antonio, Laredo and beyond using \$300,000 in Surface Transportation Block Grant Program (STBG) funding and \$200,000 in local funds from the Metropolitan Planning Organization (MPO) in San Antonio. As the MPO pursued the transfer of funds, it became problematic. Approval was requested to instead fund the conceptual study with \$500,000 in Regional Transportation Council (RTC) local funds with the San Antonio area MPO providing to NCTCOG \$200,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds as part of the partnership.

A motion was made to approve Consent Agenda Item 2.3 as presented by staff. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

3. **Public Participation Plan Update**: Kyle Roy presented proposed updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department's Public Participation Plan. He noted that the Public Participation Plan fulfills basic requirements established by federal law to inform the public, and that the Transportation Department strives to go beyond the basic requirements. The plan, last updated in 2015, defines public involvement procedures and comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. The public participation requirements outlined in laws and legislation regard transportation funding, civil rights, environmental justice and limited English proficiency individuals. The NCTCOG Transportation Department strives to involve citizens through public involvement opportunities such as in-person public meetings, online public comment opportunities, the website, emails, social media, publications, newsletters, outreach events, speaking opportunities, media, and advertising. A copy of the current Public Participation Plan was provided in Electronic Item 3.1. A draft Public Participation Plan that includes the proposed revisions was provided in Electronic Item 3.2. Proposed revisions include: a revised stakeholder list to reflect federal requirements, increased weight given to local comments due to their proximity to the projects, updates to demographics and the Language Assistance Plan, and refined evaluation measures and reporting. Mr. Roy noted that staff is seeking to have more efficient public input opportunities by matching the number and location of meetings to the level of public interest for a given topic. This includes supplementing with increased emphasis on livestreaming so people can participate at their convenience with options for other forms of participation, if needed. In addition, staff proposed outreach efforts through community groups to better integrate input into the planning process earlier. Public comment periods will remain unchanged with 30 days for most items, 45 days for the Public

Participation Plan, and two 30-day periods for the Metropolitan Transportation Plan. Meetings will continue to be recorded and posted online. He noted that many topics currently require multiple public meetings. Staff proposed to remove the multiple public meeting requirement to allow more flexibility to use funding and staff time more efficiently. Meetings will be livestreamed whenever possible. He specifically noted that Unified Planning Work Program modifications are currently posted online along with a video summary. Staff proposed to continue posting the modifications, but to remove the video summary requirement. Additional information on the proposed revisions was provided in Electronic Item 3.3. Mr. Roy noted that the public comment period for the Public Participation Plan ended on October 24, 2018. A motion was made to recommend Regional Transportation Council approval to update the Public Participation Plan as outlined in Electronic Item 3.2. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

4. **Performance Measures Target Setting:** Dan Lamers presented proposed regional targets for federally required performance measures. Required performance measures were established through a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. The Regional Transportation Council (RTC) previously adopted targets for the Transit Asset Management and Safety performance measures. The remaining two discussed at the meeting were Pavement and Bridge and System Performance, which each include six sub measures. For Pavement and Bridge, these include the percentage of interstates, non-interstates, and bridges in good and poor condition. For System Performance, these include the reliability of the interstate, non-interstate National Highway System (NHS), and truck travel time. Also included is peak hour excessive delay, percent of non-single occupancy vehicle mode share, and mobile source air quality emissions reductions. He noted that all performance measures except the air quality emissions utilize the NHS. A map of the National Highway System within the Metropolitan Planning Area boundary was highlighted. For pavement in both good and poor condition, staff's recommendation is that the North Central Texas Council of Governments (NCTCOG) support the Texas Department of Transportation's (TxDOT) statewide 2022 targets. For pavement in poor condition, it was recommended that staff work with local entities on the off-system facilities to try to improve the condition score since the percentage in poor condition is the highest in that category. The TxDOT statewide targets recommended for support included: 66.4 percent interstate and 52.3 percent non-interstate in good condition; 0.3 percent interstate and 14.3 percent non-interstate in poor condition. Michael Morris added that a committee may need to be created to focus on the arterials that need improvement. Regarding bridge condition, it was proposed that NCTCOG also support TxDOT's 2022 statewide good and poor condition targets for NHS bridges of 50.42 percent in good condition and 0.8 percent in poor condition. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of bridge goals, and NCTCOG will work with local governments to focus on expedited programming to improve NHS bridges in poor condition. NCTCOG's position is that no bridges should be in poor condition in the region. The six additional System Performance targets were highlighted. He noted the goal for each of these measures is to set all targets to improve over the historic trend. Recommendations included 2020 and 2022 targets for: interstate reliability (2020, 78.6 percent; 2022, 79.5 percent), non-interstate NHS reliability (2022, 71.1 percent), truck travel time reliability (2020, 1.71; 2022, 1.66), peak hour excessive delay (2022, 16 hours per capita), percent of non-single occupancy vehicle (SOV) mode share (2020, 19.9 percent commuter trips; 2022, 20.2 percent commuter trips) and emissions reduction (2020, 2,892.96 kg/day of NOx reduced; 2022, 5,062.68 kg/day of NOx reduced and 2020, 599.67 kg/day VOC reduced; 2022, 1,0179.4 kg/day VOC reduced). A summary of the proposed RTC action and schedule for this effort was reviewed. In addition, he noted correspondence distributed at the meeting in Reference Item 4.1 related to non-

SOV mode share. For this measure, as well as peak hour excessive delay, it is required that the region concur with the State's recommendation. Initially, the State recommended to have a reduced target over the trend for non-SOV mode share. However, NCTCOG staff would like to set a target that improves over the trend. NCTCOG recommended the improved target to the State, and the letter shares its concurrence to staff's proposal. Daniel Vedral asked how the condition of the arterials are scored. Mr. Lamers noted that the pavement condition scores are obtained from the Highway Performance Monitoring System and it is a sampling of pavement condition completed every year. It is an observed condition, but it is based on a sample. Mr. Vedral asked if it was acceptable for an entity to submit its investigation for the roadway system pavement condition index. Michael Morris noted that staff will be working with individual agencies on their own reports for their system condition, and staff will also be reviewing data to better understand the specific actions needed to improve the scores. A motion was made to recommend Regional Transportation Council approval to support the Texas Department of Transportation's statewide targets as shown for the National Highway System Pavement and Bridge conditions, with focus on the improvement of regional National Highway System off-system arterial pavements and bridges in poor condition. Action also included a recommendation to the Regional Transportation Council to adopt the regional targets for interstate reliability, non-interstate reliability, truck travel time reliability index, peak hour excessive delay, percent non-single occupancy vehicle mode share, and emissions reductions as outlined in Electronic Item 4. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

5. **2018 Metropolitan Planning Organization Milestone Policy Update:** Brian Dell provided an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list. The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015 and pertains to project that were funded ten or more years prior to the policy and that had not yet gone to construction. Details on the Milestone Policy were provided in Electronic Item 5.1. For each project, North Central Texas Council of Governments (NCTCOG) staff worked with local implementing agencies to first determine if there was local support for their projects. For those with support, staff requested that the project sponsors provide a new project schedule and construction start date. In April 2016, the RTC approved the MPO Milestone Policy list. As part of the action, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects. The policy stipulates that if a project does not go to construction by the established deadline, the project's funding would be proposed for removal. Since that time, staff has worked with all the implementing agencies to ensure timely implementation of projects. This included sending reminder letters to all of the agencies on the list in December 2016. The letters highlighted each project and their associated deadlines. Staff then highlighted the projects and their deadlines during the 2019-2022 Transportation Improvement Program (TIP) development process. For the projects that were deemed to have missed their deadline for Fiscal Year (FY) 2018, letters were sent to the agencies detailing the plan of action and giving them an opportunity to provide any correspondence or information that they would like to see included for the RTC's consideration. A copy of the correspondence was provided in Electronic Item 5.4. Four projects were canceled initially based on input from the implementing agencies, two projects were canceled as a result of being on the Federal Highway Administration 10-year preliminary engineering audit list, one project was canceled and the funding moved to another project, and 36 projects have let for construction on time or have been completed. The updated Milestone Policy list was provided in Electronic Item 5.2. This left five projects that did not meet their deadline and that are slated for cancellation based on the policy. The list of the projects being proposed for cancellation were provided in Reference Item 5.3. A total of nine other projects remain and must let before the end of FY2019. Mr. Dell noted that the next few slides were not included in the mail out or have changed since that time.



He highlighted issues to consider before action is taken on the five projects: all agencies reset and established their own schedule in 2016, RTC approved an additional one year extension to the revised schedule, some projects were canceled after implementing agency staff determined that the projects were no longer warranted, projects were selected from 1992-2005, 36 other projects were prioritized by the implementing agencies and successfully met the deadline, agencies with non-compliant projects still think their projects are needed, and each of the five project schedules have been delayed further in the last 12 months. NCTCOG staff have reviewed correspondence from impacted agencies and have opted to propose an additional alternative. Michael Morris noted that this is an existing RTC policy, but that there may be some unintended consequences. Staff proposed that the five non-compliant projects be presented to an RTC "subcommittee" made up of representatives from the county, city, and the Texas Department of Transportation (TxDOT) district impacted. If the RTC members agree the project is still important and feasible, they will take responsibility for the project and schedule a presentation before the full RTC. A final schedule must be established, adhered to, and approved by the implementing agencies and NCTCOG staff. It is requested that this be completed by the December RTC meeting. If the implementing agency of a non-compliant project selects this option, there is no other recourse in the future and the RTC will not pay for additional costs. Mr. Dell highlighted the proposed action. Option 1 would be to recommend RTC approval of removing funding from projects that did not meet the deadline. Option 2 would be to recommend RTC approval for impacted RTC members to request a time extension. Approval would also direct staff to continue monitoring projects that must let by the end of FY2019, direct staff to amend the TIP to incorporate project cancellations, and direct staff to initiate a new round of 10-year Milestone Policy projects in 2019. John Polster, on behalf of the City of Denton, proposed that the Committee recommend that the RTC extend the deadline for the five projects to the end of calendar year 2019, direct staff to continue to monitor projects, and initiate the next round of 10-year Milestone Policy projects. He noted that he believes the policy has accomplished staff's intent to move projects forward, but that he did not feel that the implementing agencies were purposely delaying the projects. Mr. Morris noted that staff's recommendation is not just a blanket deadline but allows for policy officials to help resolve issues and propose a schedule, which provides more flexibility. Paul Luedtke noted that he fully supported the policy. He also noted that the City of Garland's project is now moving forward as a result of the effort and is within a few months of being under construction. He noted he was in support of staff's option to involve RTC members or the option presented by Mr. Polster. Chad Edwards asked if the project sponsors in attendance at the meeting were confident their projects will be completed by the 2019 deadline. TxDOT and Dallas County representatives indicated their projects would meet the deadline, as well as John Polster who indicated the Denton project would meet the deadline. Bryan Beck confirmed that agencies would not be back requesting another extension. John Polster and Clarence Daugherty agreed to include a statement as part of the motion that projects would be terminated if they do not meet the 2019 calendar year end deadline. A motion was made to recommend that the Regional Transportation Council approve extending the deadline for the five projects in Reference Item 5.3 to the end of calendar year 2019 with projects canceled if they do not meet the deadline. Action also included a recommendation for the Regional Transportation Council to direct staff to continue monitoring projects that must let by the end of FY2019, amend the Transportation Improvement Program to incorporate project cancellations, and initiate a new round of 10-year Milestone Policy projects in 2019. During the old/new business portion of the meeting, Bryan Beck requested that staff provide a status update on the projects to the Committee in April 2019. John Polster (M); Clarence Daugherty (S). Katherine Beck was opposed. The motion passed.

6. **Dallas-Fort Worth Clean Cities Annual Survey and Fleet Recognition Results:** Bailey Muller presented a summary of results compiled from the 2017 Dallas-Fort Worth Clean Cities (DFWCC) annual reports and recognized fleets who earned Bronze and Silver Fleet levels under the DFWCC Fleet Recognition Program. Clean Cities coalitions are required to complete annual reports to the United States Department of Energy each year. Annual report categories include emission reduction measures, fuel reduction measures, partnership and collaboration with DFWCC, as well as outreach and awareness of air quality goals. In order for fleets to be recognized, they must complete an annual survey submitted to the North Central Council of Governments for inclusion in its annual report. For 2017, the region reported 23.27 million gallons equivalent of petroleum reduced with 97 percent from alternative fuel vehicles. A breakdown of vehicles by fuel type was provided. Ms. Muller noted that the majority of fuel types were natural gas due to the volume used by transit agencies and the Dallas Fort Worth International Airport. Considering the distribution by fleets, hybrids are the primary vehicle types followed by natural gas, propane, and biodiesel. Annual report results, compiled from the 33 fleet surveys received, were highlighted. She noted the dip in the amount of petroleum reduced was due to Dallas County Schools being disbanded. The goal for next year is an increase of 15 percent for 26.76 million gallons of gasoline equivalent reduction. She added that the survey is being simplified and workshops will be held to assist agencies with completion of the surveys. Awardees for the 2018 DFW Clean Cities Fleet Recognition program were presented. Bronze awardees included Carrollton, Coppell, Denton, Irving, Lewisville, Plano, Dallas Area Rapid Transit, Denton Independent School District, Tarrant County, Addison, Flower Mound, and Trinity Metro. Silver awardees included Dallas, Euless, North Richland Hills, Richardson, Southlake, and the Dallas Fort Worth International Airport. Details were provided in Electronic Item 6. Ms. Muller challenged members to submit surveys in their entirety, including all data and information in order for the region to have the most accurate report.
  
7. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, MTP Policy Bundle TDC Program:** Christie Gotti presented the proposed projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. She noted that staff plans to begin the Assessment Policy Program in January 2019 and the Management and Operations, North Central Texas Council of Governments Implemented, and Region/Air Quality programs at the end of 2018. The purpose of Strategic Partnerships Round 3 is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development. Projects in this program are those for which local partners are contributing more than the standard 20 percent match, projects with multiple non-RTC stakeholders/contributors, or projects of strategic importance within/to the region. The Intersection Improvements portion of the program is a joint effort with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements. Potential projects should address safety (vehicle crash history), have air quality benefits, and be cost effective with consideration given to current volumes and level of service. The MTP Policy Bundle Program provides agencies with an opportunity to use MTP Policy TDCs on federally eligible local projects. Eligible projects must be new projects eligible to receive federal funds under Title 23 or Title 49 of the United States Code. Selection criteria considered current volumes on projects, air quality benefit yields, cost effectiveness, whether additional lanes are warranted, level of service, and safety (vehicle crash history). Ms. Gotti noted that projects were divided into the following types and evaluated for technical merit: roadways, intersections, bicycle/pedestrian, complete streets/context sensitive design, intelligent

transportation systems/traffic signals, and strategic partnerships. The list of projects and staff funding recommendations were provided in Electronic Item 7.1. Staff then established proposed funding targets for each project category, noted in Electronic Item 7.2. She noted that staff extended funding to Fiscal Year (FY) 2023 to capture additional revenue, since the originally anticipated amounts were not available. A total of \$171 million is available for the project categories, with approximately \$191 million in CMAQ funds and \$84 million in STBG funds remaining to be programmed in FY2019-2023 primarily in the outer years. Ms. Gotti also discussed the east/west funding distribution as a result of the projects recommended for funding. For CMAQ, the funding distribution target is 66 percent in the east and 34 percent in the west; within this program the distribution is 69.5 percent in the east and 30.5 percent in the west. For STBG, the funding distribution target is 68 percent in the east and 32 percent in the west; within this program the distribution is 60.1 percent in the east and 39.9 percent in the west. Staff proposed to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall east/west equity distribution. North Richland Hills is re-scoping the locations for a sustainable development project and all areas are not eligible for federal funds. To help the equity distribution, staff proposed to move Dallas County RTR funds to Tarrant County to allow the project in the west to proceed instead of using federal funds. A summary of the proposed funding recommendation was highlighted and included approximately \$70 million CMAQ, \$101 million STBG, \$5.8 million RTR, \$73.6 million non-RTC funding, and \$15.5 million TDCs for a total of \$250 million in funding. A timeline for the effort was reviewed, with public meetings in November and a request for approval at the December Surface Transportation Technical Committee and RTC meetings. Members were encouraged to contact staff with questions or comments early in the timeline so that they could be resolved in a timely manner.

8. **Regional 511 Program:** Marian Thompson briefed the Committee on the enhancements that were recently made to the 511DFW Traveler Information System. The regional Traveler Information System provides information to the general public and uses the information exchange network, EcoTrafiX, to bring in data from sources such as the Texas Department of Transportation, cities, Waze, HERE speed data, and others. She also noted that Google Transit Trip Planner has also been integrated into 511DFW. Components included in 511DFW were highlighted, some of which include the website ([www.511DFW.org](http://www.511DFW.org)), My511 (personalized website), the 511 interactive voice response system, and the mobile application. In addition, these components are also available in Spanish. Other components include an information exchange network, data archives, shared performance measures, and an open application programming interface (API). Various displays from the system were highlighted. Ms. Thompson also highlighted recent enhancements such as the addition of electric vehicle charging station locations, bicycle/pedestrian routes, and freeway motorist assistance availability. In the future, staff would like to add a traffic signal control module, flood data, parking data, and wrong way driving information to the information citizens can currently access through the system, in addition to marketing/outreach efforts. A display of the 511DFW mobile application was also highlighted. Members were encouraged to access the system and provide comments to staff. Additional details were provided in Electronic Item 8.
9. **Fast Facts:** April Leger reminded members that the November and December Committee meetings will be combined, with one meeting held at 1:30 pm on Friday, December 7, 2018.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She highlighted the Texas Emission Reduction Plan Light-Duty Rebate funding available until May 31, 2019. Additional opportunities were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle).

Bailey Muller also noted upcoming Dallas-Fort Worth Clean Cities events. She highlighted the October 30 Propane Autogas Lunch and Learn and the November 2 Texas Natural Gas Vehicle Road Rally luncheon. Additional details and registration information was provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Jenny Narvaez provided an ozone season update. She noted that the region has experienced 31 exceedance days to date this ozone season, which ends November 30. The current design value is 76 parts per billion, which is lower than this time last year. Details were provided in Electronic Item 9.1.

Evan Newton presented the regional east/west equity update. He noted that the equity percentages have changed since last presented due to \$34 million in Category 12 funds being awarded for the IH 45/FM 664 Interchange through the 2019 Unified Transportation Plan. This award shifts the equity to 30.48 percent in the west and 69.52 percent in the east. Details were provided in Electronic Item 9.2.

Rylea Roderick noted that the Transportation Improvement Program modification submittal deadline for the February cycle of the Fiscal Year 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program was close of business the day of the meeting.

Camille Fountain highlighted the Traffic Incident Management Executive Level Course announcement for November 1, 2018. Details were included in Electronic Item 9.3, as well as the attendance tables for both the First Responders and Managers Course and the Executive Level Course.

Carli Baylor noted that the September public meeting minutes were provided in Electronic Item 9.4. During September public meetings, staff presented information on transit funding, the Regional Veloweb trail corridors, the Public Participation Plan, and automated vehicles.

Carli Baylor also noted that the November public meeting flyer was distributed at the meeting in Reference Item 9.8. A public meeting will be held at the North Central Texas Council of Governments on November 13 at 6:00 pm. Topics will include Strategic Partnerships Round 3 funding, a high-speed rail update, and an air quality review.

Victor Henderson noted that the current Public Comments Report was provided in Electronic Item 9.5. The report contains general public comments received from August 20-September 19. The majority of comments were regarding the Public Participation Plan, implementation of the Regional Veloweb corridors, Unified Planning Work Program modifications, automated vehicles, and the Fort Worth Active Transportation Plan.

The current Local Motion was provided in Electronic 9.6, and transportation partner program reports in Electronic Item 9.7.

10. **Other Business (Old and New):** Bryan Beck asked that staff provide an update on the status of the five projects discussed in the 10-Year Milestone Policy item at the April 2019 Committee meeting.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 7, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## January 2019

### Calendar

**January 2, 8:30 am**

**TRTC Meeting**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St..  
Fort Worth, TX 76102

**January 4, 11 am**

**DRMC Meeting**

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

**January 10, 1 pm**

**Regional Transportation Council**

NCTCOG

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**January 25, 1:30 pm**

**Surface Transportation  
Technical Committee**

NCTCOG

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### **RTC approves Legislative Program for 86th session**

The Regional Transportation Council has finalized its Legislative Program for the 86th Texas Legislature, which begins January 8. The RTC remains focused on continuing to improve transportation and air quality and ensuring funding and financing mechanisms are available to support investments in the region's transportation infrastructure.

Legislation supporting regional and local decision-making processes by metropolitan planning organizations, county commissioner courts and city councils is a top priority, along with their ability to utilize tolling, managed lanes, debt financing and public-private partnerships. The RTC is also actively seeking legislation to ensure fair-share allocation of funds to metropolitan regions, clarify definitions of toll road and comprehensive development agreement, and seek additional revenue for transportation.

While recent legislative sessions have provided more revenue for transportation, funding realities warrant additional action this session.

The RTC is encouraging the Legislature to reinstate and protect the Texas Emissions Reduction Plan (TERP) program revenue, reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) and appropriate LIRAP's residual balance of previously collected funds. A proposal to modernize the LIRAP and LIP programs would focus more on transportation projects with an air quality benefit.

Furthermore, progress should build on past efforts to retain eminent domain authority in transportation corridors and implement performance-based planning.

Learn more about the RTC's legislative affairs, including efforts for which it will provide additional support during the 140-day session, at [www.nctcog.org/trans/legislative](http://www.nctcog.org/trans/legislative).



North Central Texas  
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.

## Alternative fuel corridors update: Round 3 nominations

The Federal Highway Administration has opened the next round of alternative fuel corridor nominations. The request for nominations enables various stakeholders, such as State and local governments, to provide meaningful feedback on how to improve the mobility of passenger and commercial vehicles powered by alternative fuels and electric charging.

This is the third consecutive year that the FHWA is soliciting corridor nominations from states. The current request for nominations was issued in October. As was done in the previous two solicitation rounds, NCTCOG obtained approval from the RTC for this year's corridor recommendations to the Texas Department of Transportation. Below are the corridors that will be included in the current submission to TxDOT:

Corridor	Segment	Fuel(s)
IH 635	Metro Loop	CNG, Propane, Electric
IH 820	Metro Loop	CNG, Propane, Electric
US 67	Cleburne to IH 20	CNG
US 287	Ennis to Amarillo	CNG, Propane, Electric
US 380	Near Greenville to Denton	CNG, Propane, Electric

## Ozone season ends with continued progress



The 2018 ozone season ended November 30 with the North Texas region continuing to make progress toward the attainment of federal ozone standards.

The region's design value improved to 76 parts per billion (ppb), meaning the region narrowly missed meeting the 2008 ozone standard of 75 ppb. North Texas has until 2021 to attain both the 2008 standard and the more stringent standard of 70 ppb, set in 2015.

Ten counties — Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise — are in nonattainment for the 2008 standard. Nine counties are working to comply with the 2015 standard of 70 ppb. Rockwall is not included.

Dallas-Fort Worth has made significant progress to improve its air quality since 1998, when the design value was 102. The design value has steadily declined over the past several years, due to improvements in fuel efficiency and the efforts of NCTCOG and its partners to make clean air choices.

Individuals are also empowered to contribute through Air North Texas. This is NCTCOG's public awareness campaign that seeks to improve air quality by encouraging individuals, businesses and governments to make small changes to their routines.

Even though ozone design values are on the decline, NCTCOG continues to rely on several initiatives to help meet the federal government's air quality standards.

## **FEDERAL GRANT**

### **NCTCOG receives \$20M BUILD grant for Haslet**

The North Central Texas Council of Governments was awarded a \$20 million federal grant in December to assist with construction of the Alliance Texas/Haslet Accessibility Improvement Project.

The \$59 million Haslet improvement was one of five projects in Texas awarded grants through the US Department of Transportation's \$1.5 billion Better Utilizing Investment to Leverage Development (BUILD) discretionary grant program.

NCTCOG is contributing approximately \$25 million to the project, which will involve construction of Haslet Parkway, a four-lane road from Interstate Highway 35W to the intersection of FM 156 and Avondale-Haslet Road.

Additionally, the existing Intermodal Parkway will be extended as a four-lane thoroughfare south to Haslet Parkway and Avondale-Haslet Road will be widened from FM 156 to the Haslet city limit on the west side.

The construction of a continuous east-west thoroughfare between IH 35W and US Highway 287 is expected to lead to improved mobility through this growing area.

# REGIONAL News

### **Final plan for VW settlement funds released**

The Texas Commission on Environmental Quality released the final Beneficiary Mitigation Plan for Texas on November 16. Under this plan, Dallas-Fort Worth will receive approximately \$33.4 million of Texas' \$209 million share of the Volkswagen settlement.

The funding will be used for projects to replace or repower diesel vehicles and equipment. The TCEQ will administer the funding in Texas.

Notable updates from the draft plan to the final plan include:

- Increased funding allocated to the Dallas-Fort Worth area
- Increased transparency of the TCEQ's funding methodology
- Increased maximum reimbursement percentages for government-owned projects (from 60 percent to 80 percent)
- Decreased maximum reimbursement percentages for nongovernment-owned electric projects (from 60 percent to 50 percent)

The settlement resulted from a 2016 court decision that the auto manufacturer violated the Clean Air Act by selling vehicles that "tricked" emissions tests. The plan is available at

[www.texasvfund.org](http://www.texasvfund.org).

### **NCTCOG inviting input on census geographies**

The Census 2020 Participant Statistical Areas Program (PSAP) is beginning soon. On February 5, NCTCOG will hold a meeting to explain the program and how it will be organized in the region.

This program gives local governments and other interested entities the opportunity to review and update boundaries for various geographies, including census tracts and block groups. The definition of these statistical areas determines how census data is presented geographically for the next 10 years.

NCTCOG will coordinate the review efforts for Census 2020 PSAP for all counties in the region and submit the updated geographies to the Census Bureau in late spring 2019.

For more information or to sign up as a participant, visit [www.nctcog.org/census2020psap](http://www.nctcog.org/census2020psap) or contact Kathy Yu at 817-608-2343 or [kyu@nctcog.org](mailto:kyu@nctcog.org).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$20 million**

The amount of the BUILD grant NCTCOG was awarded to assist with construction of the Alliance Texas/Haslet Accessibility Improvement Project.

# **PUBLIC** *Involvement*

## **North Texans can provide online input**

NCTCOG will pursue online comments on the proposed modifications to the FY2018 and FY2019 Unified Planning Work Programs (UPWP) for regional transportation planning.

Information will be posted at [www.nctcog.org/input](http://www.nctcog.org/input) January 14 through February 12. For printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

The UPWP provides an overview of transportation and air quality planning tasks to be implemented by the metropolitan planning organization.

Additionally, information is available about AirCheckTexas. To learn about how North Texans can apply for vehicle assistance through the program and what vehicles may be eligible for up to \$3,500, visit [www.airchecktexas.org](http://www.airchecktexas.org) or call 800-898-9103.

## **TEXRail poised to begin service Jan. 5**

Trinity Metro will introduce TEXRail commuter service to Dallas Fort Worth International Airport on January 5, marking the end of a long journey to secure direct rail service to the airport for Tarrant County.

And when passengers climb aboard, they will initially be able to ride for free. Trinity Metro has announced rides on the \$1 billion rail line will be free through January 31.

Beginning February 1, a one-way ticket on the 27-mile rail line will cost \$2.50, and a day pass will be \$5. The train will run from Fort Worth's Texas & Pacific Station to Terminal B at DFW Airport, rolling through north Fort Worth, North Richland Hills and Grapevine along its journey.

TEXRail will operate 365 days a year, with the first train leaving Fort Worth at 3:25 am. The first Fort Worth-bound train from DFW Airport will depart at 4:55 am. For more information, visit [www.ridetrinitymetro.org](http://www.ridetrinitymetro.org).

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Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.