

AGENDA

**Regional Transportation Council
Thursday, May 9, 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 April 11, 2019, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Gary Fickes, RTC Chair
Item Summary: Approval of the April 11, 2019, 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. Activation of Traffic Signal at Canyon Falls Drive and Highway 377
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will seek Regional Transportation Council (RTC) approval of funding for a project that will activate and enhance an existing traffic signal, with Union Pacific Railroad (UPRR) preemption, at the intersection of Canyon Falls Drive and Highway 377 in the Town of Flower Mound. As part of this action, staff also requests approval to administratively amend the Transportation Improvement Program and other planning/administrative documents as needed to incorporate this project.
Background: The Town of Flower Mound and Denton County have been working in partnership with UPRR to form an agreement to implement preemption at this roadway-rail crossing. The purpose of traffic signal preemption at roadway-rail intersections is to clear any vehicles from the intersection before the train arrives. The signal preemption will require multiple signal box installations and new wiring to tie into the traffic signal. The requested amount to complete this project is \$400,000 of Regional Toll Revenue-Denton County funds from the RTC plus a 20 percent match of \$100,000 from the Town of Flower Mound and Denton County for a total of \$500,000.

Performance Measure(s) Addressed:

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

2.2. **Endorsement of Transportation Development Credits for the Automated Vehicle 2.0 Program**

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval of the use of Transportation Development Credits in lieu of local match for local partners participating in the Automated Vehicle 2.0 (AV 2.0) Program.

Background: The AV 2.0 Program, approved by the RTC on October 11, 2018, consists of three elements:

- Planning: Provide planning assistance for cities that are planning ahead for the deployment of AVs in their community; \$1.5 million.
- Implementation Costs: Funding to help cities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; \$10 million.
- Regional Priority Projects: AV deployment projects supporting use cases/communities that have not attracted AV developer interest; \$20 million.

The RTC adopted Policy P18-01 with AV 2.0. It provides in relevant part that “all North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community.” Allowing use of TDCs in lieu of cash contributions by local communities advances that policy.

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 (RTC) Nominating Subcommittee Appointments (Vice Chair Andy Eads Will Present on Behalf of Chair Gary Fickes)
2. Recognition of Members Concluding Service on the RTC: Rob Franke, Mayor, City of Cedar Hill
3. North Central Texas Council of Governments First Floor Construction: August 8 RTC Meeting to be Cancelled, September 12 Meeting to be Held at the Irving Transportation Summit
4. 2019 Metropolitan Planning Organization Milestone Policy Update ([Electronic Item 3.1.1](#) and [Electronic Item 3.1.2](#))
5. High-Occupancy Vehicle Subsidy Report ([Electronic Item 3.2](#))
6. East/West Equity Update ([Electronic Item 3.3](#))

7. Status Report on Ozone ([Electronic Item 3.4](#))
8. Status Report on Volkswagen Settlement ([Electronic Item 3.5](#))
9. Voluntary Local Transportation Strategies in Dallas-Fort Worth ([Electronic Item 3.6](#))
10. Clean Air Action Day, June 21, 2019 (Handout)
11. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
12. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
13. April Public Meeting Minutes ([Electronic Item 3.7](#))
14. May Public Meeting Notice ([Electronic Item 3.8](#))
15. Public Comments Report ([Electronic Item 3.9](#))
16. Recent Correspondence ([Electronic Item 3.10](#))
17. Recent News Articles ([Electronic Item 3.11](#))
18. Recent Press Releases ([Electronic Item 3.12](#))
19. Transportation Partners Progress Reports

1:20 – 1:30

4. **Title VI Program 2019 Update**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will request the Council's approval of an update to the Title VI Program.

Background: As a primary recipient of Federal Transit Administration funding, the North Central Texas Council of Governments (NCTCOG) is required to have a Title VI Program. This program describes how NCTCOG implements nondiscrimination efforts related to Title VI of the Civil Rights Act and environmental justice. The program also describes how NCTCOG monitors subrecipients. This program must be updated every three years. For 2019, NCTCOG also is updating its Title VI Complaint Procedures, a component of the Title VI Program. The complaint procedures were also translated into Spanish. These changes necessitated a 45-day comment period because the complaint procedures are included in the Public Participation Plan, so this plan must also be updated. [Electronic Item 4.1](#) contains a presentation with background information. [Reference Item 4.2](#) is a draft resolution approving the Title VI Program 2019 Update. A draft of the North Central Texas Council of Governments Title VI Program 2019 Update is available at www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/Justice/Title-VI-Program-2019_draftforACTION.pdf. A draft of the Public Participation Plan for the Dallas-Fort Worth Metropolitan Area is available at www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PPP_Title-VI.pdf.

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **2020 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will brief the Council on the latest activities being undertaken and the plan going forward for the Regional 10-Year Plan Update and 2020 Unified Transportation Program (UTP). Regional Transportation Council (RTC) approval of the final project list will be requested. This item will be brought back to the RTC if further refinements are negotiated with the Texas Department of Transportation (TxDOT).

Background: In December 2016, the RTC approved a set of projects for Fiscal Year (FY) 2017-2026 funded with Category 2 (MPO selection) and Category 4 (TxDOT District selection) and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. In August 2018, the RTC approved an update to the Regional 10-Year Plan that primarily incorporated various project updates received to date. Since that time, North Central Texas Council of Governments staff has been coordinating regularly with the Texas Department of Transportation Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects as well as potential additions to the 10-Year Plan to be included in the 2020 UTP. In response to a January 31, 2019, deadline set forth by TxDOT, staff has drafted a list that includes these project updates, potential new candidate projects, and scores for each project. In addition, staff has drafted an additional list of projects that need initial funding to allow TxDOT to continue advancing preconstruction activities, including the acquisition of right-of-way.

[Electronic Item 5.1](#) contains the proposed list of projects.

[Electronic Item 5.2](#) includes additional information about the process, and [Electronic Item 5.3](#) contains additional details on the scoring methodology developed by staff.

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: Rebekah Hernandez, 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. Staff recently testified on high-speed rail bills and Senate Bill 1070.

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The

1st session of the 116th US Congress convened on January 3, 2019. President Trump recently met with Democratic leaders and agreed to set a \$2 trillion target for an infrastructure bill and will work on funding proposals. The 86th Texas Legislature convened on January 8, 2019. This item will allow staff to provide updates on key positions of the RTC 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. National Highway System Review

Action Possible Action Information Minutes: 10

Presenter: Berrien Barks, NCTCOG

Item Summary: Staff is currently in the process of updating the National Highway System (NHS). The Regional Transportation Council will be briefed on the potential implications this may have within the region. The timeline for this process and the steps that have been taken to ensure local-government involvement, including any comments from a recent Surface Transportation Technical Committee workshop, will also be presented.

Background: The NHS is a network of nationally significant roadways in the United States. The network supports the movement of people and goods between population centers, major military installations, and intermodal facilities. The North Central Texas Council of Governments is working through a collaborative process with the Texas Department of Transportation, the Federal Highway Administration, and local governments to perform a complete evaluation of the NHS for the first time since its inception in 1996.

Performance Measure(s) Addressed:

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

2:00 – 2:10

8. 2021-2024 Transportation Improvement Program Development

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Council on the 2021-2024 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings.

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area.

For regionally significant projects to proceed to implementation, they must be included in the TIP listings correctly. To this end, NCTCOG staff will meet with local partners to receive input and updates on all active projects. The data from these meetings will be assessed and organized into a draft project listing, which is financially constrained against the funding allocations to be identified in the Unified Transportation Program. Special attention will be placed on projects that are at risk of losing federal funds. Details on the 2021-2024 TIP development process, timeline, and focus areas are available in [Electronic Item 8](#).

Performance Measure(s) Addressed:

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

2:10 – 2:20

9. **Transit Studies Stakeholder Meetings**

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on upcoming stakeholder meetings related to various transit studies previously approved by the RTC to develop a comprehensive approach to planning and implementing transit services outside of transit authority service areas in portions of Collin, Dallas, and Tarrant Counties.

Background: Various elected officials and other interested parties from Collin, Dallas, and Tarrant Counties asked for assistance in 2018 with developing a comprehensive approach to planning and implementing transit services outside of transit authority service areas. The RTC approved \$2 million to fund several transit studies in those areas to consider: internal and regional connections, focus on strategic implementation, near-term implementation, increased transportation options, funding options, and private sector involvement. Dallas County is also interested in the movement of goods in addition to people. Consultants will be necessary, as well as coordination with the transportation authorities to ensure that the outcome is fair and equitable. Three different procurements will be initiated simultaneously with private-sector proposers able to submit on multiple requests.

As development of the Request for Proposals (RFP) begins, staff is requesting stakeholder input on the scopes to ensure each area is addressing the specific needs for that region. Staff will be conducting stakeholder meetings for each area beginning in late spring to gather more information and feedback on the scopes for each RFP. More information can be found in [Electronic Item 9](#).

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, June 13, 2019, at the North Central Texas Council of Governments.***

REGIONAL TRANSPORTATION COUNCIL
April 11, 2019

The Regional Transportation Council (RTC) met on Thursday, April 11, 2019, 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: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Ceason Clemens (representing Mohammed Bur), John F. Cordary (representing Loyl Bussell), Rickey D. Callahan, George Conley, David L. Cook, Theresa Daniel, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, Mojoy Haddad, Roger Harmon, J.J. Koch, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Scott Mahaffey, Curtistene McCowan (representing the Cities of Duncanville, Lancaster, Glenn Heights, Cedar Hill, and Hutchins), B. Adam McGough, William Meadows, Steve Mitchell, Cary Moon, Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: James Adkins, Angela Alcedo, Vickie Alexander, Nicholas Allen, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Brandi Bird, Beth Bone, Kate Boonzaler, David Boski, Danielle Boyd, Tanya Brooks, Bob Brown, John Brunk, Ian Bryant, Kristel Camareno, Mario Canizares, Jack Carr, Lorena Carrillo, Molly Carroll, Angie Carson, Derek Cheatham, Deanne Costa, Jerry Cotter, Hal Cranor, Clarence Daugherty, Inga Dedow, Brian Dell, Sam Dennehy, Cody Derrick, Edie Diaz, David Dryden, Chad Edwards, Barry Einsig, Sal Espino, Kevin Feldt, Brian Flood, Ann Foss, Maribel Gallardo, Leah Gamble, De'Onna Garner, Mary Gilman, Bob Golden, Kelli Gregory, Jena Hanson, Tony Hartzel, Dixie Hawthorne, Victor Henderson, Dylon Hernandez, Rebekah Hernandez, Robert Hinkle, Amy Hodges, Kristina Holcomb, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Amy Johnson, Joseph Johnson, Mike Johnson, Tom Johnson, Shannon Joski, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knipple, Stephen Knobbe, Dan Lamers, April Leger, Ramiro Lopez, Paul Luedtke, Stanford Lynch, Barbara Maley, Edith Marvin, Allysha Mason, Rich Matmiku, Steve McCullough, Christian Mendoza, Melissa Meyer, Mindy Mize, Collin Moffett, Cesar Molina, Michael Morris, Jeff Neal, Evan Newton, Jason Ney, Vanna Ngo, John Nguyen, Than Nguyen, Catherine Osborn, James C. Paris, Johan Petterson, John Polster, Lisa Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Royalyn Reid, Molly Rendon, Audrey Roder, Rylea Roderick, Tito Rodriguez, Mike Rogers, Kyle Roy, Greg Royster, Lisa Sack, Steve Salin, Devin Sanders, Lori Shelton, Walter Shumac, Randy Skinner, Joseph Slack, Daniel Snyder, Paul Stevens, Shannon Stevenson, Scott Stier, Vic Suhm, Gary Thomas, Christopher Tolar, Lauren Trimble, Dan Vedral, Caroline Waggoner, Mitzi Ward, Brendon Wheeler, Jared White, Amanda Wilson, Brian Wilson, Willis Winters, Ed Wueste, and Kate Zielke.

1. **Approval of March 14, 2019, Minutes:** The minutes of the March 14, 2019, meeting were approved as submitted in Reference Item 1. Andy Eads (M); Charles Emery (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Community College Partnership:** Regional Transportation Council approval to implement two new pilot projects related to students with Tarrant County College (TCC), the Arlington Independent School District (AISD), and the University of Texas at Arlington (UTA) was requested. Project A will provide Trinity Metro transit

passes for all TCC students and Project B will provide transit to the TCC Southeast campus, UTA, AISD, and nearby park-and-ride lots. More detailed information was provided in Electronic Item 2.1.

- 2.2 **Transportation Improvement Program Modifications:** 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 was requested. May 2019 revisions to the 2019-2022 TIP and February 2019 Modification 2019-0170 were provided as Electronic Item 2.2.1 and Electronic 2.2.2, respectively, 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.

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

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris reviewed items included in the Director of Transportation report. He discussed the Fort Worth to Dallas Regional Veloweb Trail and the meeting held earlier in the day with mayors from the Cities of Fort Worth, Arlington, Grand Prairie, Irving and Dallas who discussed the accomplishments and next steps for advancing the important regional project to completion that connects Dallas to Fort Worth through Grand Prairie, Irving, and Arlington. Mayors from the Cities of Dallas, Irving, Grand Prairie, and Arlington discussed the vision of the project, the economic development and ecotourism impacts, importance of green space for citizens, and their appreciation for the partnership of the agencies involved. Trinity Metro Chairman Scott Mahaffey discussed the upcoming departure of President/Chief Executive Officer Paul Ballard and his accomplishments at Trinity Metro. Mr. Ballard was unable to attend the meeting, but Chairman Mahaffey shared his appreciation for the support of the Regional Transportation Council (RTC) and other agencies within the region. Michael Morris discussed the Transportation and Stormwater Workshop held prior to the meeting at which North Central Texas Council of Governments (NCTCOG) staff presented upcoming efforts for a partnership initiative to incorporate stormwater infrastructure planning as a component of regional transportation planning. The basic intent of the effort is to incorporate a new approach to planning for stormwater infrastructure in order to prevent the flooding that occurs with continued population growth due to increased stormwater runoff volumes. The partnership will include staff from the Environment and Development Department, the United States Army Corps of Engineers, and other appropriate federal, State, and regional agencies. In addition, he noted that staff has begun briefing members of the congressional delegation and regional federal administrators and have been encouraged by their support. A map outlining the project area was provided in Electronic Item 3.1. He noted that members will be provided additional information in the future. He also noted the recent press releases on US 75 and the AirCheckTexas Program. He added that the AirCheckTexas Program will end in June. NCTCOG staff have worked with the legislative delegation and a bill has been introduced to reinstate a modernized version of the program focusing on air quality and transportation mobility. He reminded members of the recent Gentrification Study completed by staff and encouraged agencies to review the study as part of a comprehensive solution to transportation projects. An announcement for the upcoming Traffic Incident Management Executive Level Course was provided in Electronic Item 3.2. Air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle. In addition, information on upcoming Dallas-Fort Worth Clean

Cities events was provided at www.dfwcleancities.org/dfw-clean-cities-meetings. A flyer for the EarthX Transportation-Fleets Workshop scheduled for April 26, 2019, was provided in Electronic Item 3.3, and a 2019 ozone season status report was provided in Electronic Item 3.4. March public meeting minutes were provided in Electronic Item 3.5. An April public meeting notice was provided in Electronic Item 3.6, and Electronic Item 3.7 contained the current Public Comments Report. Recent correspondence was provided in Electronic Item 3.8, recent news articles in Electronic Item 3.9, and recent press releases in Electronic Item 3.10. Transportation partner progress reports were distributed at the meeting.

4. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs:** Brian Dell presented recommendations for projects proposed for funding through the Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Regional Air Quality and Management and Operations Funding Program. He noted that the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) consider extending existing and funding new Management and Operations and Regional Air Quality projects and programs every few years, with the last review completed in 2014 and 2015 for projects funded through Fiscal Year (FY) 2018. In many cases, sufficient carry over funds were available to allow projects to proceed through the end of FY2019, but in some cases Transportation Improvement Program (TIP) action was used to extend projects. The general purpose of the effort is to assign resources for various RTC priorities. In addition, it allows staff to respond to various planning and implementation requests and ensures that projects and programs can continue uninterrupted for the three-year period. The program also focuses on air quality initiatives implemented to meet air quality conformity requirements, which allows projects in the TIP and Mobility Plan the ability to proceed. Efforts generally include three project types: 1) regional/air quality (vanpool, clean air, traffic signal retiming, etc.), 2) management and operations (Mobility Assistance Patrol, transit operations, etc.), and 3) regional projects/programs (aviation, Freeway Incident Management, data collection, etc.). A summary of the proposed funding was highlighted, which includes approximately \$67.4 million in CMAQ, STBG, Regional Toll Revenue, and RTC Local funds for a total of three years. A portion of the requested funding will be used by North Central Texas Council of Governments staff and consultants to implement regional projects and programs with the balance being passed through to other agencies in the region. He noted that blue text indicated changes since last presented which include clarification of project scopes and TIP codes. The list of recommended projects for consideration was provided in Electronic Item 4.1, and details on the funding program were provided in Electronic Item 4.2. A timeline for the effort was reviewed. A motion was made to approve the proposed list of programs and projects to fund through the Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Regional Air Quality and Management and Operations Funding Program provided in Electronic Item 4.1. Action also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as necessary. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.
5. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy:** Michael Morris presented proposed Assessment Policy Program projects to be funded through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. Proposed projects provide an economic development component, with the Regional Transportation Council (RTC) to be repaid over time for at least of portion of its contribution through value capture

mechanisms. The locations of the six projects were highlighted. For the Ferguson Parkway-City of Anna project, staff proposed a grant for engineering funds. A proposal to fund construction will be brought back at a later date, and this proposal will include a repayment component. SH 360 in Grand Prairie is an innovative partnership to partially fund the southbound frontage road near the Riverside development as a grant with the remaining portion to be repaid using Tax Increment Financing. A map highlighting the IH 35W 3C area was highlighted and the implementation of four projects as a system was discussed. One of these projects is the Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway project, which received Better Utilizing Investments to Leverage Development (BUILD) Grant funding. Staff proposed the City of Haslet repay \$6.9 million to the RTC over a proposed 20-year period using a Tax Increment Reinvestment Zone, with the possibility of a TIF or other mechanism. The Butler Housing project is an effort to increase transportation accessibility to the Butler Housing area east of downtown Fort Worth. Residents are being integrated into Fort Worth neighborhoods and the property will be sold and improved by the private sector. Funding will be used for right-of-way acquisition and engineering. Staff will bring a proposal back at a later time for construction funding and this will include a repayment component. For the next project, the City of Dallas made a request to enlarge the area of the project formerly known as the Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms project and rename it as Dallas Priority Zone 1. The amount of funding being requested for this project has been increased since last month to meet planning requirements in addition to the engineering. Staff will continue to inventory projects to be included such as the Southern Gateway Deck Park, the Dallas Zoo, the 10th Street Historic District, Methodist Hospital district, the high-speed rail station, and the Dallas Streetcar. In addition, the City is interested in redevelopment zones further east and is prioritizing efforts in the area. The Lake Highlands Station land banking project has been added since the last RTC meeting and is a proposed partnership with the City and Dallas Area Rapid Transit using Regional Toll Revenue funds. There is potential developer interest in the community, and this effort will preserve the land for greater mixed-use densities around the rail station with funds to be reimbursed in the future. Details on the projects proposed for funding were provided in Electronic Item 5.1. Additional information on the funding program was provided in Electronic Item 5.2. Mr. Morris noted that blue text indicated changes since presented at the March RTC and Surface Transportation Technical Committee meetings. Lee M. Kleinman thanked staff for its work with the City of Dallas. He noted that within the City, the Council has directed staff to collaborate to drive its market value analysis that impacts housing, transportation, and economic development to bring up the value of the middle-class housing in the City of Dallas. Broadening the scope from the initial effort discussed at the March meeting will drive the housing plan. Rickey D. Callahan noted that he would be remiss as a representative of southeast Dallas if he did not remind the group that the southeast area of Dallas is locked out in terms of transportation in and out of the area. If jobs are ever to be developed in southeast Dallas County, of which his district is in the middle, he noted that formidable transportation modes must be found to get citizens in and out of the area. He noted that he has been a team player regarding programs and projects for areas throughout the Dallas-Fort Worth region, but that a stalemate remains in southeast Dallas. He added that it is patently unfair and embarrassing and urged the RTC to prioritize southeast Dallas County. Mr. Morris discussed the Priority Zone 1 area and a technical assistance request from the City of Dallas. He noted inside the boundary is an effort to extend Lamar and Riverfront to create direct access through thoroughfare streets and potential economic development over to IH 35E in downtown to give citizens in southeast Dallas an option to travel north. Other options potentially include modern thoroughfare streets with roundabouts or signal timing. He noted that work has been performed, traffic volumes have been introduced to the City, and that North Central Texas

Council of Governments staff is waiting for direction from the City. Mr. Callahan requested that the effort be prioritized. He added that he is appreciative of the work staff has done and noted the importance of northbound travel out of southeast Dallas. Mr. Morris noted that if the RTC approves the item, the City would have access to engineering funds to potentially look at next steps, assuming it meets the other requirements set forth by Dallas. A motion was made to approve the proposed list of projects in Electronic Item 5.1 to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Assessment Policy Program. Action also included approval for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Theresa Daniel (M); Scott Mahaffey (S). The motion passed unanimously.

6. **Approval of Funding for Red River Navigation System Feasibility Study:** Michael Morris presented information regarding the Red River Navigation System feasibility study being discussed by the Texas Legislature. In July 2014, the Regional Transportation Council (RTC) was briefed on a potential partnership project to extend the navigable waters of the Red River from Denison, Texas to the Gulf of Mexico. This is of interest to the RTC, who may wish to be part of the planning process due to the potential logistics changes for goods movement. Mr. Morris noted that a bill has come out of the House Committee and is on the local consent calendar. In addition, the bill has been introduced in the Senate. Staff proposed \$500,000 for the effort contingent on Texas Legislature approval of the feasibility study. This would allow for staff to participate in the planning process. Duncan Webb asked what type of funds would be used for the effort. Mr. Morris noted that the \$500,000 would potentially be Surface Transportation Block Grant Program (STBG), Regional Toll Revenue (RTR), or RTC Local funds depending on the eligibility of STBG funds. Lee M. Kleinman noted that he understood RTR funds to be specifically for system development of roadways and that funds should not be used on waterways. Mr. Morris noted that for the purpose of the meeting, STBG funds are proposed and that staff will confirm federal eligibility of the funds for this purpose. If ineligible, RTC Local funds would be used. Curtistene McCowan asked if there was an opportunity that some of the funds could be reimbursed. Mr. Morris clarified that the revenues are not to provide funding assistance, but to allow the RTC to participate in the planning process because of the potential impact to the region. A motion was made to approve \$500,000 for a Red River Navigation System feasibility study contingent on support of the project by the Texas Legislature. Curtistene McCowan (M); Steve Mitchell (S). Andy Eads was opposed. The motion passed.
7. **Legislative Update:** Rebekah Hernandez provided a brief overview of federal legislative items. She noted that the Fiscal Year (FY) 2020 appropriations process continues and that Transportation Secretary Elaine Chao recently testified on the United States Department of Transportation budget request to the Senate Appropriations Subcommittee on Transportation. During the hearing, senators' questions mainly centered on the Administration's proposed cuts to Amtrak and the need for a surface transportation bill. In addition, Representative Collin Allred from the region was named Vice Chair of the House Subcommittee on Railroads, Pipelines, and Hazardous Materials. Also, Nicole Nason was confirmed as Administrator of the Federal Highway Administration. Ms. Hernandez also provided an update for the Texas Legislature. Upcoming deadlines occurring over the next few weeks were highlighted, with the last day of the current legislative session on May 27. She noted that overall, little action occurring related to the Regional Transportation Council (RTC) Legislative Program. Regarding the State budget, both the House and Senate have approved their committee substitute versions of HB 1. The House Committee substitute bill

totals \$251 billion and includes \$31.1 billion for the Texas Department of Transportation (TxDOT). In addition, there is another \$250 million from the rainy day fund that would fund a transportation infrastructure fund for oil and gas producing counties only. The Senate Committee substitute bill totals \$248 billion and includes the same \$31.1 billion for TxDOT. In addition, the Senate version includes a high-speed rail rider that would prohibit TxDOT from coordinating right-of-way access until there is a final court ruling on eminent domain authority. She noted that the RTC Legislative Program does support a high-speed rail project and that a letter has been sent to the legislative delegation providing support for the project. Related to air quality in the budget, funding is included for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program (LIRAP) and Local Initiative Projects Program (LIP) in the House version. For the Texas Emissions Reduction Plan (TERP), equal funding is included in both bills. Ms. Hernandez also highlighted other actions. She noted that during a recent House Transportation Committee hearing many of the high-speed rail and toll bills were sent to new subcommittees on tolling and high-speed rail. However, these subcommittee have not met, and no news has been provided regarding upcoming meetings. Bill topics of interest with action were also highlighted and included a bill that would extend the fees and transfer mechanism for TERP which has passed out of the full Senate. No action has occurred on the AirCheckTexas bill but conversations continue with Senator Watson and the Governor's office. Finally, related to transportation revenue, Senator Nichols has a bill related to the Proposition 1 expiration date. The bill is currently on the Senate intent calendar.

Ken Kirkpatrick provided members an update on a Attorney General opinion request by two State senators, distributed at the meeting in Reference Item 7. The issue is regarding the North Tarrant Express transportation project and requests the Attorney General's opinion on whether the Texas Department of Transportation (TxDOT) has the authority to issue a change order to its current facility agreement. The question has been raised because general Comprehensive Development Authority expired in August 2017. NCTCOG understood and confirmed with TxDOT's Office of General Council that the Attorney General had already weighed in on TxDOT's change order process earlier in the year. NCTCOG staff believes this question has already been answered. The Attorney General previously advised TxDOT that it could use, and the TTC later approved the use of, private activity bonds for IH 35W 3C. No action was requested for this item.

8. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Michael Morris presented information on the update to the Regional 10-Year Plan, as well as information regarding the 2020 Unified Transportation Program (UTP). He provided an overview of the effort to partner with the Texas Transportation Commission (TTC) for implementation of the projects originally selected to be funded with Category 12, noting that a small portion of the original Category 12 allocation remains unfunded. The Regional 10-Year Plan is a requirement of House Bill 20 and includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. Each year, as one year of projects goes to construction, the next year of revenue is included and projects are primarily added to the 10th year. The first Regional 10-Year Plan was approved in December 2016. In August 2017, the plan was updated to ensure that Proposition 1 projects remained fully funded and that the LBJ East project could proceed, and in August 2018 the plan was updated in conjunction with the development of the 2019 UTP. Since that time, the Texas Department of Transportation (TxDOT) has begun development of the 2020 UTP. North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT districts and has developed a preliminary project listing that includes project revisions and potential new projects. All projects have been

scored to identify need and other considerations, and details of the project scoring methodology was provided in Electronic Item 8.3. Overall, the scores are the result of a combination of project need and readiness. Projects proposed for the update were classified into five groups: 1) projects approved by the Regional Transportation Council (RTC) that have also been approved in the UTP, 2A) projects approved by the RTC that have not been approved in the UTP, 2B) projects that are being proposed for the first time for RTC approval, 3) proposed projects that need funding to advance preconstruction activities such as right-of-way acquisition, and 4) projects proposed to be removed from the 10-year Plan project list, funded with other sources, or are future candidates for funding. Regarding corridor preservation, the Texas Department of Transportation has requested that a portion of the funding be added on corridors that may be added to the 10-Year Plan in order for TxDOT to be permitted to begin right-of-way activities. This option has been discussed with all three TxDOT districts in the region. Members were asked to review their entities' projects prior to the request for action. Mr. Morris noted that the majority of changes are updates to cost estimates. Some are a result of clear indication that Category 12 funds will not be used for a specific project, in which cases the revenue source has been updated so that the projects remain funded. The timeline for this effort was reviewed with action proposed for the May RTC meeting. The proposed list of projects was provided in Electronic Item 8.1. Additional information about this process and the proposed next steps related to the Regional 10-Year Plan were provided in Electronic Item 8.2.

9. **Mobility 2045 Update:** Kevin Feldt provided an update on progress made towards the implementation of projects and programs in Mobility 2045, approved by the Regional Transportation Council (RTC) in June 2018. Initiatives approved since last year include the Clean Fleets North Texas Call for Projects, emergency funding for Span, performance measures and targets, and applications submitted for the Infrastructure for Rebuilding America Grant funding. He also highlighted initiatives addressing the 2019 emphasis areas. Related to high-speed rail engineering and planning, the Fort Worth to Laredo study has been initiated and procurement has begun on the Dallas to Fort Worth high-speed rail corridor. Transit engineering and planning initiatives include the Cotton Belt and D2 projects, as well as the Midtown Automated Transportation Study and the Community College Partnership pilot program. Related to tolled facilities, the LBJ East project continues to advance and technology efforts include advances on US 75. In addition, initial work has begun on the downtown Dallas Priority Zone 1 and the Oak Farms Dairy transportation initiatives. Mr. Feldt also noted ongoing construction activities underway on SH 360, the Southern Gateway project, the Fort Worth to Dallas trail, and various city Veloweb trail projects. Completed initiatives include the Wise County Transportation Study, the Butler Housing Transportation Study, the North Central Texas Council of Governments Gentrification Report, and the opening of TEXRail. Other project development activities from the Veloweb trail perspective include efforts along the Cotton Belt, IH 35, Trinity Railway Express double tracking, and a stacked rail concept between Fort Worth and Cleburne. Major roadway development activities were also highlighted, as well as areas where continued work is needed. Mr. Feldt noted staff will continue efforts to implement projects and programs contained in Mobility 2045.
10. **Title VI Program May 2019 Update:** Ken Kirkpatrick provided an overview of the 2019 update to the North Central Texas Council of Governments (NCTCOG) Transportation Department Title VI Program. Title VI prohibits discrimination on the basis of race, color, and national origin. Various other statutes prohibit discrimination on the basis of religion, sex, age, or disability. An additional companion item is environmental justice, which is an administrative directive to federal agencies requiring consideration of the impact on low

income and minority populations. NCTCOG implements environmental justice efforts seamlessly into the transportation planning process in all day-to-day activities and by including an environmental justice analysis in each Metropolitan Transportation Plan. Extensive public involvement is conducted to a variety of groups, nondiscrimination efforts are included in call for projects, and NCTCOG maintains a Disadvantaged Business Enterprise program. In addition, the Transportation Department has a Title VI specialist that provides training to staff. Department staff also participates in compliance reviews and audits, as well as monitors legislation and regulations to ensure compliance. Mr. Kirkpatrick noted that a copy of the draft NCTCOG Title VI Program 2019 Update is available at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Draft.pdf. Requirements for the Title VI Program were provided in Electronic Item 10 and the Metropolitan Planning Organization-specific requirements were highlighted including planning for mobility needs of minority populations, State and federal funding for public transportation projects, and analysis of transportation system improvements. The Title VI Program describes how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients, which is required for direct and primary recipients of Federal Transit Administration funding. The program is required to be updated every three years, and the most recent update of the Title VI Program was 2016. Mr. Kirkpatrick noted that the current update includes updated complaint procedures, which have also been translated into Spanish. The document also lists any transit-related Title VI investigations, complaints and lawsuits. He added that no formal complaints have been received by NCTCOG. One comment was received by a partner agency and a second complaint was received and resolved by a subrecipient, which is reflected in the updated document. Updates to the Public Participation Plan focus on unique ways to inform the public. In addition, analysis of the impacts to minority populations of transportation system funding decisions in the Mobility Plan are conducted. He noted that one area of focus is how subrecipients are monitored for compliance with Title VI and other federal requirements. The schedule for this effort was reviewed, which includes a public involvement period that closed on April 3. He noted that no public comments have been received. The updated Title VI Program will be presented for action at the May Regional Transportation Council meeting. Upon approval, the final document will be submitted to the Federal Transit Administration by June 1.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** Michael Morris noted that additional information regarding the Transportation/Stormwater partnership will be provided to the Regional Transportation Council in the future.
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, May 9, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.

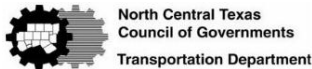
**10-YEAR MILESTONE POLICY:
Spring 2019 Update**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	FUNDING CATEGORY	2016 COMMENTS	2016 RECOMMENDATION	2018 PROJECT STATUS/RECOMMENDATION	2019 PROJECT STATUS
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	CMAQ; TXDOT PE	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET OF MARCH 2019	PROJECT LET APRIL 2019
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	CMAQ; TXDOT PE	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET OF MARCH 2019	PROJECT LET APRIL 2019
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	CMAQ; TXDOT PE	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET OF MARCH 2019	PROJECT LET APRIL 2019
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217.2	DENTON	DENTON	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	STP-MM; RTR	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET DATE OF JULY - NOVEMBER 2019	PROJECT PARTIALLY LET MARCH 2019; PROJECT IS BEING IMPLEMENTED IN PHASES; REMAINING PORTIONS OF THE PROJECT TO BE LET IN OCTOBER 2019
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD	RTR; LOCAL		CONFIRM FUNDING IN FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET DATE OF SPRING 2019	ESTIMATED LET DATE OF MAY 2019

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY UPDATE

Regional Transportation Council

May 9, 2019



Background

- The Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015.
- Staff identified projects that were funded 10 or more years prior to the policy being approved and had not gone to construction.
- New estimated start dates for projects to go to construction by were established by each implementing agency.
- In April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects (i.e., A project with an estimated start date of June 2017 (FY 2017) would have until the end of FY 2018 to start construction).
- The policy stipulates that if a project does not go to construction by the established deadline, the project's funding will be removed.

Fall 2018 Update

- Staff provided an update on all Milestone projects to the Surface Transportation Technical Committee (STTC) at the October 2018 meeting.
- Five projects did not meet the letting deadline of FY 2018.
- STTC recommended to the RTC that the projects receive an extension until December 2019 and requested that staff provide a status update on the projects in the future.
- The RTC approved this recommendation at its November 2018 meeting.
- If the projects do not meet the new deadline, funding will be removed.

Project Status Update

Agency	Facility/Limits	Scope	Let Date
Dallas County	Camp Wisdom Road from Carrier Parkway to FM 1382	Widen 2 to 4 lane divided	May 2019 (Estimated)
TxDOT Dallas	Northwest Highway (Spur 244) at Jupiter	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	Northwest Highway (Spur 244) at Plano Road	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	SH 78 from IH 635 to Forest Lane	Traffic signals and intersection improvements	April 2019 (Actual)
City of Denton	McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288	Widen 2 lane roadway to 4 lane divided urban	March 2019 (Actual – Partial) ¹

1: Project is being let in phases; Remaining portions of the project to be let in October 2019

Next Steps

- Continue monitoring the progress of these projects as well as those that must let prior to the end of FY 2019.
- Initiate a review of projects to determine the next group of Milestone projects.

Questions?

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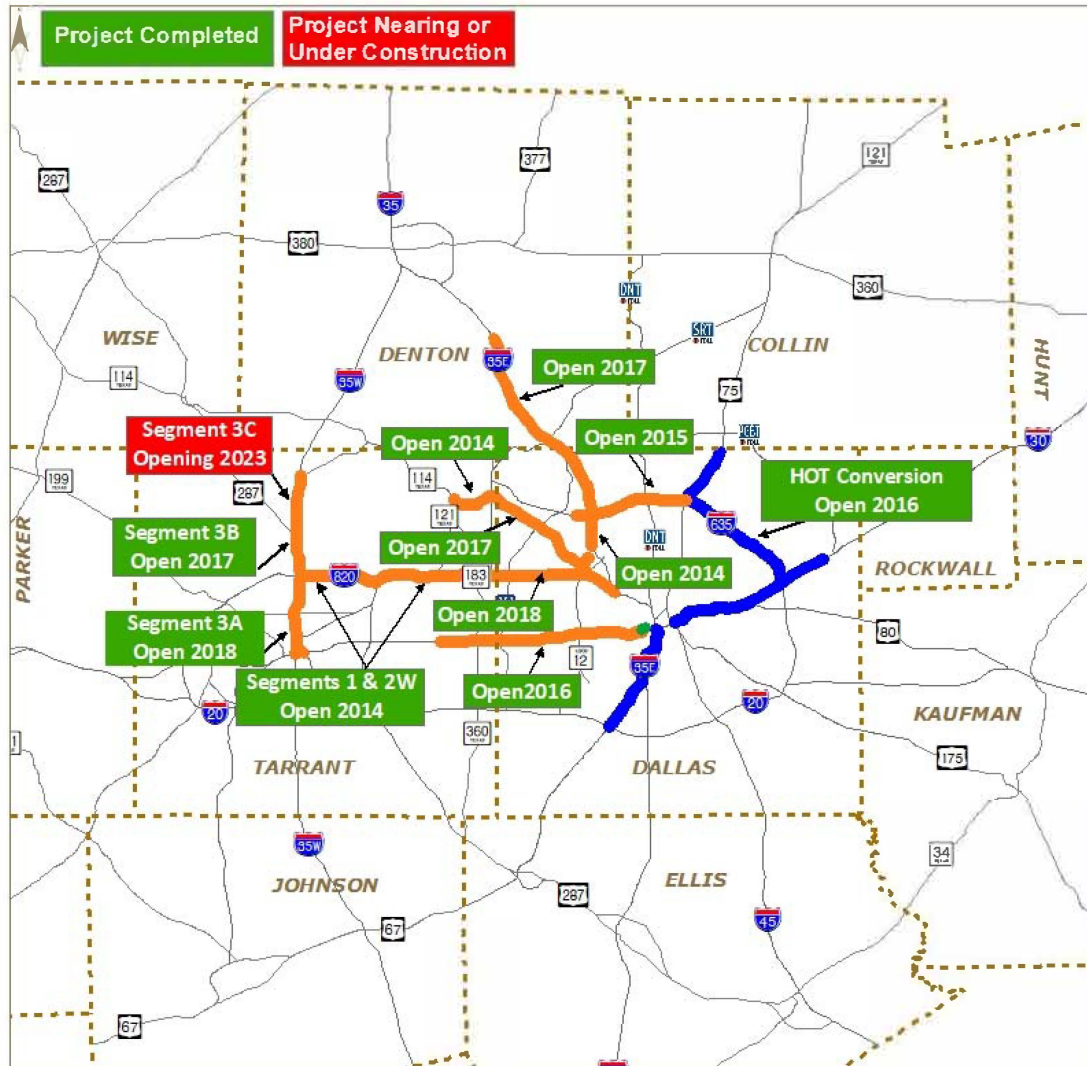
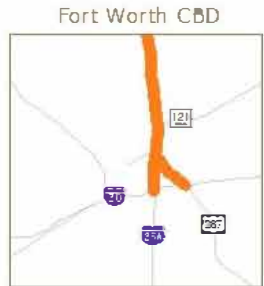
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Near Term Managed Lane System Openings

Current Express/HOV + New Managed Lanes

- Current Express/HOV Lanes
- New TEXpress Managed Lanes
- Transitional High - Occupancy Vehicle Lane
- Major Roadways



February 7, 2019

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – January 2019

How much HOV 2+ Subsidy has the RTC been responsible for?

\$3,498,103 as of January 2019

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 7,277 from October 2014 – January 2019

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – January 2019

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> SH 183/121 from IH 35W to SH 121 IH 35W from IH 30 to US 287 	\$1,420,726	Negligible	0
LBJ Express <ul style="list-style-type: none"> IH 635 from Preston Road to Greenville Avenue IH 35E from Loop 12 to IH 635 	\$2,077,377	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0

Overview of Actions Affecting Eastern/Western Funding Shares

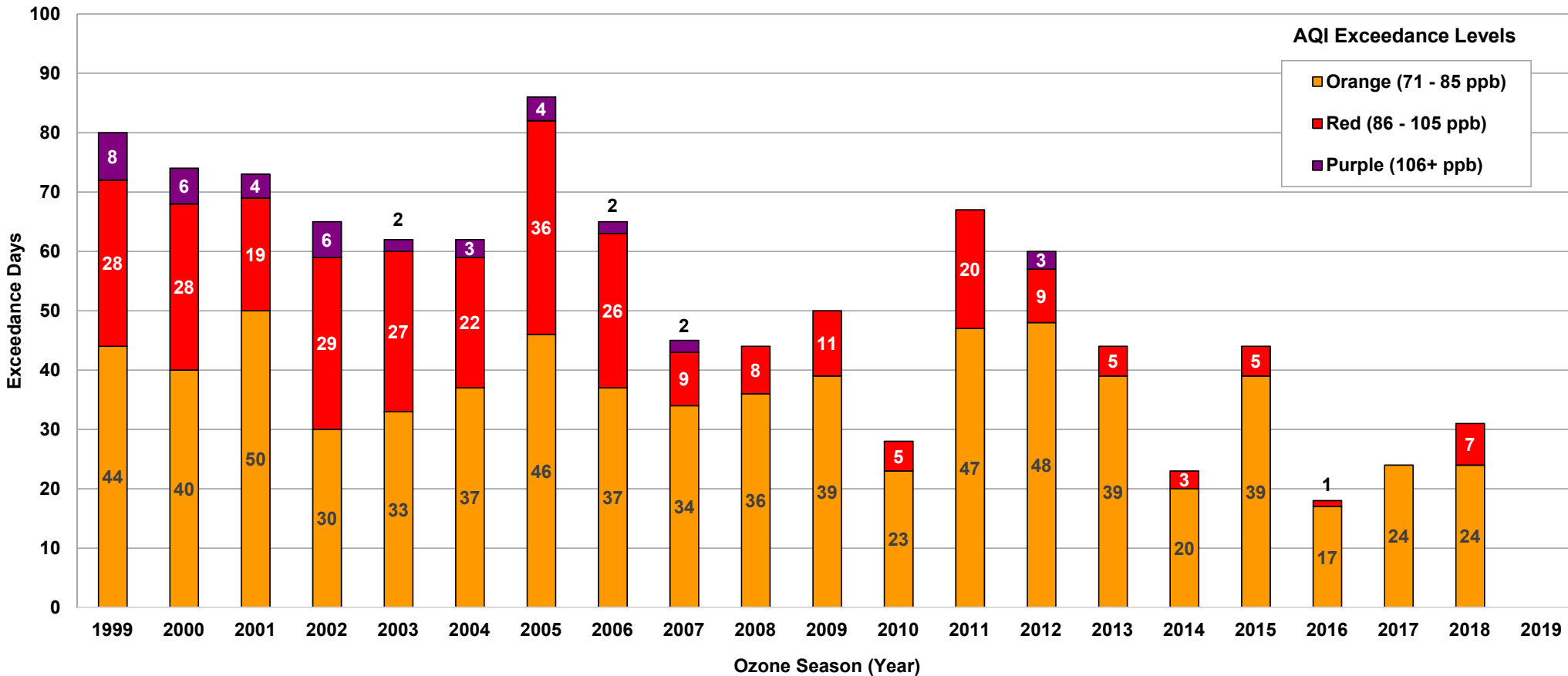
(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Updated FAST Act Equity Percentage Share as of March 2019				30.64%	69.36%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,076.54	\$2,436.60
Cumulative Percentage Shares	30.64%	69.36%
RTC Approved Target Shares	32%	68%

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of May 1, 2019)

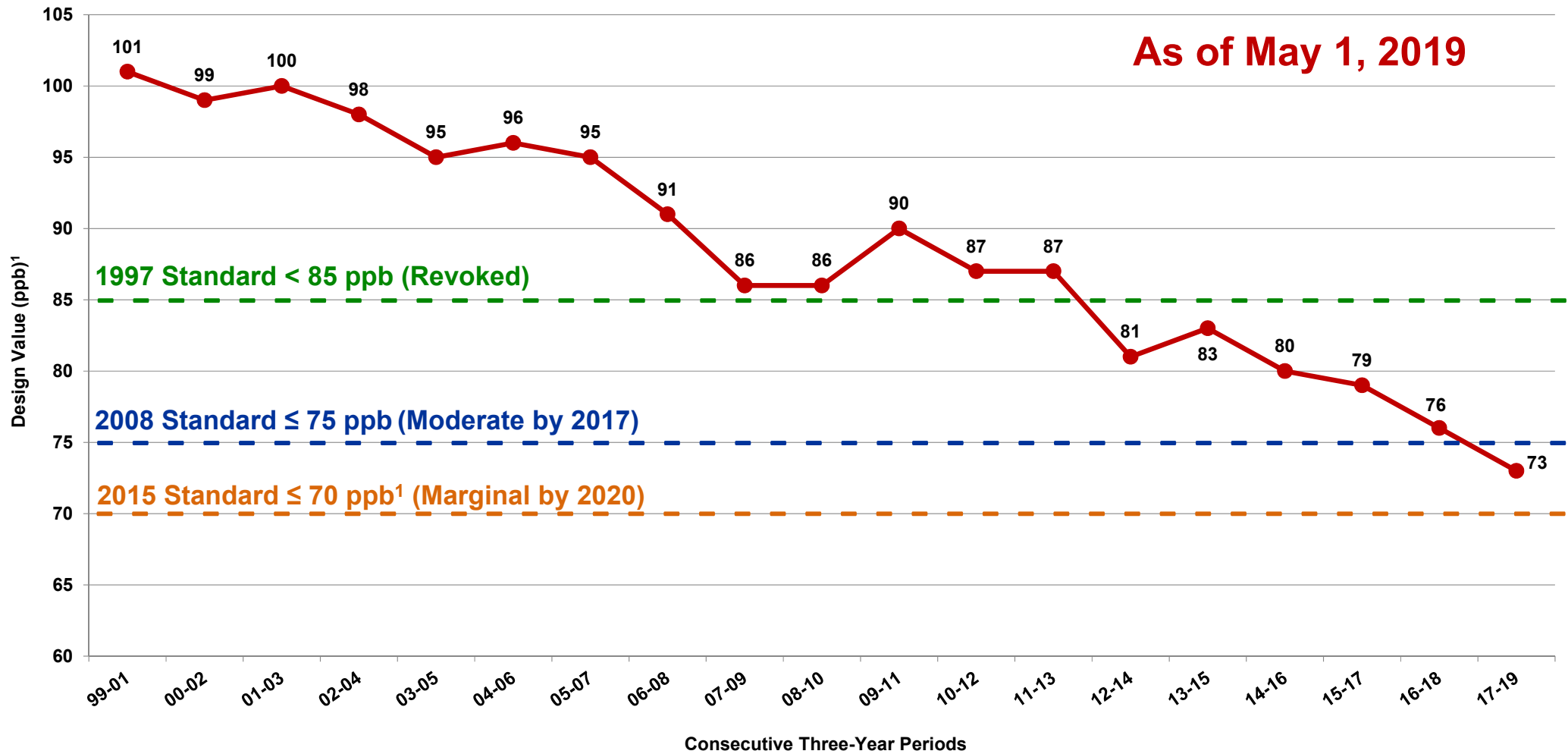


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of May 1, 2019



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

For More Information

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Air Quality Funding Update

Volkswagen Webinar May 7 and Workshop May 16

The Texas Volkswagen Environmental Mitigation Program (TxVEMP) is gearing up for the first round of funding for projects to replace or repower school buses, transit buses, and shuttle buses with a webinar and a series of application workshops. Grants will be awarded on a first-come, first-served basis.

Eligible Vehicles

An eligible vehicle must be powered by a diesel engine and may be replaced or repowered with a new all-electric, diesel, or alternative fuel vehicle or engine.

- Eligible school buses include a bus with a Gross Vehicle Weight Rating (GVWR) of 14,001 pounds or greater and which is intended to carry students to and from school and related events.
- Eligible transit and shuttle buses include a bus with a GVWR of 14,001 pounds or greater and which carry passengers on routes within a city or defined regional area.

Webinar

Tuesday, May 7, 2019, at 2 PM

To RSVP, send an email to VWsettle@tceq.texas.gov

Workshop at NCTCOG Offices

Thursday, May 16, 2019, at 2 PM

Transportation Council Room in CenterPoint II at 616 Six Flags Drive, Arlington, Texas 76011.

For the full workshop schedule, visit www.TexasVWFund.org. The workshop schedule can be found on the "Meetings and Notices" tab.

For more information on current funding opportunities, please visit www.nctcog.org/aqfunding.



North Central Texas Council Of Governments

April 12, 2019

Ms. Kathy Singleton
Dallas-Fort Worth State Implementation Project Manager, Air Quality Division
Texas Commission on Environmental Quality
PO Box 13087, MC 165
Austin, TX 78711-3087

Re: Appendix H: Local Initiatives Submitted by the North Central Texas Council of Governments

Dear Ms. Singleton:

In response to the Texas Commission on Environmental Quality's (TCEQ) request for local initiatives, the North Central Texas Council of Governments (NCTCOG) is submitting a summary of voluntary local transportation strategies in the Dallas-Fort Worth (DFW) area expected to be implemented by 2020. These include a variety of projects, programs, partnerships, and policies that provide air quality benefits to the on-road mobile source sector.

NCTCOG appreciates the opportunity to submit the local initiatives to the TCEQ for consideration in the development of the upcoming State Implementation Plan (SIP). We look forward to working with the TCEQ as the initiatives are evaluated. If you have any questions, or need further information, please contact me at 817-608-2342 or by email at jnarvaez@nctcog.org.

Sincerely,

Jenny Narvaez
Program Manager

JN:kw
Enclosure

Appendix H: Local Initiatives Submitted by the North Central Texas Council of Governments

The **North Central Texas Council of Governments (NCTCOG)** has an assortment of locally implemented strategies in the Dallas-Fort Worth (DFW) area including projects, programs, partnerships, and policies. These programs are expected to be implemented in the 10-county nonattainment area by 2020. Due to the continued progress of these measures, additional air quality benefits will be gained and will further reduce precursors to ground-level ozone formation. The following is a summary of each strategy:

- **Air Quality Public Education and Communication**

As policies, projects, and programs are implemented to fulfill obligations required under the variety of air quality mandates such as the Federal Clean Air Act, National Ambient Air Quality Standards, State Implementation Plan, etc., communication efforts are strategically created and implemented to educate and inform the region on current air quality levels, associated impacts, funding opportunities, and new programs and/or policies.

NCTCOG continues to promote air quality awareness throughout the North Texas region through campaigns such as **Air North Texas**. This campaign strives to create a unified message and brand related to air quality with regional partners. The campaign teaches local governments and the general public about health impacts of emissions and encourages the use of voluntary measures that help reduce emissions, including but not limited to, vehicle maintenance, combining errands, ridesharing, reducing idling and promoting existing NCTCOG emission reduction programs, like **TryParkingIt.com**, **Engine Off North Texas**, and **Regional Smoking Vehicle Program (RSVP)**.

To help guide direction, an Air North Texas coalition was created in 2007. Air pollution alerts and *Clean Air Corner*, a monthly blog with sustainable clean air tips, are sent to those participating in the campaign. The Air North Texas campaign website will offer information on air quality programs and facts, resources, and educational and advertising resources for partners. The campaign may also include participation in community events around North Texas, radio and television public service announcements, paid advertising, social media, resources for children, and an awareness day in June called Clean Air Action Day.

Clean Air Action Day encourages North Texans to implement clean air strategies. The goal is for residents to incorporate easy lifestyle changes into their daily lives or, at the very least, during ozone season. Air North Texas and its partners continue to educate the business community on how to reduce their impact on air quality through their practices and operations.

- **Bicycle/Pedestrian Projects**

Projects to create and/or enhance bicycle/pedestrian pathways, sidewalks, and on-street bikeways throughout the region; extending and completing the region's roadway and passenger rail transit network to link individuals to alternative methods of transportation other than driving a vehicle. By doing so, the automobile emissions that would otherwise be released from the automobile are removed completely. In the North Central Texas region, the Regional Veloweb and Community Paths are designed for use by bicyclists, pedestrians, and other non-motorized forms of active transportation. In addition to these, on-street bikeways also serve as another form of active transportation. In accounting for existing and future projects, NCTCOG has identified 1,883 miles of regional veloweb; 2,959 miles of community paths; and 2,113 miles of on-street bikeway projects serving the 10-county nonattainment area.

- **Clean Construction Demonstration Project**

NCTCOG has drafted a model Clean Construction Specification that can be used to establish emissions-based requirements for equipment in use on certain projects. The specification requires certain operational practices such as limits on idling, and stipulates that equipment meet specific emissions standards. This template language has been added to the NCTCOG **Public Works Construction Standards North Central Texas, Fifth Edition**, as Item 110, Air Quality Requirement for Equipment. These construction standards were approved by the NCTCOG Executive Board in October 2017 and are widely used by NCTCOG local governments as a starting point for local government construction contracts. NCTCOG will encourage local governments to integrate this language in new construction.

- **Dallas-Fort Worth Clean Cities**

Through the **Dallas-Fort Worth Clean Cities Coalition (DFWCC)**, NCTCOG provides outreach, education, training, and technical assistance about ways to improve efficiency of vehicle operations. The efficiencies include use of alternative fuel vehicles, idle reduction technologies, fuel economy strategies, and other operational efficiencies which can reduce fleet emissions, conserve fuel, and lower operating costs. Fleet operations is the primary focus of DFWCC activities, though some general consumer engagement is also integrated through the **Electric Vehicles North Texas (EVNT)** program. Activities include maintenance of a website at www.dfwcleancities.org, development of region-specific newsletter and outreach/educational materials, and integration of national resources from the Department of Energy and national lab partners; participation and presentations at community, environmental, and fleet-oriented events; DFWCC-hosted face-to-face meetings, webinars, workshops/events, and trainings; and customized or one-on-one technical assistance to fleets. Through this work, NCTCOG is facilitating transition to cleaner-burning fuels that produce fewer ozone-forming pollutants. An Annual Report to the Department of Energy documents the use of these fuels and other clean vehicle technologies throughout the DFW area. The emissions reductions achieved through this program are above and beyond those reflected in emissions inventories because current modeling estimates all vehicle emissions based on gasoline or diesel fuel types and does not reflect the reduced emissions achieved through use of idle reduction technologies, hybrid vehicles, or vehicles powered by natural gas, propane, electric fuel.

- **Clean Fleet Policy**

The **Regional Transportation Council (RTC)** approved a Clean Fleet Policy in December 2014 which sets guidelines for efficient fleet operations. The policy calls for emissions reductions, fuel conservation, partnership with NCTCOG and the Dallas-Fort Worth Clean Cities Coalition (DFWCC), and driver/operator education. Policy elements also include a requirement to adopt an idle reduction policy or standard operating procedure. As of July 2018, 68 entities have adopted the revised policy. NCTCOG will continue to promote adoption of the updated policy across the region, as well as continue to include the policy as either an eligibility criterion or evaluation measure in various funding programs.

- **Electric Vehicles North Texas**

Through the **Electric Vehicles North Texas (EVNT)** program, NCTCOG coordinates efforts to increase awareness and adoption of electric vehicles (EVs) and promote local government initiatives that facilitate EV adoption [e.g. supporting installation of electric vehicle supply equipment (EVSE)]. Stakeholders include a variety of interests, including utility companies, fleets, local businesses, EV manufacturers, infrastructure producers, and interest groups. Through the early work of this initiative, the DFW area was a target market for early deployment of EVSE and now has a robust infrastructure of over 300 public-access recharging facilities. Moreover, the Federal Highway Administration has designated every major interstate that passes through the DFW area as, including US 75, either EV-ready or EV-pending due to the amount of infrastructure already available. Over 8,000 EVs were registered in the DFW area as of March 2018, and the number of registered EVs is expected to continue to steadily climb. These vehicles achieve real-world emissions reductions as compared to the on-road emissions inventory because currently, all vehicles are

modeled as either gasoline or diesel, based upon Texas Department of Motor Vehicle registration data. This means that the current on-road emissions inventory does not reflect the market penetration of zero-emission vehicles. NCTCOG will continue to work toward increased adoption of EVs, including development of consumer awareness materials and outreach, fostering of partnerships and education with vehicle dealers, promotion of workplace charging, guidance on local government policies that can impact EV market penetration, and support for fleets' transition to EVs.

- **Congestion Management Process**

The **Congestion Management Process (CMP)** provides for the effective management of new and existing transportation facilities through development and implementation of operational and travel demand management strategies, and by providing information to decision makers on system performance and the effectiveness of implemented strategies. Although major capital investments are still needed to meet the growing travel demand, the CMP also develops lower cost strategies that complement capital investment recommendations. The result is more efficient and effective transportation systems, increased mobility, and a leveraging of resources.

- **Engine Off North Texas**

The **Engine Off North Texas Program** is designed to reduce emissions by reducing vehicle idling. Efforts focus on improving public awareness of idle-reduction technologies, regulatory options, and campaign strategies organizations can use to reduce idling from various vehicle types. As part of this program, NCTCOG educates local governments of the State Idling Rule (TAC 114.512). To date, 30 entities (4 counties and 26 municipalities) have adopted Locally Enforced Idling Restrictions and signed a memorandum of agreement with the **Texas Commission on Environmental Quality (TCEQ)** to enforce this rule at the local level, covering over 50 percent of the region (by population). NCTCOG will continue to promote adoption, education, and enforcement of idling restrictions throughout the region, along with broader idle-reduction strategies.

- **Freeway and Arterial Bottleneck Removal**

Bottleneck removal strategies are low cost, quickly implementable solutions to improve locations of isolated congestion. These types of strategies include adding travel lanes, restriping merging or diverging areas, reducing lane or shoulder widths to add a travel and/or auxiliary lane, providing bypass routes, modifying weave patterns, metering or closing entrance ramps, improving traffic signal timing on arterials, and implementing high occupancy vehicle or managed lanes. Regional transportation providers coordinate with local governments in the identification and mitigation of bottlenecks. Corridor studies and sub-regional traffic management teams are forums to identify potential bottleneck locations and recommendations for improvements.

- **Grade Separation Projects**

Idling time that would otherwise be created by intersection blockage is eliminated by separating a road or railroad track from a crossroad. With this elimination of idling, grade separations increase the efficiency of traffic flow, thereby improving travel time and minimizing delay. Thus, vehicle emissions and fuel consumption are reduced. In accounting for existing and future projects, NCTCOG has identified 98 locations in the 10-county nonattainment area. Since these projects are included in the DFW regional travel model, benefits from these projects are already accounted for in the on-road mobile source emission inventories.

- **High-Emitting Vehicle Program**

The **High-Emitting Vehicle Program (HEVP)** conducts regional programs to reduce emissions from on-road mobile sources. These initiatives focus on public awareness and enforcement of emissions standards. Identifying high-emitting vehicles and encouraging drivers to address emissions problems that may develop in the period between annual emissions inspections helps the highest polluting vehicles be repaired or replaced sooner. The following list outlines specific programs/projects under the HEVP umbrella program:

- *North Texas Car Care Clinics*

To aid motorists in understanding the basics of how to care for a car, in 2013, NCTCOG began partnering with automotive repair shops throughout the North Central Texas region to host free **Car Care Clinics**. NCTCOG is particularly focused on working with repair facilities to help address check engine light issues and assist motorists in identifying the cause. Vehicles with check engine lights illuminated have malfunctioning emissions control systems, so targeting these vehicles for diagnosis and repair leads to greater air quality benefits for the region. As part of this effort, NCTCOG developed marketing and outreach materials for participating facilities and promoted the clinics through various outreach events and publications.

- *Regional Emissions Enforcement Program*

The **Regional Emissions Enforcement Program (REEP)** was developed to help identify and remove high-emitting vehicles from roadways with counterfeit, expired, fictitious, fraudulent, improper state emissions inspections. REEP takes a four-pronged approach including: conducting covert operations on state vehicle emissions inspection stations to identify and prosecute inspectors performing improper inspections, finding and prosecuting dealers and manufacturers of fictitious or counterfeit vehicle inspection reports, investigating and pursuing civil litigation against car dealers selling improperly inspected vehicles, and on-road emissions enforcement of vehicles traveling in our region. Also, as part of this collaborative effort, NCTCOG developed the **NCTCOG Emissions Database (NED)** in coordination with the Texas Commission on Environmental Quality (TCEQ) and the Texas DPS to allow law enforcement 24/7 access to emissions inspection data to aid in the enforcement of the State I/M Program. This program has been highly utilized and has become a valuable tool to law enforcement in their efforts to build a case against stations performing illegal activity related to vehicles emissions testing. REEP training will be enhanced to include other enforcement-related projects including truck lane restrictions, smoking vehicles and idling restrictions.

- *Regional Smoking Vehicle Program*

The North Central Texas **Regional Smoking Vehicle Program (RSVP)** is designed to encourage North Texans to voluntarily maintain and repair their vehicles and to promote public awareness regarding the harmful emissions and air pollution caused by smoking vehicles. By utilizing the existing **AirCheckTexas Drive a Clean Machine Program** infrastructure, the incorporation of RSVP encourages greater participation by providing local solutions to vehicle owners. Vehicles reported through this program are also logged in NED for law enforcement to cross-check when citing motorists for an emissions related offense.

- **High Occupancy Vehicle/Managed Lanes**

High occupancy vehicle (HOV) projects promote carpooling; thereby, removing single occupancy vehicles and associated emissions released from the vehicle tailpipe. The increase in flow of HOV lanes offers incentive for drivers to carpool. Accounting existing and future projects, NCTCOG has identified 600 total lane miles of either HOV or managed lane projects in the 10-county nonattainment area. Since these projects are included in the DFW regional travel model, benefits from these projects are already accounted for in the on-road mobile source emission inventories.

- **Intelligent Transportation System**

The **Intelligent Transportation System (ITS)** improves traffic speeds and reduces idling time through advanced traffic control systems and more efficient incident and corridor management. ITS also combines the strengths of regional transportation planning models and traffic simulation models with overall transportation management strategies. Examples of ITS projects include transportation management centers, dynamic message signs, vehicle detectors, integration of systems, and closed-circuit television cameras. According to the Fort Worth Regional and Dallas Area Wide ITS Plans, transportation system capacity significantly increases by implementing these types of transportation management strategies, thereby enhancing the overall efficiency of the entire transportation system. In addition, benefits include fuel savings and air pollution reduction, safer streets and highways, and reductions in maintenance costs. Together with transit agencies, local governments, TxDOT, etc., the DFW metropolitan area is currently involved in the planning, programming, and implementation of ITS programs and projects. Using the National ITS Architecture as a model, the region has and continues to define a Regional ITS Architecture to guide future deployment and to build consensus for multi-agency systems integration. NCTCOG has identified 70 percent (Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties) and 90 percent (Collin, Dallas, Denton, and Tarrant counties) of ITS coverage within the region.

- **Intersection Improvement Projects**

Improvements to intersections including left and/or right turn lanes decrease the amount of time automobiles are left idling at intersections. This decrease in idling reduces fuel consumption and vehicle emissions. Accounting for existing and future projects, NCTCOG has identified 1,351 locations in the 10-county nonattainment area.

- **Park-and-Ride Projects**

Park-and-Ride facilities promote carpooling and vanpooling. With each occupied parking space at these locations, it can be assumed that the otherwise additional "running" emissions from each parked vehicle are eliminated. Park-and-Ride lots that also serve as transit stations are not accounted for in this category as it is assumed most of these park and ride lots contain transit riders, which are then captured in Rail Transit Projects. NCTCOG has identified 29,575 parking spaces contained in Park-and-Ride projects that are complete and open to the public. Park-and-Ride facilities that are part of existing transit stations are included in the DFW regional travel model, so benefits from these projects are already accounted for in the on-road mobile source emission inventories.

- **Public Transportation Projects**

Public transportation projects involve implementation of new or expanded transit services or facilities. The improvements may be accomplished for all types of transit such as rail, fixed route, paratransit, and demand response service. The three main components of improved transit are: system/service expansion projects, system/service operational improvements, and inducements. By improving regional transit systems, an increase in opportunity is created for new passengers, as well as an increase in air quality benefits. As a backbone of the public transportation system, transit projects reduce the number of cars on the roads, relieve congestion for people who drive, and improve air quality for all. Rail transit projects involve implementation of new or expanded rail services or facilities.

A few rail transit projects have been recently completed or under development, include Dallas Area Rapid Transit's Blue Line south extension and Cotton Belt, and Trinity Metro's TEXRail. In accounting for existing and future rail transit projects, NCTCOG has identified over 400 miles of rail projects in the 10-county nonattainment area. By improving regional transit systems, an increase in opportunity is created for new passengers, as well as an increase in air quality benefits. Since these projects are included in the DFW regional travel model, benefits from these projects are already accounted for in the on-road mobile source emission inventories. Additionally, 15 public transportation providers operate service within the 10-county nonattainment area providing over 70 million passenger trips in 2018.

- **Saving Money and Reducing Truck Emissions**

The **Saving Money and Reducing Truck Emissions (SMARTe)** Program aims to improve industry awareness of freight traffic effects on air quality, promote the use of SmartWay®-verified technologies, and encourage industry-specific best practices in the freight industry. The initiative includes focus on idle reduction, emission reduction, and fuel saving strategies in the heavy-duty trucking industry. The SMARTe Program representatives educate drivers and fleet managers through public interaction and engagement in the field to ensure a large audience is reached, with an emphasis on small fleets and owner-operators who typically lack staff needed to identify fuel-efficient and cost-saving techniques on their own. SMARTe representatives provide informational materials on a variety of NCTCOG initiatives suitable for the trucking industry, including DFWCC, the Clean Fleet Policy, the Environmental Protection Agency (EPA) SmartWay Transport Partnership and SmartWay-verified technologies, and information on relevant funding opportunities to provide financial assistance with obtaining capital-intensive items.

- **SmartWay Transport Partnership**

The EPA **SmartWay Transport Partnership (SmartWay)**, established in 2004, is a voluntary, public-private partnership with the ground freight industry designed to reduce emissions, reduce fuel consumption, and increase energy efficiency among the freight transportation sector. NCTCOG joined the SmartWay Transport Partnership as an Affiliate in 2006. In this role, NCTCOG has committed to outreach and education efforts related to the program in the DFW area. In addition, NCTCOG will pursue opportunities to implement projects that increase use of verified SmartWay technologies, including idle reduction and fuel saving activities. In 2009, NCTCOG received EPA **National Clean Diesel Funding Assistance Program** grant funds under the American Recovery and Reinvestment Act for a SmartWay Technology Upgrade Project. NCTCOG subgranted approximately \$1.4 million to six sector companies to purchase and install SmartWay technologies on Class 8 HDDVs, including APUs for 73 trucks, low rolling resistance tires for 77 tractors and 69 trailers, trailer side skirts for 185 trailers, and cetane enhancers for at least 100 trucks. NCTCOG will continue to pursue implementation of projects which address the goals of the SmartWay Transport Partnership.

- **Solar**

Increased adoption of solar technologies, at both the rooftop and industrial scale, is a critical step towards reducing harmful emissions resulting from electric generating units (EGU). For North Central Texas in particular, solar is the key to avoiding increases in EGU emissions in the face of a growing population. NCTCOG has participated in several projects to increase solar deployment across Texas, including **Solar Ready II** (in partnership with the National Association of Regional Councils, the Mid-America Regional Council, Meister Consultants Group, Inc., and Council of State Governments), a contract awarded by the State Energy Conservation Office, and a technical assistance award as a SolSmart Advisor. Through these projects, NCTCOG has conducted outreach to local governments about solar Best Management Practices (BMP), developed template regional materials related to permitting and zoning ordinances, and hosted trainings for first responders, inspectors, permitting officials, and other staff to increase local governments' comfort with solar technology. Ultimately, the goal is to streamline local regulatory processes, increasing the magnitude and rate of solar installations. As of March 2018, NCTCOG had assisted six municipalities in

the DFW area in receiving SolSmart designation. This designation indicates that the cities have updated local policies and processes in a way that results in a more solar-friendly regulatory environment. NCTCOG developed and maintains extensive resources, including cost-benefit analysis tools for a variety of solar applications and template documents for local governments, online at www.GoSolarTexas.org. Stakeholders engaged in these initiatives have conducted region-specific research and estimated that total installed solar capacity in the 10-county DFW ozone nonattainment area was approximately 43,626 kW as of early 2016. As installed solar capacity continues to increase, additional emissions reductions will be gained through reduced demand on conventional EGUs.

- **Sustainable Development**

The promotion of livable communities supporting sustainability and economic vitality has become the objective of the North Central Texas region because of the interconnections between land use, transportation, economy, environmental quality, and livability. Sustainable development is utilized as a tool to help meet the coordination between land use, transportation, and improvement of air quality. Numerous studies have shown a reduction in vehicle miles traveled (VMT) due to higher density, mixed use, infill, or transit-oriented development (TOD) connected by alternative modes of transportation and pedestrian improvements due to the reduction in need for automobile usage to access various uses. As a result, transportation strategies and projects must be responsive to regional trends in economic expansion, population growth, development, quality of life, public health, and the environment in order to provide mobility and prevent the continued decline of the region's air quality status. The RTC has adopted a variety of strategies and policies to ensure the development of transportation plans, programs, and projects which promote air quality improvements through sustainable development. These strategies are designed to (1) respond to local initiatives for town centers, mixed-use growth centers, transit-oriented developments, infill/brownfield developments and pedestrian-oriented projects; (2) complement rail investments with coordinated investments in park and ride, and bicycle and pedestrian facilities, and (3) reduce the growth in VMT per person. The shift toward alternative modes of transportation and lower VMT will lead to reduced transportation-related emissions and improved public health and quality of life.

NCTCOG's **Sustainable Development Funding Program** was created by the RTC to encourage public/private partnerships positively addressing existing transportation system capacity, rail access, air quality concerns, and/or mixed land uses. By allocating transportation funds to land use projects promoting alternative transportation modes or reduced automobile use, NCTCOG and its regional partners are working to address escalating air quality, congestion, and quality of life issues. Four Calls for Projects were conducted in 2001, 2005-2006, 2009-2010, and 2017 and \$241 million was programmed by the RTC, which includes \$178 million of direct funds plus matching funds of \$63 million from local governments to 106 projects. The funded sustainable development projects include infrastructure, landbanking, and planning projects. NCTCOG staff worked with local governments and Independent School Districts (ISD) to promote efficient school siting and multimodal transportation connections around school locations. NCTCOG staff provided technical assistance to the City of Arlington, Little Elm, Kennedale, Fort Worth, Dallas, and Denton and funded sidewalks connecting to school locations in many locations. Staff will continue to coordinate and fund school siting and transportation projects in partnership with other local governments and ISDs in the region. Staff provided technical assistance to local governments related to corridor planning projects. Technical assistance was provided for a preliminary review of existing land uses, bike and pedestrian facilities, and a traffic flow analysis for the SH 183 corridor. Staff will continue to provide technical assistance to local governments on other land use-transportation projects in the region.

- **Technology Improvements**

NCTCOG continues to offer programs providing financial assistance for projects that reduce emissions from on-road vehicles and non-road equipment. Most funding is directed toward early replacement of older fleet vehicles and equipment, but some funding has also been used to implement idle reduction infrastructure projects to reduce emissions from heavy-duty diesel vehicles at truck stops and trucking terminals. The primary source of this funding for the next few years is expected to be **National Clean Diesel Funding Assistance Program** grant awards; as of March 2019, NCTCOG is overseeing implementation of subaward projects funded under the 2018 Clean Fleets North Texas Call for Projects and is preparing to administer Calls for Projects to subaward funds received under several additional contracts. NCTCOG will continue to seek opportunities to provide financial assistance for projects that achieve NO_x emissions reductions.

- **Traffic Signal Improvements**

The DFW Metropolitan Area is involved in the planning, programming, and implementation of traffic signal improvement programs and projects. Arterial congestion accounts for 35 percent of the total congestion in the region, in turn adding emissions due to inefficient traffic patterns and unnecessary idling. Traffic signal improvements such as signal retiming and signal coordination can enhance traffic flow and help decrease vehicular emissions. Emphasis of the traffic signal improvement program in the North Central Texas region is placed upon major arterial corridors, where synchronizing a succession of traffic signals to operate as a continuous system has a great impact on a large volume of traffic. These improvements result in a more consistent travel speed and reduced delay, which decreases vehicular emissions due to minimizing frequent starts, stops, and unnecessary idling. Inventorying existing and future projects, NCTCOG has identified, through the Regional Traffic Signal Retiming Program, 1,118 locations with the potential for traffic signal retiming in the 10-county nonattainment area. Additionally, NCTCOG will pursue funding sources and opportunities for other signal improvements.

- **Transportation Safety Program**

The **Transportation Safety Program** focuses on improving traffic safety throughout the region by supporting planning efforts to develop safety policies, programs, and projects. NCTCOG offers a **Traffic Incident Management Training Program** for emergency responders that helps to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. As a complement to the Traffic Incident Management Training course, NCTCOG also offers Photogrammetry Training that assists with faster roadway clearance during a crash investigation. The **Regional Mobility Assistance Patrol Program** operates on congested corridors to improve roadway safety and simultaneously reduces non-recurrent congestion due to crashes.

- **Truck Lane Restriction Program**

A pilot study to improve operational efficiency and highway safety was conducted to study the effects of restricting trucks with three or more axles from using the left lane on controlled access, state-system facilities with three or more lanes in each direction. Truck lane restrictions were implemented on segments of IH 20 and IH 30 in the DFW region from August 2005 through January 2006. Results showed truck lane restrictions effectively controlled trucks from using the left lane, slightly reduced truck speeds, increased safety by reducing truck versus car conflicts, thus reducing ozone precursor emissions.

In 2012, TxDOT requested all eligible corridors without truck lane restrictions within the state have the restrictions implemented where appropriate and feasible. Within the region, this included additional sections of IH 20, IH 30, IH 45, IH 820, as well as new corridors, including portions of IH 35E, IH 35W, IH 635, US Highway 75, US Highway 175, SH 114, SH 121, SH 360, and Loop 12. Once the full implementation of these additional corridors is complete, there will be a total of 513 miles of truck lane restrictions within the region. While the number of remaining eligible corridors is small, additional restrictions will be implemented along these corridors in the future.

- **Vanpool Projects**

Vanpool projects include a group of 6 to 15 commuters who travel to and from the same area, have similar work hours, share the costs of operating the van, and usually meet at a centralized location such as a Park-and-Ride lot. By consolidating travelers into one vehicle, these projects reduce air pollution, reduce traffic congestion, and help conserve fuel. The **Regional Vanpool Program** is operated by the Dallas Area Rapid Transit (DART), the Denton County Transportation Authority, and Trinity Metro and includes a total of 286 vanpools serving the 10-county nonattainment area.

- **Automated Vehicles and Related Technologies**

Through its automated vehicle (AV) programs, NCTCOG is exploring and advancing vehicle technology solutions that may reduce emissions. Many AVs are being developed on an electric vehicle platform, which will have air quality benefits. Many developers are working to advance a shared vehicle use model under which fleets of AVs operating many hours each day serve a substantial portion of a city's mobility needs. This has the potential to reduce the number of vehicles required for surface mobility and could have associated environmental benefits such as reducing the amount of land and built structures to provide parking and other services to privately owned vehicles. In a related development, AVs are likely to roll out in new vehicle types that are smaller and lighter than today's vehicles. This has potential air quality and other environmental benefits. AVs in the freight sector have the potential for improving emissions by substituting relatively small electric-powered freight delivery robots for the full-sized delivery trucks used today. The data generated by AVs will be a highly useful source of information for highway operators to use to optimize highway operations, generating air quality and other benefits. As part of its AV program, NCTCOG has worked with local cities to (1) make their traffic signal data accessible to the developer community to power connected vehicle applications that optimize traffic flow and (2) utilize roadway incident reports and traffic speed data accessible through the **Waze Connected Citizens Program** to optimize traffic signal timing, provide improved information to travel navigation services to steer vehicles around road closures, and more efficiently target pothole repair, and the like.

MINUTES**Regional Transportation Council
PUBLIC MEETING*****10-Year Plan Update******2019 Congestion Management Plan Update******Mobility 2045 Status Report******511DFW Traveler Information System*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, April 8, 2019, at 2:30 pm at the North Central Texas Council of Governments (Arlington); Amanda Wilson, Program Manager, moderated the meeting, attended by 15 people.

Public Meeting Purpose and Topics

The public meeting was held 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 presented information about:

1. 10-Year Plan Update – presented by Brian Dell
2. 2019 Congestion Management Plan Update – presented by Mike Galizio
3. Mobility 2045 Status Report – presented by Kevin Feldt
4. 511DFW Traveler Information System – demonstration by Eric Quintana

The NCTCOG public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at www.nctcog.org/input, and a video recording was posted at www.nctcog.org/video.

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments, and copies of the presentations.

Summary of Presentations***10-Year Plan Update presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/04/10-Year-Pres.pdf>

Scoring Process Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/04/Scoring.pdf>

Project List Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/04/10-Year-Project-List.pdf>

The Regional 10-Year Plan was first approved by the RTC in December 2016, and an update was approved in August 2018 in conjunction with the development of the 2019 Unified Transportation Program (UTP).

Since the August 2018 update, Texas Department of Transportation (TxDOT) staff has begun developing the 2020 UTP. Thus, NCTCOG staff has coordinated with TxDOT districts regarding project costs, funding, environmental clearance, and potential new projects and has drafted a project listing for the 2019 10-Year Plan update.

Projects on the proposed update list fall under one of five categories: projects approved by the RTC and approved in the UTP, projects approved by the RTC but not approved in the UTP, proposed projects pending RTC approval, proposed projects needing funding to advance pre-construction activities, and proposed projects to be removed from the 10-Year Plan list, funded with other sources or are future candidates for funding.

NCTCOG staff is continuing to finalize project selections, and the RTC will take action on the Regional 10-Year Plan update on May 9, 2019.

2019 Congestion Management Plan Update presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/04/CMP.pdf>

A Congestion Management Process (CMP) is a federal requirement in any urbanized area with a population exceeding 200,000. Developed, established and implemented as part of the Metropolitan Transportation Planning Process, it is a regionally accepted approach for managing congestion and provides information on transportation system performance.

The CMP has many benefits. It creates a structured process for analyzing congestion issues, fosters an objectives-driven and performance-based approach, advocates for increased collaboration, facilitates project/program implementation and provides a linkage to project development and environmental review.

CMP strategies include demand management, operational traffic and public transportation improvements, technologies and additional system capacity where necessary. Additionally, the CMP requires a process to demonstrate that single-occupant vehicle (SOV) capacity projects in nonattainment areas are justified and comply with the CMP.

Several workshops on the CMP update will take place in late summer and early fall 2019, and the RTC will take action on the final CMP draft in November 2019.

Mobility 2045 Status Report presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/04/Mobility.pdf>

Mobility 2045 is the Metropolitan Transportation Plan (MTP) that defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality.

Mobility 2045 is currently in progress, and the RTC recently approved the following initiatives: a Clean Fleets North Texas Call for Projects, Strategic Partnerships Round 3 projects, shuttle

funding for the Trinity Railway Express (TRE), emergency funding for transit provider Span, Inc. and funding to link Alliance to Trinity Metro.

NCTCOG staff is focused on several emphasis areas in 2019: high-speed rail, public transit, tolled facilities such as LBJ East, technology advancement and several major project initiatives, including Butler Housing, Downtown Dallas and Oak Farms Dairy.

Additionally, NCTCOG staff has already completed several planning initiatives, including the TEXRail, a transportation study in Wise County and a gentrification study. Current construction activities include the IH 30 and SH 360 Interchange, Sam Rayburn Tollway, SH 360 in Arlington, the Southern Gateway, the bicycle and pedestrian trail from Fort Worth to Dallas and several city veloweb projects.

511DFW Traveler Information System demonstration: www.511dfw.org

Eric Quintana provided attendees with a demonstration of the recently improved 511DFW Traveler Information System phone application.

Traveler information for the region related to freeways, toll roads, city streets and transit trip planning is available through 511DFW. The system provides information in Spanish and English through Mobile Apps for Android, iOS devices, the 511DFW.org website and by dialing 511.

ORAL COMMENTS RECEIVED AT MEETING

Mobility 2045 Status Report

Gary Hennessey, Citizen

A. Traffic signal retiming

Comment: You referenced technology advancement during the Mobility 2045 presentation. Red light cameras can recognize when there's a vehicle at an intersection, but is there some kind of technology that can detect when there are no vehicles at an intersection?

Summary of response by Marian Thompson: I'm not sure if it is possible, but when we meet with the cities, we can ask them about it.

Summary of response by Amanda Wilson: There are a lot of technology advancements considered in Mobility 2045. We can talk to some of the city engineers and get back to you with a more detailed response.

B. Traffic patterns and migration

Comment: When I arrived in Dallas-Fort Worth in 1983, IH 20 was mostly unused, but as time has gone by, a lot of things have built up around it, and of course, the area has grown and changed a lot. Has there been any discussion to extend SH 360 down to the Hillsboro area to help with traffic patterns? That might improve freight movement.

Summary of response by Kevin Feldt: We're always reviewing traffic patterns. Even though Mobility 2045 was approved in June of last year, we have to conduct another update in four

years and there will be different conditions. Unfortunately, Hillsboro isn't part of our MPO, and we can only go as far as Johnson and Ellis counties.

Question: Can you obtain freight traffic patterns?

Summary of response by Kevin Feldt: We have traffic counters that conduct vehicle classification counts, and we can use the data to forecast growth.

Question: Is that data available on your website?

Summary of response by Kevin Feldt: You can find more information on traffic counts at www.nctcog.org/trans/data.

Other

Heidi Swan, The Greater Fort Worth Chapter of the American Council of the Blind

A. NCTCOG partner coordination

Question: Do you all coordinate with Handitran?

Summary of response by Amanda Wilson: Today we're talking mainly about roadway projects, but Mobility 2045 is a multimodal plan. We do work with all of the public transportation entities, and they have representation on our policy board, the Regional Transportation Council (RTC). You just happened to catch us on a day when we're talking about roadway projects.

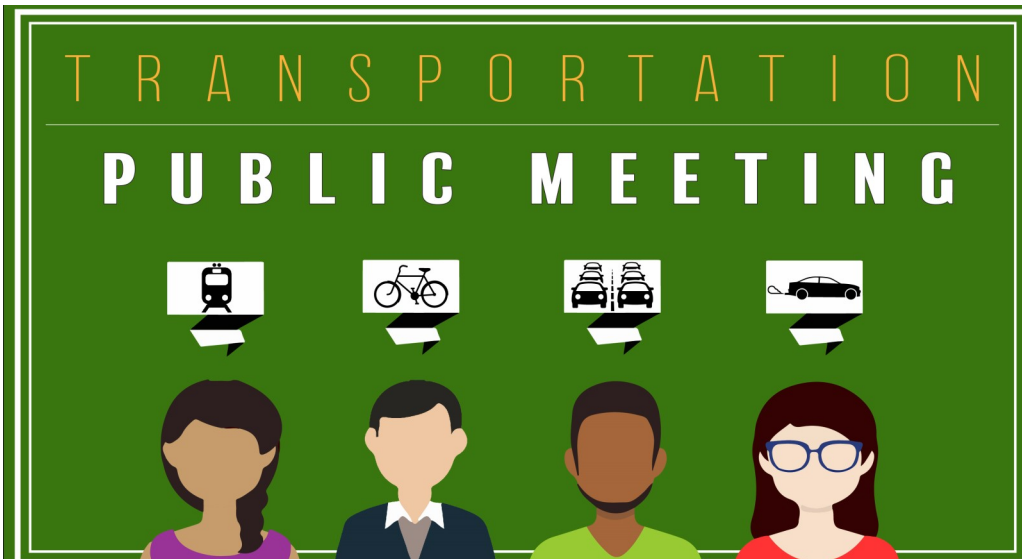
Davis Tubre, Greater Fort Worth Sierra Club

Question: Has anyone advocated to convert school buses into clean fleets?

Summary of response by Kevin Feldt: We have the North Central Texas Clean School Bus Program, which aims to reduce emissions from school bus fleets. More information on this program can be found at: <https://www.nctcog.org/trans/quality/air/for-fleets/clean-school-bus-program>

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

No comments received via website, email or social media.



PRESENTATIONS

FY2020 and FY2021 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2020 and Fiscal Year 2021 UPWP will be presented for public review and comment.

Transportation Alternatives Set-Aside Program Call for Projects

Staff will present a recommended summary of projects to receive funding as part of a 2019 Call for Projects.

National Highway System Review

The National Highway System (NHS) is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings, major military installations and intermodal facilities. In 2018, the Federal Highway Administration initiated a universal review of the NHS for the first time since its inception in 1996. Draft recommendations for the Dallas-Fort Worth region from this review will be presented.

ONLINE REVIEW & COMMENT

FY2018 and FY2019 Unified Planning Work Program Modifications:

www.nctcog.org/input.

RESOURCES AND INFORMATION

Regional Smoking Vehicle Program: www.smokingvehicle.net

The meeting will be live streamed at www.nctcog.org/video (click on the "live" tab).

A video recording will also be posted online at www.nctcog.org/input.

**MONDAY, MAY 13,
2019, 6:00 PM**
North Central
Texas Council of
Governments
616 Six Flags Drive
Arlington, TX 76011

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. 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 con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting: 817-608-2365 or cbaylor@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options May 13

Eastbound Train 5:19 pm

Westbound Train 5:31 pm



NCTCOGtrans



North Central Texas
Council of Governments

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 Wednesday, March 20, through Tuesday, April 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. Air Quality comments were in the majority.

Air Quality

Email

1. James Orenstein

Hello,

I'm writing to ask who is the best contact person for me to find out more about the following, from an agenda information sheet from the agenda for the Denton City Council Committee On the Environment meeting for tomorrow, Mon. April 1 2019 at 2:00 pm (if possible before then):

I am interested in seeing the various air quality monitoring projects I have been somewhat involved in work together (see references below), as well as possibly advocating for monitoring in Duncanville and Cedar Hill (where I live and downwind from the Midlothian cement plants).

“NCTCOG

Staff continues to coordinate with other cities in the region to explore options to increase air quality monitoring regionally and in City of Denton. To support these efforts, Denton has submitted the following requests to NCTCOG for consideration to be included in the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning.

Request 1 – Regional Air Quality Project

We request that NCTCOG serve as the manager/administrator/coordinator of a new regional, non-regulatory, air monitoring network. The network would consist of more numerous monitors than the TCEQ currently manages and would be focused on pollutants that impact quality of life in DFW, including particulate matter, ozone, and/or ozone precursors, much of which comes from the transportation sector. This effort should include coordination of a committee with reps from local governments, academia, healthcare, and advocacy groups, and could be formalized through MOUs/MOAs if appropriate. We understand that similar requests are being submitted by Dallas, Plano and Lewisville.

Request 2 – Regional Sustainability Initiatives

We request that NCTCOG serve as the manager/administrator/coordinator for increased new regional, sustainability efforts. The cities of Denton, Dallas, Plano, and Lewisville recently requested assistance from NCTCOG to provide regional leadership and assistance for Sustainability efforts. We as that as a next step NCTCOG explore opportunities to complete a regional Greenhouse Gas inventory and identify resulting impacts of emissions. With GHG information available for the region, mitigation and adaptation strategies could be identified that would benefit all entities represented by NCTCOG. We believe that these efforts could be included in existing program areas as enhancements to air quality improvement efforts. We understand that similar requests are being submitted by Dallas, Plano and Lewisville.”

<https://dentontx.new.swagit.com/events/3496/agenda>

PROJECT REFERENCES:

1) Luftdaten Build Your Own PM Monitors (mine is in Duncanville at the border with Cedar Hill):

<https://www.meetup.com/TechmillDenton/events/259267642/>

<https://luftdaten.info/en/home-en/>

<http://deutschland.maps.luftdaten.info/#10/32.9816/-97.0752>

2) North Texas Clean Air Network, presentation for Dallas QALOC Committee, and by Dr. Lary at Feb 2019 NTREG meeting:

https://dallascityhall.com/government/Council%20Meeting%20Documents/qolac_4_north-texas-clean-air-network_combined_092418.pdf

<http://www.ntreg.org/downloads.shtml>

3) Downwinders At Risk Citizen Science Portable Air Monitor Training:

<https://www.greensourcedfw.org/articles/air-monitoring-training-be-held-dallas>

Thanks

Twitter

1. One of the top contributors to air pollution is automobile emissions. To reduce your contribution, carpool, walk, take transit (#RideDCTA), or #RideYourBike when possible. – Bike Denton (@bikedenton)



2. Tonight at the @CAMPOTexas meeting, the transportation policy board is spending time talking to @TCEQ on whether the region will reach high enough measures of ozone to join HOU

& DFW in the dangerously unhealthy world of officially poisonous air. – Jay Blazek Crossley (@JayCrossley)



3. Ozone Action Day – DFW-area ozone on 4/9 is predicted to be at Level Orange, unhealthy for sensitive groups. <http://bit.ly/9nC9vy> – NCTCOGTransportation (@NCTCOGtrans)



Oh dear, already?! – The Texas Pool (@texaspoolplano)



4. The Texas Commission on Environmental Quality (TCEQ) has issued an Ozone Action Day for the Dallas-Fort Worth area for April 10, 2019. Please monitor the Twitter page

(@Dallas_Air) and <http://AirNorthTexas.org> for more information. #AirQuality #OzoneAlert @NCTCOGtrans – Green Dallas (@GreenDallas)

DFW OZONE ALERT

The Air Quality Index is **ORANGE**

Orange ozone days are unhealthy for sensitive groups which are people with lung diseases (such as asthma), older adults, children & teenagers, and people who are active outdoors.

Sensitive groups should:

- Schedule outdoor activities in the morning when ozone is lower.
- Take more breaks, do less intense activities when outside.
- Watch for symptoms such as coughing or shortness of breath.
- Plan indoor activities.
- Follow your asthma action plans and keep medicine handy.

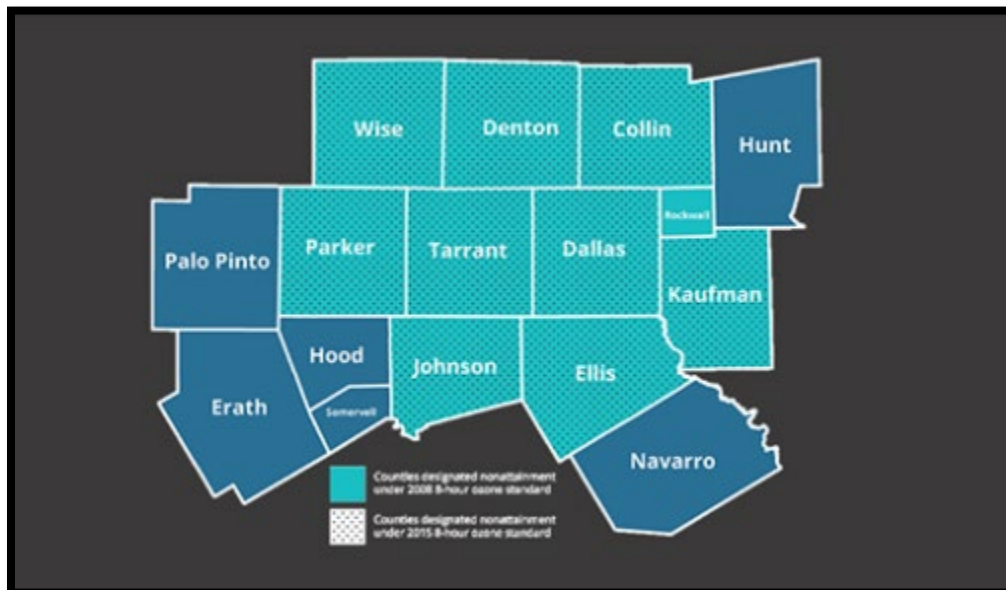
Arlo is an ARMadillo whose shell changes color based on the Air Quality Index. Arlo has asthma, so he knows when he can play outside (when he is green or yellow), and when he should limit his outdoor activity (when he is orange or red).

www.AirNorthTexas.org
www.GreenDallas.net

Air North Texas
City of Dallas
Dallas Environmental Quality & Sustainability

Facebook

1. Last year, the EPA designated these 9 counties as not meeting the air quality standard. We've made lots of progress since the '90s, but we're not there yet. Stay tuned to learn more about ozone basics and visit airnorthtexas.org for updates. – NCTCOG Transportation Department



Never trust the UNCONSTITUTIONAL EPA. – Phil Neil

2. Clean Air Action Day is coming up on June 21, 2019! Don't forget to take the pledge. It provides tons of great ideas on how you can make clean air choices. NCTCOG Transportation Department #BeAirAware #CAAD2019 #AirNTX – City of Denton Sustainability



3. Mark your calendars! Clean Air Action Day is June 21st! #AirNTX NCTCOG Transportation Department – Keep Bedford Beautiful



4. Ozone Action Day – Ozone in the DFW area Tuesday is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/2oAbaPt>. – NCTCOG Transportation Department



The important takeaway is:

Why the ████ is the armadillo wearing GLASSES?! – Phil Neil

They help improve his vision! – NCTCOG Transportation Department

5. Or take transit! – Tarrant Transit Alliance



6. Tue and Wed are the first ozone days of the year. It'll be tougher on kids, seniors and some of all ages. We are off to a bad start this year -- – Bud Kennedy



7. Great. Earlier every year. – Rick Bollar



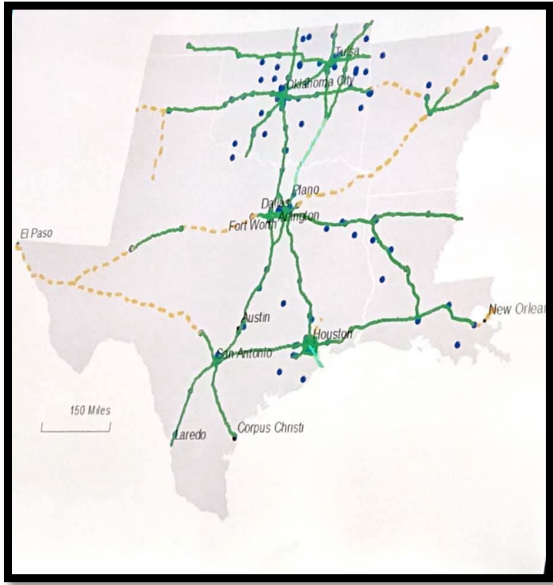
8. Tue and Wed are the first ozone days of the year. It'll be tougher on kids, seniors and some of all ages. We are off to a bad start this year -- -- Liveable Arlington



Alternative Fuels

Facebook

1. Great attendance at the South Central Alternative Fuel Corridor Convening. The map below shows the CNG Corridor map. NCTCOG Transportation Department – Texas NGV Alliance



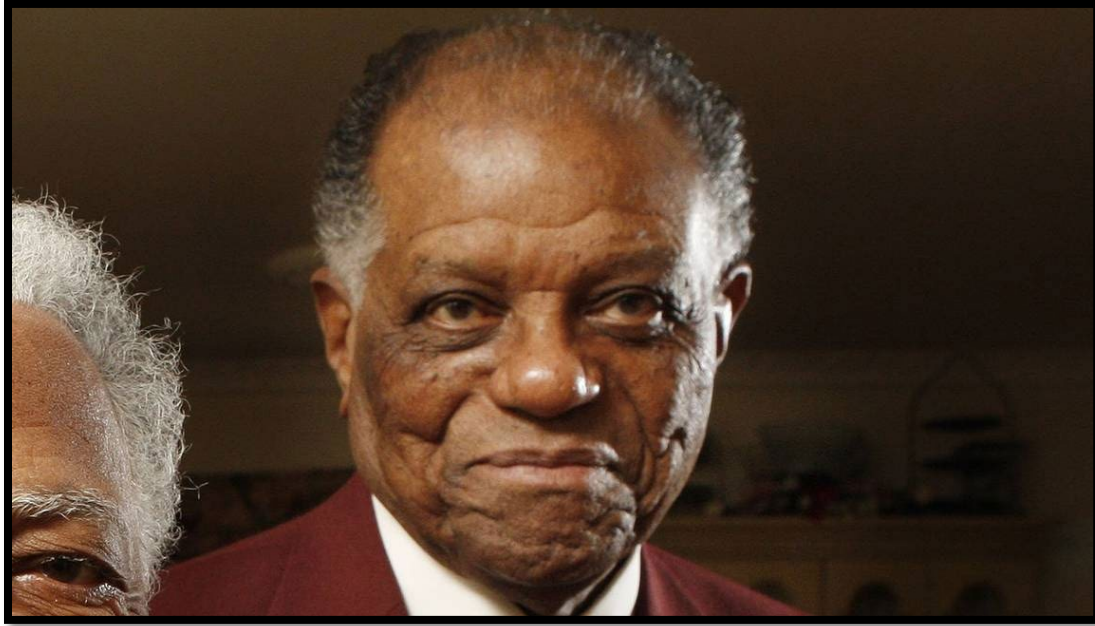
Aviation

Twitter

1. Best Practices for Airport Obstruction Management Guidebook @FAANews @NCTCOGtrans <http://dlvr.it/R2214S> – TX Transportation Rsch (@tx_transpo_rs)

Facebook

1. What a loss. 😞 Fort Worth's last member of elite black Tuskegee Airmen dies at 96
<http://bit.ly/2UPyxSY> – NCTCOG Transportation Department



– Curtis Garrison

Bicycle & Pedestrian

Twitter

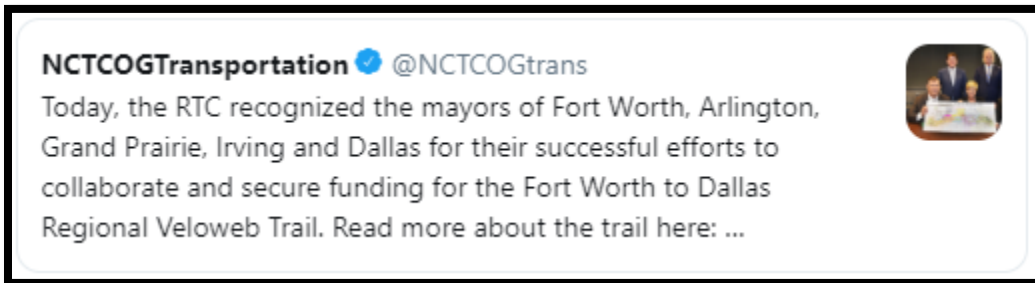
1. Amsterdam has stepped up their commitment to going green by eliminating parking spaces in favor of parks, bike lanes, and bike parking. – GenZe (@RideGenZe)



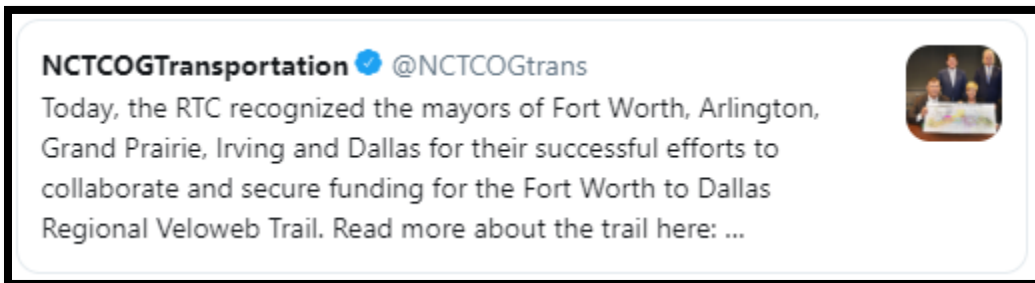
A Modest Proposal to Eliminate 11,000 Urban Parking Spots
Amsterdam plans to systematically strip its center of parking spaces in the coming years, making way for bike lanes, sidewalks, and more trees.
citylab.com

The ones that cause a problem here are the “weekend cycling 🚲 guys & girls whom think they need to ride 2 lanes wide bringing everyone to 10-12 mph in suburban areas & drunks on #limebikes #jumpbikes & #birdscooters in downtown and uptown! Most cyclists don’t cause a issue. – RideshareTexan (@RideshareT)

2. This project is very exciting – Loren S. (@txbornviking)



3. Woohoo! – City of Grand Prairie (@gp_tx)



Facebook

1. Check out the results of the NCTCOG Transportation Department bicycle survey!! – BikeDFW

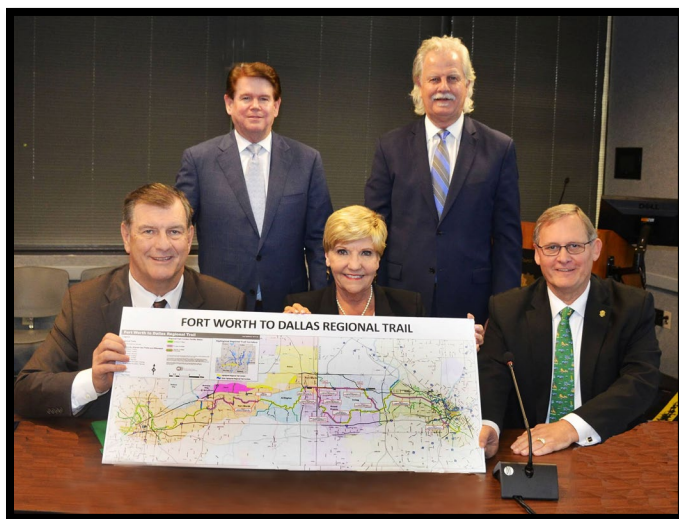


2. Today, the Regional Transportation Council recognized the mayors of Fort Worth, Arlington, Grand Prairie, Irving and Dallas for their successful efforts to collaborate and secure funding for the Fort Worth to Dallas Regional Veloweb Trail. Once complete, the regional trail will extend 53 miles from downtown Fort Worth to downtown Dallas and connect with an extensive network of trails in each city. All sections of the regional trail are expected to be complete by 2023. To read more about it, visit: www.nctcog.org/FWtoDALTrail.

For more posts like this and member's only private discussions, join our Facebook group related to this post ETA – Infrastructure – ETA - Enthusiasts of Transit Association



3. Today, the Regional Transportation Council recognized the mayors of Fort Worth, Arlington, Grand Prairie, Irving and Dallas for their successful efforts to collaborate and secure funding for the Fort Worth to Dallas Regional Veloweb Trail. Once complete, the regional trail will extend 53 miles from downtown Fort Worth to downtown Dallas and connect with an extensive network of trails in each city. All sections of the regional trail are expected to be complete by 2023. To read more about it, visit: www.nctcog.org/FWtoDALTrail. – NCTCOG Transportation Department

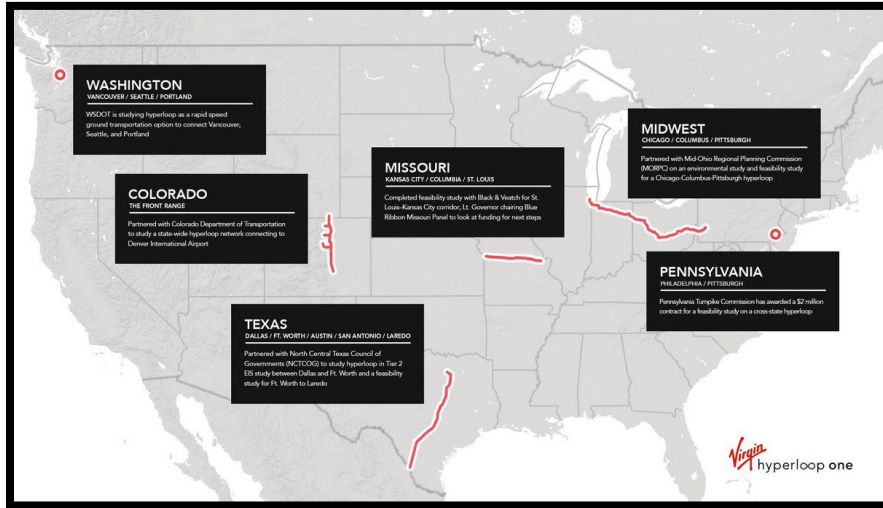


Awesome!! – Robert Riggs

Innovative Vehicles & Technology

Twitter

1. Two years ago, we held our Vision for America event, where 11 semifinalists showcased some of the most promising U.S. hyperloop routes. Since then, we've made significant progress working with the most forward thinking local governments in the nation. See how far we've come: – Virgin Hyperloop One (@HyperloopOne)



Facebook

1. This is a great rebate opportunity for those of you interested in purchasing a new car! – City of Denton Sustainability



2. Looking to purchase a new electric vehicle? Now is the time! The Texas Commission on Environmental Quality is still accepting applications to receive up to \$2,500 off a new electric

vehicle, through 5/31 (or until all rebates have been issued). Act fast, only 85 electric vehicle rebates remain! <http://bit.ly/2FIYIE> – NCTCOG Transportation Department



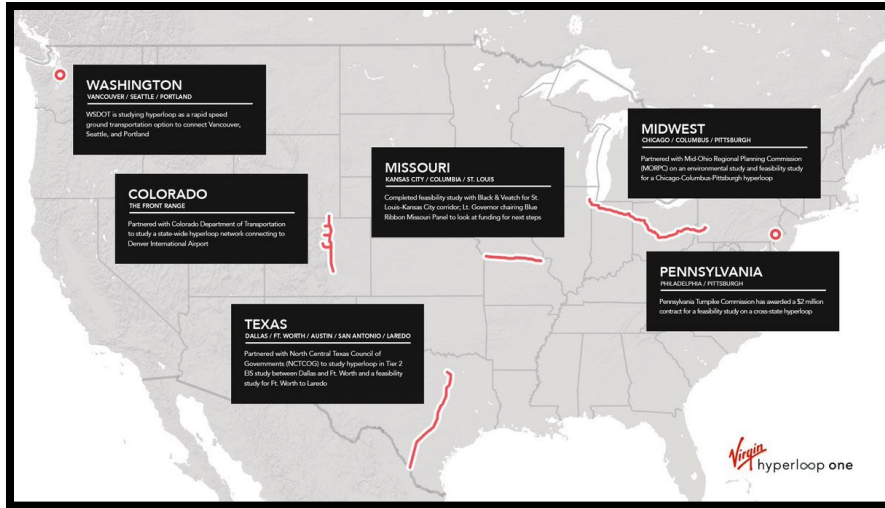
EXCEPT Tesla's, correct? – D'awn James

Hi, D'awn! That's correct. Teslas aren't eligible because they aren't sold through Texas licensed car dealers. – NCTCOG Transportation Department

Oh right! Texas law requires car manufacturers to sell their cars to third party dealerships before they can be sold to consumers. Tesla wants to cut out the middle man and that saves Tesla drivers money on the front end 😊 I'm better off without the tax credit and buying straight from Tesla.
Thanks for the info! – D'awn James

3. Just two years ago, we held our Vision for America event, where 11 Global Challenge semifinalists showcased some of the most promising hyperloop routes in the U.S. Since then, we've made significant progress working with the most forward thinking local governments in the nation. See how far we've come:

Mid-Ohio Regional Planning Commission (MORPC) NCTCOG Transportation Department
Colorado Department of Transportation Black & Veatch KC Tech Council St. Louis Regional Chamber Mizzou AECOM – Hyperloop One



Project Planning

Email

1. Larry McFarland

I especially like the web comments page. Cleverly designed to limit input to 500 characters and difficult to view by making the box so small.

Reflects sadly on you.

Here's the full context of the comment.

Please feel free to contact me for any questions.

Massive failure best describes the DFW roadway 'improvements' of the last 50 or so years. If you think improving transportation means adding more toll lanes, you might just be nuts. Any 'improvement' that does anything less than double the number of existing highway lanes is a waste of taxpayer money. Millions of wasted tax dollars and millions of wasted man-hours for tax payers subjected to construction delays. Just look at the massive delays on I35 North after a gazillion years of construction. Who in their right mind would destroy a roadway built 50 years ago and replace it with a roadway with the exact same number of main lanes? Or look at the 820 north backup. Two primary lanes, c'mon gimme a break. That was the same number of lanes it had back in the 70's. And that whole 360 – I30 interchange? What a joke. Building a pretty interchange so cars can more quickly be stuck in the backup on either north or south-bound 360. Makes me laugh every time I drive thru there and stare in amazement at the boondoggle.

So why did it take 40 years to build 360, and build it to handle capacity from the 1960's? And that's still a mess, but somebody surely claimed credit for a massive success.

Pretty much every roadway construction project is a dismal failure in the eyes of everyone except the people who made money off the project. If you think you're doing a good job, then it might just reflect your ability to make accurate assessments and indicate a perfect opportunity to find a new job.

2. Richard Schumacher

NCTCOG should neither advocate for nor help fund the Dallas Convention & Visitors Bureau. If Mr. Morris thinks otherwise he must explain why that is an appropriate use of transportation resources.

Twitter

1. Has anyone ever attempted to calculate how much economic damage @NCTCOGtrans and @dartmedia have done to @CityOfDallas? What about the number of needless deaths and permanent injuries which are a product of the outdated, dangerous transportation networks they have constructed? – Wylie H Dallas (@Wylie_H_Dallas)



Are we going to add the injuries & death(s) from these silly scooters too?? – I PROBABLY DON'T LIKE YOU (@Dallas014)

Good point. The region's terrible infrastructure is causing needless injury to them, as well. – Wylie H Dallas (@Wylie_H_Dallas)

I almost stepped in front of one Saturday walking out of House Of Blues – East Dallas Brian (@BeavisImposter)

Written

1. Attachment 1

Public Meetings & Forums


Twitter

1. From @trtcmobility: Join the Tarrant Regional Transportation Coalition (TRTC) on Wed, 4/3, 8:30 am, Fort Worth Central Station for latest on @TrinityMetro & #TEXRail w/Bob Baulsir, Sr

VP @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @35WCoalition @DFWAirport @TarrantTransit – Sal Espino (@SAL_FW)

Please join us for next week's TRTC meeting featuring:
Bob Baulsir
Trinity Metro Senior Vice President

He will provide a report and update on TEXRail.



Wednesday, April 3, 2019

8:00 a.m. Networking and Coffee
8:30 a.m. Meeting Begins

Fort Worth Intermodal Transportation Center
2nd Floor Community Meeting Room
1001 Jones Street
Fort Worth, Texas 76102

2. 04/10 3:00pm: @_CTEDD 2nd Panel w/ prof. @dgchatman > @wursterlife, @Planit_Doug > @RichardsonEDP @txplanning , Chris Hillman > @thecityofirving ,Honored 2 have Dr.@VistaspKarbhari welcome guests @ULINTX @COMTO_National @TexITE @NCTCOGtrans @UTAcappa RSVP: <https://cteddlecture2.eventbrite.com> – z-ahoura (@ahoura_z)



CTEDD @CTEDD
1 DAY AWAY 🗓️

Tomorrow from 3-4pm come join #CTEDDSS2 :Planning for Mobility in the High-Tech Economy. Dr...

3. @DallasMidtown @NDCC @DallasEcoDev @NCTCOGtrans @dartmedia – Lee M. Kleinman (@LeeforDallas)



Transit

Email

1. Jerry Speight

We have a non-profit organization in Greenville, TX., the Hope Center of Greenville. We have a partnership with Paris Junior College to conduct GED classes with us and currently have about 40 students. We also have free computer skills classes (for the past 10 years) which has students from youth up through age 75. Many of these need transportation.

Our local transportation service, the Connection, located in Greenville, is totally out of the question in affordability for 99% of our people needing to get to and from classes.

After finding out the great public transportation service provided in Paris, TX., I wanted to reach out to find out who I need to speak with to try to get some help with our local service.

Example: We need some local bus stops that would have regular pick-up and drop-off service during the day. We need reasonable ticket prices (such as in Paris, \$.50 tickets and free senior tickets).

Our people can't afford a \$4.00 one way ticket! We have no regular bus stops in the city. People must schedule rides 24 hours in advance.

Please advise what we can do to improve this public service in Greenville.

Hi Jerry,

Thank you for your email and sharing your concerns about public transportation in Hunt County. The Senior Center Resources and Public Transit (SCRPT) serves as the rural transit district for Hunt County, and therefore receives state funding from the Texas Department of Transportation (TxDOT) for rural transit services. SCRPT provides demand response service for the general public through its transportation program, The Connection. Demand response service is a non-fixed route system of transporting individuals that requires advanced scheduling by the customer. Since it's not a fixed route system, the advanced scheduling is needed in order for SCRPT to create each day's unique "route". However, this system can be inconvenient for last-minute ride requests or for individuals on limited incomes.

From your description, it sounds like Paris, TX has a highly subsidized fixed route system that operates within their city. TxDOT and SCRPT would be the best agencies to contact to discuss potentially creating a subsidized fixed route like Paris' in Greenville. I've included recommended contacts below.

Sunil John

Public Transportation Coordinator

TxDOT

214-320-4467

Sunil.John@txdot.gov

Danny Allembaugh

Executive Director

Senior Center Resource and Public Transit

903-454-1444 ext. 18

td@scrpt.org

If NCTCOG can be of further assistance, Kelli Gregory, one of our transit planners, would be happy to answer any questions. She is copied on this email.

Kind regards,

Carli

Twitter

1. When can we get some public #transit options? @dartmedia @TrinityMetro @CityOfArlington.

Sure would be nice to have regular #bus or #rail options for @dallascowboys games at @ATTStadium & future @Rangers at @GlobeLifeField. – Loren S. (@txbornviking)

They would never give up that parking revenue. My family has one parking spot for each cowboy game and it costs \$120. – Chris Greer (@greer_tcu)

The poison of our #autocentric culture. – Loren S. (@txbornviking)

Would sure help with public safety too. – Sean Crotty (@SeanCrtt)

I think Arlington needs a reality check... – Jeriat Gillum (@Jeriat817)

Written

1. Attachment 2

Other

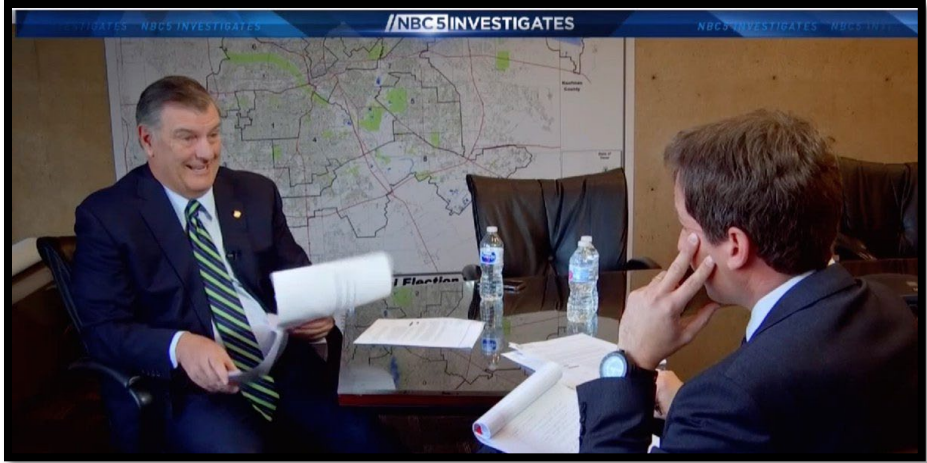
Twitter

1. On April 26 join @NCTCOGtrans and partners for EarthxTransportation: Sirens, Schools and Shippers -

Efficiency Solutions for Fleets Serving Our Communities, a half day workshop @earthxorg #CleanCities – Oklahoma Clean Cities (@OKCleanCities)

Also check out <https://www.dfwcleancities.org/earthxworkshop> for additional details – Oklahoma Clean Cities (@OKCleanCities)

2. "...The mossback idiots go to the COG because they can't get their way downtown anymore...." <http://www.dallasobserver.com/news/smelly-deal-for-klyde-warren-deck-park-expansion-11617089> ... via @dallas_observer @KlydeWarrenPark @NCTCOGtrans – FairParkRising (@FairParkRising)

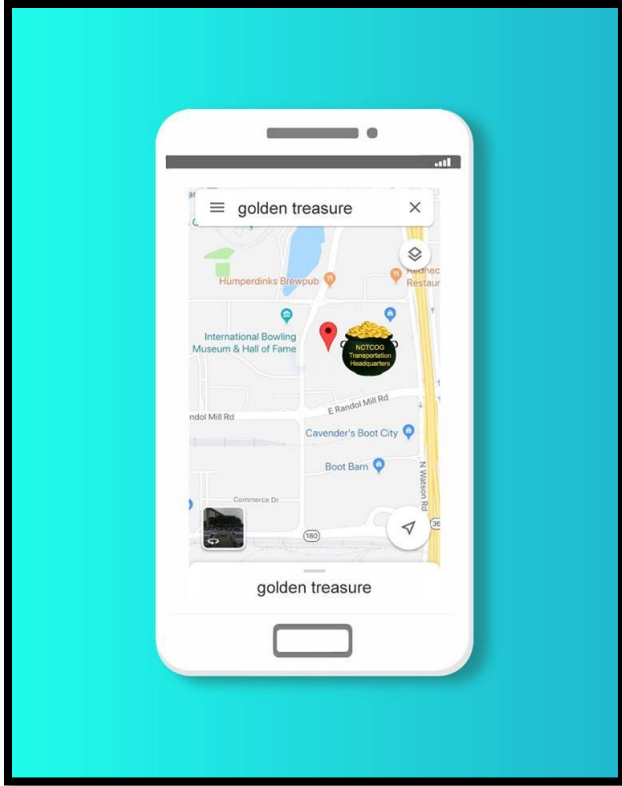


3. The Open Streets experience takes place on April 7th. Join in the fun! @TrinityMetro @CityofFortWorth @nearsouthside @UrbanFortWorth @NCTCOGtrans @TarrantCountyTX @VisitFortWorth @FTWChamber – Sal Espino (@SAL_FW)



Facebook

1. Searched "golden treasure" on Google Maps today and look what came up! 🗺️😊 – NCTCOG Transportation Department



Fell for it. – Suzi Rumohr

Suzi, for what it's worth, I know you're not the only one. Happy April Fools' Day! –
NCTCOG Transportation Department

Written

1. Attachment 3



PUBLIC COMMENT SHEET

Name Manim Hamed
Organization UNT student
E-mail _____ Phone _____
Address _____
City Fork Worth State TX Zip Code 76137

Please provide written comments below:

Denton needs better roads, more street lights, and more public transport (affordable) across the metroplex.

Please also preserve green space? plant more trees everywhere. Use native plants, especially green space on 114. It doesn't look like there will be expansion for 10-20 years, so trees would be awesome!



PUBLIC COMMENT SHEET

Name Arnan Iyer
 Organization _____
 E-mail- _____ Phone _____
 Address _____
 City Plano State TX Zip Code 75025

Please provide written comments below:

I really love using DART/DCTA!
 I would love to see a program or
 community event centered around cleaning
 the trains, or more posters that emphasize
 cleanliness.
 Thanks!



PUBLIC COMMENT SHEET

Name Edgar Alvarez
Organization _____
E-mail _____ Phone _____
Address _____
City Waken State TX Zip Code 76210

Please provide written comments below:

Construction under 1-35 and South loop is
very dangerous! And Wash University Drive
turns are dangerous too!



March 28, 2019

Michael Morris
NCTCOG
616 Six Flags Drive
P.O. Box 5888
Arlington, TX 76005

Dear Mr. Morris,

Denton County Transportation Authority's (DCTA) annual audit for the fiscal year ending September 30, 2018 has been completed. In order to minimize printing and production costs, DCTA's Comprehensive Annual Financial Report (CAFR) for the fiscal year just ended is now available for your use and reference on our website at:

<https://www.dcta.net/business-center/financial-info/cafr>

If you do need this information in another format, the CAFR is also available in hard copy.

Please do not hesitate to contact me if you have any questions regarding information provided in this document.

Sincerely,

Marisa Perry, CPA
Chief Financial Officer/VP of Finance
972-316-6093
mperry@dcta.net

RECEIVED

APR 02 2019

TRANSPORTATION

L. Kelly Jones* Board Certified - Commercial Real Estate
Texas Board of Legal Specialization
also admitted in Colorado

Michael Hassett* Board Certified - Civil Trial Law
Texas Board of Legal Specialization

David Fink

* AV Peer Review Rated - **Preminent**
Martindale-Hubbell® from LexisNexis®

April 3, 2019

Richard T. Meszaros, president
The Fairways at Westworth
Homeowners' Association, Inc.
6625 Fairway Drive
Westworth Village, Texas 76114

Steven Mass, vice-president
The Fairways at Westworth
Homeowners' Association, Inc.
6600 Fairway Drive
Westworth Village, Texas 76114

Charlotte Norris, secretary
The Fairways at Westworth
Homeowners' Association, Inc.
6624 Fairway Drive
Westworth Village, Texas 76114

Nasim Akhtar, treasurer
The Fairways at Westworth
Homeowners' Association, Inc.
6613 Fairway Drive
Westworth Village, Texas 76114

Rodney Buttermore, board member
The Fairways at Westworth
Homeowners' Association, Inc.
6620 Fairway Drive
Westworth Village, Texas 76114

re: correspondence dated March 25, 2019, addressed to
North Central Texas Council of Governments

Members of the board of The Fairways at Westworth Homeowners'
Association, Inc.:

I read with great disappointment your letter dated March 25, 2019,
addressed to Messrs. Morris and Kessler at NCTCOG.

I have no problem with the intent behind your letter, which ostensibly
was to request NCTCOG to withhold funding of grant monies for completion
of the trail system. Clearly, I understand your passionate opposition to the
portion of the trail on the Oncor easement.

With all my heart, I believe in free speech, citizen involvement, and
open communication. Unfortunately, however, your letter does not stop
there.

RECEIVED

APR 05 2019

Members of the board of
The Fairways at Westworth
Homeowners' Association, Inc.

April 3, 2019
page 2

Instead, the letter contains outright falsehoods, inexplicably links me to Mayor Mike Coleman, and ignores my personal efforts to increase citizen involvement and seek alternatives in completion of the trail system.

Most importantly, your letter intimates I have been involved in unethical, if not illegal, activity as an elected official.

"...Mayor Pro Tempore Jones appear[s] to be ... placing the project out for bid without addressing the concerns raised by the citizens described above." That is a false statement.

Your letter states "*public comment on the trail design was only solicited in the last 45 days.*"

Who solicited that public comment? Who called for that public hearing? (And, no, despite written statements to the contrary, I did not specifically request anyone with a particular view to attend.)

After that public forum, who sought out an audience with your president, Rich Meszaros, to address the HOA's concerns?

Who directed the project engineers to consider the feasibility of moving the Oncor portion to the 183 frontage?

Who requested the Oncor portion be a separate bid?

Please ask the Leonard Oaks folks if I have been of assistance in addressing their concerns.

Further, if the council votes to accept bids, you have no idea of my plans to provide time for the project engineers to seek an alternate route to the Oncor location.

If you want to ignore the facts, and mischaracterize my efforts and my intent, that seems to be acceptable in the modern day public arena. It's a free country, and politics is a contact sport. Fair enough.

Members of the board of
The Fairways at Westworth
Homeowners' Association, Inc.

April 3, 2019
page 3

What is not acceptable is "...*Mayor Pro Tempore Jones appear[s] to be ... expediting the finalization of the trail system with several out of cycle meetings ...*." I have no idea what you intend by that statement, but it clearly is an attempt to impugn my character by the insinuation of unethical or illegal activity.

I did not create this trail mess, having only been back on the council one year. Please consider that I am the only elected official who has proposed and investigated options to the current trail design. (Simply voting "no," and requesting self-serving delays, offers no solutions.)

You are free to distort my record, and doubt my motives as you see fit. **However, you "crossed the line" when you slandered my name to regional authorities with insinuations of unethical or illegal activity.**

Respectfully,



L. Kelly Jones

LKJ/kb

cc: Michael Morris, director of transportation ✓
North Central Texas Council of Governments

Dan Kessler, assistant director of transportation
North Central Texas Council of Governments

Brandy Barrett, Westworth Village city secretary
(for distribution to city council)

Michael Morris
Director of Transportation
616 Six Flags Drive
Arlington, TX 76005

Dear Mr. Morris,

Span, Inc. is very pleased with the decision of the Regional Transportation Council (RTC) to approve \$160,000 for one-time stop gap funding assistance in order to allow Span to continue providing services to seniors and people with disabilities in Denton County.

Per the request of the RTC, Span Inc. will be coordinating with the Denton County Transportation Authority (DCTA) in order to review current transportation programs and to ensure efficient delivery of services. Span began meeting with DCTA in December of 2018 to discuss service gaps and establish future partnership opportunities. Communication with DCTA is ongoing, and future meetings will be scheduled throughout the year. Partnership between Span and DCTA is manifesting in multiple forms including joint procurements, cooperative Inter Local agreements, and collaborative efforts to identify needs in the community. Span intends to continue to provide and fully enhance services for residents in the community.

In addition, Span is actively coordinating with the NCTCOG Project Manager to create and develop a financial plan. The financial plan is expected to be completed by July of this year.

Span, Inc. would like to sincerely thank NCTCOG and the Regional Transportation Council for their support of our programs and commitment to Denton County residents.

If there are any further actions need to be made by Span or if there are any concerns, please contact us and we will be more than happy to comply with future directives.

Sincerely,

Michelle McMahon

Michelle McMahon
Executive Director

RECEIVED

APR 11 2019

TRANSPORTATION



April 11, 2019
(via mail)

Mr. Mike Eastland
Executive Director
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: TNMP's Proposed State Highway 121 Transmission Line Relocation Project
Collin County, Texas

Dear Mr. Eastland,

TNMP proposes to relocate the existing Westminster 138 kilovolt (kV) transmission line located in Collin County, Texas, to accommodate the widening of State Highway (SH) 121. The proposed relocation of the transmission line will maintain the connection of the existing Westminster Substation located approximately 0.2 miles northwest of the intersection of SH 121 and FM 2862 to the existing 138 kV transmission line Tap located approximately 0.9 miles northeast of the intersection of SH 121 and the Collin County Outer Loop. Please refer to the attached exhibit depicting the project study area.

HDR Engineering, Inc. (HDR) is preparing an Environmental Assessment (EA) and Alternative Route Analysis to support an application for a Certificate of Convenience and Necessity (CCN) from the Public Utility Commission of Texas (PUCT). HDR is currently in the process of gathering environmental data and identifying environmental and land use constraints within the project study area that will be used in the creation of an environmental and land use constraints map. HDR will identify potential alternative routes that consider environmental and land use constraints.

We are requesting that your office provide information concerning environmental and land use constraints regarding land issues, proposed developments, or other areas of interest to the North Central Texas Council of Governments. Your comments will be an important consideration in the evaluation of alternative routes and in the assessment of impacts. Upon approval of a final route for the proposed project by the PUCT, TNMP will determine the need for other approvals and/or permits. If your jurisdiction has approvals and/or permits that would apply to this project, please identify them in response to this inquiry. If permits are required from your office, TNMP will contact your office following approval of a final route.

Thank you for your assistance with this electric transmission line project. Please contact me at 972-960-4450 or by email, John.Wooten@hdrinc.com, if you have any questions or require additional information. We would appreciate receiving your reply by April 25, 2019.

Sincerely,

John Wooten
Project Manager

Attachment

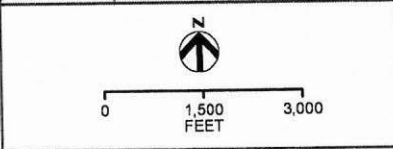
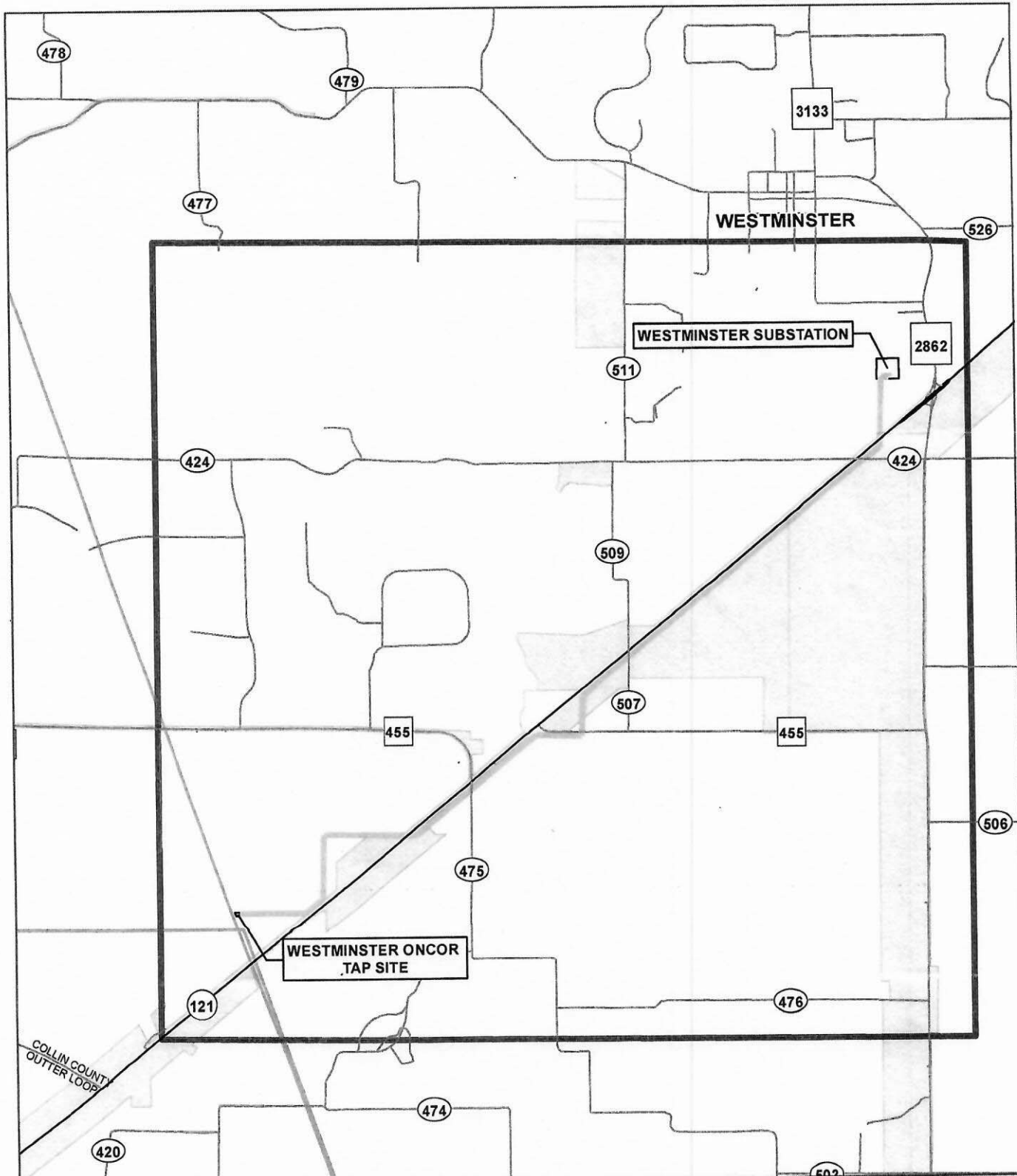
hdrinc.com

17111 Preston Road, Suite 300, Dallas, Texas 75248
T 972.960.4400 F 972.960.4471

RECEIVED

APR 19 2019

TRANSPORTATION



- | | |
|---|------------------|
| STUDY AREA BOUNDARY | ANNA CITY LIMITS |
| EXISTING WESTMINSTER 138 KV TRANSMISSION LINE | STATE HIGHWAY |
| EXISTING SUBSTATION | FARM-TO-MARKET |
| EXISTING TRANSMISSION LINE | COUNTY ROAD |
| STREAM | ROAD |
| LAKE | |

PROJECT STUDY AREA MAP
TNMP SH 121 TRANSMISSION LINE RELOCATION

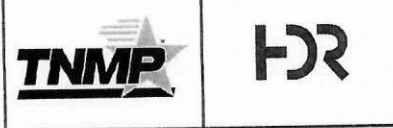


FIGURE 1



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

April 25, 2019

Mayor George Fuller
City of McKinney
PO Box 517
McKinney, TX 75070

Dear Mayor Fuller:

I appreciate the hard work of the City of McKinney in assisting TxDOT and the Regional Transportation Council gain consensus on a desperately needed improvement to U.S. 380. I want to personally thank you, Mr. Grimes, and the McKinney staff in brainstorming possible alignments and transportation strategies to improve the mobility and safety of Collin County residents.

TxDOT data, information, and analytics to date, are indicating strong consideration of alignments that fall outside major portions of the U.S. 380 right of way. Your assistance in developing candidate alignments through the most critical section, east and west of U.S. 75, is appreciated. TxDOT's recommendation to develop alignments on new right of way demonstrates both strong mobility benefits and lower property impacts.

With your support and the support/input of other impacted governments, it is critical that we encourage TxDOT to move this project into the environmental process. Your proposal needs to be included as a possible solution to a long delayed critical improvement.

Your proposal creates an opportunity for two other transportation elements. Together with a solution to U.S. 380, we are finally developing a system of improvements for Collin County. The first opportunity is for your alignment of U.S. 380 east of U.S. 75 to assist Collin County in the transportation movements often referred to as the regional loop. More specifically, can U.S. 380 east of U.S. 75, serve a dual purpose of assisting east-west U.S. 380 traffic, as well as south-east to north-west regional movements? The second opportunity is an extension of SH 121 east of U.S. 75 to align with a north-south movement east of your airport. That may assist us in furthering north-south solutions in Collin County.

In the environmental process, this facility should be examined with and without frontage roads. Your concept creates the opportunity for a hybrid solution where we can enhance mobility on the existing U.S. 380 in a more environmentally friendly manner, serving as our "frontage roads" and consider a slimmer freeway section, and possibly frontage roads, on new right of way.

Again, I thank you for the partnership we have with McKinney in transportation matters. I look forward to working closely with TxDOT and all the Collin County communities in reaching consensus on a much-needed U.S. 380 project.

Sincerely,

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

Michael Morris, P.E.
Director of Transportation

MM:aa

cc: McKinney City Council (Mr. Grimes will distribute)
Collin County Commissioners Court
Paul Grimes, McKinney City Manager
Mo Bur, PE, District Engineer, TxDOT (Attached letter from City of McKinney)
Dan Lamers, PE, Senior Program Manager, NCTCOG



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

April 29, 2019

The Honorable Nicole Nason
Administrator
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Administrator Nason:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to congratulate you on being confirmed as the Federal Highway Administrator. A membership roster is enclosed.

The RTC and North Central Texas Council of Governments' (NCTCOG) Transportation Department work with elected officials, all levels of government, transportation partners and the region's residents to plan transportation and air quality projects and programs that meet the needs for the DFW area. We look forward to working with you and will assist you in any way possible.

Again, congratulations on your confirmation and for your leadership on transportation issues. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written in a cursive style.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

SD:al
Enclosure

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



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

May 2, 2019

The Honorable K. Jane Williams
Acting Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Williams:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support the application submitted by Dallas Area Rapid Transit (DART) for grant funding under the Federal Transit Administration's (FTA) Low- or No-Emission Grant Program to assist in the purchase of electric buses.

DART has zero-emission and low-emission objectives for transit and strives to build a greater low- or no-emission footprint in the DFW region. DART seeks to purchase and deploy six long-range electric buses to replace compressed natural gas (CNG) buses currently used on existing routes in Dallas, Irving, and Plano. Operating out of DART's three bus operations facilities located in South Oak Cliff, Northwest Dallas, and East Dallas, the buses will provide DART with the critical data needed to develop competitive technical specifications towards replacing the agency's existing CNG bus fleet.

Furthermore, the buses will serve existing routes within the DART member cities that are experiencing the greatest economic growth and add important connections between customers and major employers in the DART service area, as well as reduce energy consumption and help improve air quality.

This project is consistent with the programs and policies in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

Again, the RTC supports DART's grant application for the 2019 FTA Low- or No-Emission Grant Program. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written over a light blue horizontal line.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

KR:al

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

Do you pay red-light camera tickets? You're in the minority

By Anna M. Tinsley, Fort Worth Star-Telegram

Cracking down on red-light runners in Texas has become a big business.

It has generated around \$183 million for the state since red-light cameras became legal in 2007. And the cameras have generated millions for cities as well.

But a number of drivers no longer pay those tickets.

In Fort Worth last year, 224,307 tickets were mailed to motorists who ran red lights or didn't stop long enough before turning right. Of those, 106,580 were paid and 116,074 were sent to collections agencies, city records for the 2018 fiscal year showed.

This new data comes as proposals to turn the cameras off around the state are being considered by the Texas Legislature.

"This definitely violates due process. If your accuser is a camera, you cannot face him in court," state Rep. Jonathan Stickland, the Bedford Republican who is helping lead this effort, recently told a legislative committee. "The most outrageous aspect of red-light cameras to me is how it turns our legal system upside down. You are guilty until you prove yourself innocent.

"I think this is a major problem."

Supporters, though, say these cameras make streets safer and generate needed money for cities.

"I believe photo enforcement is the single most effective tool in changing driving behavior," Grand Prairie police Sgt. Eric Hansen told that same legislative committee. "After a decade of photo enforcement, our intersections are safer and the number of crashes have been reduced."

Red-light cameras have been legal in Texas since 2007. And they've been in Fort Worth since 2008.

After an offense, a \$75 ticket is mailed to the car's owner.

Fort Worth tickets

In Fort Worth, there are 58 red light cameras at 44 intersections.

They operate 24 hours a day, taking photos and video of vehicles running red lights.

The city contracts with Verra Mobility, formerly known as American Traffic Solutions, to run the red light cameras. The contract expires in 2026.

The city collected \$8.3 million from the tickets in fiscal year 2018. Once expenses and contractor fees were taken care of, and half the remaining amount was sent to the state, Fort Worth kept \$3.4 million, city records show.

Fort Worth used the money for traffic safety improvements such as traffic signals, stop signs, cross walks and intersection improvements.

Some Texas counties, such as Dallas, will flag accounts with unpaid red-light tickets and prevent those vehicle registrations from being renewed until the tickets are paid.

In Tarrant County, online registration likely will be blocked if red-light tickets are left unpaid. But Tax Assessor-Collector Wendy Burgess has said anyone who has a flagged account may go to any of the eight Tarrant tax assessor collector offices and renew their registration in person, no matter how many unpaid red light tickets they have.

Texas revenue

The amount the state receives from red light camera tickets fluctuates through the years, but reached an all-time high in the 2018 fiscal year, when it collected \$19.7 million.

State dollars were earmarked for designated trauma facilities and county and regional emergency medical services and trauma care systems. Some money may also be used by the Texas Higher Education Coordinating Board for graduate-level medical education or nursing programs, said Kevin Lyons, a spokesman for the Texas Comptroller's Office.

Money has been pulled out of that account twice — \$4 million in 2009 and \$9 million in 2010 — and sent to regional trauma centers. The rest of the money remains in an account with revenue from court fines and driver responsibility surcharges. There is about \$84.7 million in that account, said Kevin Lyons, a spokesman for the Texas Comptroller's Office.

<https://www.star-telegram.com/news/local/community/fort-worth/article228546264.html>

Plan a bold natural for southern Dallas

ROBERT WILONSKY

The best part of this job: Sometimes, I get to go on outdoor field trips.

On Monday, Robert Kent, the native son who heads the North Texas branch of The Trust for Public Land, invited me to South Oak Cliff to see up close a piece of a plan that's floated around City Hall for a while. The plan is something of which he's particularly proud — as he should be — because the idea is to link the southern half of this city with trails and parks along the Five Mile Creek that flows into the Trinity River.

City leaders aren't sold on the expensive idea, but it's pretty much the same thing the city is doing up in the better-off north and near downtown, where every new trail seems designed to send people to White Rock Lake. Except south of the city's center, the land is actually pretty.

Kent invited some guests on this tour, among them Molly Plummer, a trust landscape architect; a Park Board member; an urban forester; and a landowner. But the special guests were South Oak Cliff High School principal Willie Johnson and his community liaison Derrick Battie, the basketballer who graduated from SOC in 1992, went straight to Temple University's starting squad and is still such a star in the neighborhood that people honk when he walks down the street.

Johnson has wanted to have trails alongside Five Mile Creek since his first spin through South Oak Cliff as a special-education teacher and coach in the early 1990s. He told me he has spent a lot of time chasing kids out of the Alice Branch of Five Mile Creek, which runs behind the school. Sometimes, he'd go back there and find syringes; sometimes, he'd have to run from the pit bulls.

South Oak Cliff High is nearing the end of its \$52 million makeover. And the neighborhood's rebirth is only beginning, as evidenced by the Honey Springs-Cedar Crest Trail under construction and the Southern Gateway redo along Interstate 35E and the promise of new housing on Overton Road.

But the area is still full of "unsavory things," said Johnson, the principal who also serves as social worker and father figure. South Oak Cliff High has historically had one of the highest truancy rates in Dallas ISD, Johnson said. This creek back here had something to do with that.

Johnson and Battie imagined the land here instead as a "resource for the community," the principal said, and not something to be ignored, avoided. Especially in a part of the city where decay and neglect have deep roots — where illegal dumping is rampant, crime is high, fresh food is scarce and diabetes and heart disease cripple whole communities.

As we walked along the under-construction trail, which snakes alongside power lines, we stepped onto a piece of land the trust hopes to buy from Randy Bowman, who's building a nearby boarding school for impoverished and homeless kids. Immediately the scenery changed: There were piles of trash and towers of tires alongside a creek bed so overgrown you couldn't see it.

"This is what happens in undeveloped, under-served parts of the city," said Bowman, a son of Pleasant Grove.

"It has taken this long to get something done," Johnson said of long-dreamed-about trails and parks. "Too long."

But this is what the trust does. With little fanfare or credit, it has spent decades quietly helping the city buy and build parks and trails, including the Joppa Preserve, the Chalk Hill Trail and Pacific Plaza. The trust has pushed for the city to demand that developers either provide green space or the money to build parks near new construction — something countless other Texas cities did long before City Hall even began to discuss it.

Each year since 2012, the trust has reminded us how far Dallas has fallen behind other big cities where residents are short walks from parks and playgrounds. And in 2016, it gave us a plan called Smart Growth for Dallas, which uses computer modeling and resident interviews to help make the most of the little that Dallas has historically spent on planting parks in this city.

Smart Growth for Dallas led to the Five Mile Creek Urban Greenbelt Plan, done with a pro bono assist from TBG Partners and finalized after more than a dozen community meetings and workshops and tours. And I would argue this plan is the trust's most ambitious — and, perhaps, its most necessary. I wouldn't have said that before Monday's walk, when it was just a map and some pretty pictures in a PowerPoint.

The Park Board adopted the Five Mile map in February. Willis Winters, director of the Park and Recreation Department, brought it to the City Council's Quality of Life committee last week because he "thought it was important enough the council should see it."

The committee, absent council members impacted by the proposal, sort of shrugged at it; they all but said it had a nice personality. They were less concerned about the "vision" than how much it would cost — around \$100 million to \$150 million. That's for land acquisition, trails spanning more than 23 miles and parks covering hundreds of acres.

The council, worried it could be on the hook for the whole bill, scoffed at the estimate. "I always worry that we're selling people and going, 'Look, you've been neglected and we have all these dreams,' but you can't fund it," said White Rock Lake's Mark Clayton. "That would be my concern."

But The Trust for Public Land will lead the charge to find funders for this, with philanthropic support promised and hoped-for.

Already, the trust has two sites lined up: 40 acres' worth of community parks and nature areas and athletic fields next to a Dollar General at Simpson Stuart and Bonnie View roads; and a 2-acre greenbelt between South Oak Cliff High School and the Parkland Bluit-Flowers Health Center on Overton.

At Simpson Stuart, the trust will spend \$3.7 million to buy and remake the land, then sell it to the city for half that. At SOC, the trust will spend more than \$2 million to clear out this land and creek bed. That will cost the city a lousy \$165,000. Which seems awfully generous.

I asked Kent why the trust does such nice things for a city so good at abusing its land. He laughed.

"I can't tell you how many meetings I go to with neighborhood associations and community groups, and first question is: 'What do you get out of this?'" he said. "And the answer is 'Nothing.' This is just my job."

I am starting to think that Kent has the best job in Dallas. And not just because of the field trips.

Twitter: @RobertWilonsky

Texas high-speed rail developer doesn't want state money. But the Senate's state budget could still delay the project.

Although Texas Central isn't planning on using state funds for its Dallas-Houston line, it says language in the spending plan could impede the project until a court definitively affirms the company's ability to use eminent domain.

By Arya Sundaram, Texas Tribune

Dallas-Houston bullet train developer Texas Central Partners LLC said its project could be delayed by a provision added to the Texas Senate's proposed 2020-21 budget Wednesday, even though the company is not planning on using state funds to build the high-speed rail line. The company said language added to the upper chamber's spending plan would encourage lawsuits and "is not beneficial for good coordination and planning." Meanwhile, project opponents cheered the provision.

The measure, authored by Sen. Brian Birdwell, R-Granbury, continues to bar state funds from subsidizing high-speed passenger rail projects but would go further than current law. It would prevent the Texas Department of Transportation from helping coordinate access to rights-of-way on state highways for the high-speed rail project until there is a final, unappealable court ruling on the project's eminent domain authority. Debate over whether Texas Central has the right to condemn land and buy it from unwilling owners has fueled opposition to the project and led to court battles across the state. The new language was added in what's called a rider to the proposed budget.

"This project has many issues, and one could easily see the potential outcome that could befall Texas by looking at the catastrophic failure occurring in the California high-speed rail project," Birdwell said in a statement Wednesday. "This rider seeks to solely protect state resources, including state right-of-ways, should [the company] begin construction before receiving a definitive answer on their condemnation authority."

Texas Central is planning to spend more than \$15 billion to build and begin operating a high-speed rail line shuttling passengers between Houston and Dallas in under 90 minutes, but not all rural landowners along the train's planned 240-mile route are on board with selling their land. Texas Central has said it prefers to acquire land through amicable sales but that state law gives it the right to use eminent domain.

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"Working with TXDOT is critical to the project," the company said in a statement late Wednesday. "This rider would impose arbitrary and discriminatory restrictions for a single project and sets a bad precedent."

Texas law allows railroads to use eminent domain to take land for projects, and Texas Central says it is one. But opponents argue that the company doesn't count as a railroad because it's not operating any trains — and a Leon County Court upheld that viewpoint in February.

Texas Central disagreed with the ruling, citing a previous Harris County ruling in its favor, and said it plans to appeal the judge's decision. But as the decision stands, the company can't condemn land in the counties under the court's jurisdiction, according to an attorney who represented the landowner in that case.

Patrick McShan, an attorney for the group Texans Against High-Speed Rail and more than 100 landowners along the train's route, said there may be a lengthy court battle to settle the disagreement over whether the company can use eminent domain. And that, he said, could stall the project.

"At least two years, could be four years. Whatever it is, it's several years," he said. "It would be a significant obstacle to the project being constructed. ... I do not envision a scenario where they can obtain these necessary approvals and these necessary court rulings to prove to the state that it is justifiable and necessary for the state to expend its resources on this project."

Kyle Workman, chairman and president of Texans Against High-Speed Rail, called the rider's passage "a positive step to protecting Texas from a California-style boondoggle in which high-speed rail gets partially built and state funds are ultimately allocated for it." Company officials, though, have maintained for years that they do not plan to take any state money to construct the line.

The budget rider didn't advance smoothly through the Finance Committee.

State Sen. Royce West, D-Dallas, moved to strike down the amendment and remove it from the budget, but his motion failed in an 7-8 vote. The budget plan, which the Senate Finance Committee then approved, next would head to the full upper chamber.

<https://www.texastribune.org/2019/04/03/texas-high-speed-rail-developer-says-senate-budget-could-delay-project/>

Edgar Walters contributed to this story.

Disclosure: Texas Central has been a financial supporter of The Texas Tribune, a nonprofit, nonpartisan news organization that is funded in part by donations from members, foundations and corporate sponsors. Financial supporters play no role in the Tribune's journalism. Find a complete list of them here.

The West Coast just might be California-ing your North Texas, according to a new study

By Dom DiFurio, Dallas Morning News

More Californians move to Dallas-Fort Worth each year than residents of any other state, according to a new NerdWallet analysis of U.S. domestic migration.

In fact, 8,300 Californians on average packed their bags and moved to the Dallas-Fort Worth region each year between 2012 and 2016.

A net total of 113,260 people have moved to D-FW each year on average. New York City and Chicago were the next top cities of origin over the period of time studied.

The influx of Californians is a Texas trend that's been observed for years – and one that's even spawned political pushback amongst conservatives who fear these domestic migrants will bring with them a liberal ideology that would disturb the Texas way of living.

Despite sending representatives of his office to California to court businesses who might move their employees here, Texas Gov. Greg Abbott has even run a petition titled "Don't California My Texas" when running for re-election. The phrase has also spawned an abundance of t-shirts and other merchandise on sites like Amazon.

Ironically, perhaps, most Americans are moving here for precisely the reasons Texans love their state so dearly: wide open spaces, lax attitudes on taxes and a lower cost of living. Many of them have arrived here in recent years precisely because their employers have been relocating with those selling points in mind as well.

McKesson, one of the largest pharmaceutical distributors in the country, moved its headquarters from California to North Texas recently, as did Toyota and Core-Mark Holding Co. They brought thousands of employees with them.

When breaking down the major differences between cost of living in major California metros and North Texas, it's not hard to see that Californians paychecks might go a lot further here.

Two thirds of the people moving to Dallas were renters – not homeowners – and the most common reason people cited for moving was the fact that they wanted to upgrade. The median monthly housing cost in Dallas is only \$1,090 each month compared to Los Angeles' median cost of \$2,470, according to the analysis.

But where are Dallasites going? The same data shows nearly one in 10 Dallas metro area residents moved to another home within the region each year on average.

And while the majority of Texans who moved in the years studied stayed within the state, most of the people leaving Dallas for other states actually drove just a few hours north to Oklahoma City, according to the study.

<https://www.dallasnews.com/business/business/2019/04/04/west-coast-just-might-california-ing-north-texas-according-new-study>

Construction kicks off on new retail center in southwest Fort Worth

By Steve Brown, Dallas Morning News

The fast-growing area along Chisholm Trail Parkway in southwest Fort Worth is getting a major retail project.

The Shops at Chisholm Trail Ranch will open next spring and will have more than 200,000 square feet of shopping.

The project includes a 40,000-square-foot movie theater with space for anchor stores, smaller retailers and restaurants.

The project is 70 percent pre-leased to tenants including Five Below, Old Navy, Famous Footwear, Ulta, Marshalls, Tuesday Morning, AT&T, Sprint, Great Clips, Sport Clips and Resort Nails & Spa.

StreetLevel Investments is developing the project with Arch-Con Corp.

"This area is growing quickly, and it is great to be a part of bringing retail to this area," Marc MacConnell, senior vice president of Arch-Con's retail division, said in a statement. "The location makes it accessible from both Cleburne and Fort Worth and offers much-needed options for shopping and entertainment that it never had before."

The 35-acre Shops at Chisholm Trail Ranch is next to Chisholm Trail Community Park. The surrounding development includes multifamily housing and single-family homes.

EDGE Realty Partners is leasing the project.

<https://www.dallasnews.com/business/real-estate/2019/04/05/construction-kicks-new-retail-center-southwest-fort-worth>

Sen. Cruz is right to ask whether the FAA is too close to the aviation industry

By Dallas Morning News Editorial

U.S. Sen. Ted Cruz has called for an investigation into why the Federal Aviation Administration certified the Boeing 737 Max and whether the agency is getting too close to the corporations it regulates. The Texas Republican is right.

After two of the new 737 Max airplanes crashed, aviation regulators around the world grounded the planes. The FAA took longer to do so, and Cruz said at a speech to the Texas Lyceum that's a concern. Cruz held hearings on the state of aviation safety in his role as chairman of the Senate subcommittee on aviation and space.

We expect regulators of our most important industries to minimize red tape that can choke commerce. And we also expect regulators to remain independent of the industries they oversee and to create firm, fair rules that protect the public. Because as Cruz warned, public safety is paramount, but so is the trust of the flying public.

At issue with the 737 Max is that Boeing included a new software system that, according to media reports about initial reviews of the accidents, pilots couldn't override in the same way as prior versions of the plane. Pilot training materials didn't include training on overriding the software system.

"Why didn't they require training of the pilots to understand this system," Cruz said at the Lyceum conference. He said he has "questions about agency capture, about the FAA getting too close. Look Boeing is a huge job producer, a huge supplier."

Cruz also said he's in favor of passing a bill to fund more infrastructure projects, and he's hopeful a bill could pass because of bipartisan support in an otherwise sharply divided Congress. He said a bill is an opportunity for Texas to get a larger share of federal infrastructure funds at a time of rapid growth, and a bill could allow lawmakers to reduce some regulations that slow down construction of roads and pipelines.

"My priorities are, No. 1, Texas needs to get our fair share. The money needs to flow where the need is. The population is growing like crazy, the jobs are growing like crazy, the energy is growing like crazy, the commerce is growing like crazy," he said.

We'll leave for another editorial speculation about whether meaningful infrastructure legislation is possible in Washington just now, but it's worth pausing on the senator's points about the FAA. This kind of government work doesn't grab as many headlines, but it's crucial to public trust. Getting to the bottom of precisely what is happening with this jetliner and why is the essential task we ask of officials in Washington. Air safety needs to be a bipartisan issue.

<https://www.dallasnews.com/opinion/editorials/2019/04/06/sen-cruz-right-ask-whether-faa-close-aviation-industry>

With billions in federal funds riding on the 2020 census, Dallas wants to make sure every resident counts

By Stephanie Lamm, Dallas Morning News

Herlinda Hernandez, 44, has lived in West Dallas most of her life. She doesn't know much about the upcoming census or how the census works. She doesn't recall filling out any previous census questionnaires, though she said her father may have been the one responding in the past.

"I would probably have my kids fill it out because they're the ones who understand English," Hernandez said.

She can't remember census workers ever visiting her house in the La Bajada neighborhood behind the shops and restaurants at Trinity Groves. She says she's not even sure what it is.

As Dallas prepares for the 2020 census, organizers are trying to reach people like Hernandez to make sure that every person is counted. Money and political power are at stake.

If the population of Texas is undercounted by just 1 percent, Texas could miss out on \$300 million annually in federal funding for services like the Children's Health Insurance Program and the Supplemental Nutrition and Assistance Program, according to an analysis from the GW Institute of Public Policy at George Washington University.

In Dallas County, 74.5% of households mailed back their 2010 census questionnaires, slightly below the national average of 79.3%. When households don't mail back their questionnaires, the Census Bureau must conduct a costly follow-up visit.

Though U.S. law requires residents over the age of 18 to participate in the census, some do not respond, for reasons as varied as not receiving a form or not being able to fill out the questionnaire in their language. Others might not trust the government with their personal information. Court cases have yet to determine whether the census can ask about a person's citizenship status.

A study by the Census Bureau found that areas with a high non-response rate tend to have a higher percentage of low-income households, nonwhite residents and adults who did not complete high school.

Undercounted Dallas

Downtown Dallas had a non-response rate of 36 percent in the 2010 census. South Dallas was slightly higher, with 38 percent of households not mailing back their questionnaires.

South Oak Cliff contains some of the hardest to count communities in the country, according to a study by CUNY and the 2020 Census Project. In one census tract in the Red Bird area, only 54.8 percent of the more than 1,600 households mailed back their 2010 census questionnaires.

For the first time, the Census Bureau will encourage households to respond to the 2020 questionnaire via the internet, though responses by phone or mail will still be accepted.

But some experts worry that the push for online participation could present logistical challenges for households with no internet access or dial-up connection, which is the case for 20.5 percent of Dallas County.

Nearly half of households in the Red Bird census tract lack internet access, according to the most recent American Community Survey, the detailed ongoing survey performed by the Census Bureau.

"One of the problems is that the hardest to count communities are going to have a harder time filling out the census because they may not have easy access to fill out the census online," said Ann Beeson, chief executive officer for the Center for Public Policy Priorities in Austin.

But Dennis Johnson, deputy regional director for the U.S. Census Bureau, said the online forms won't be the only option. Households with limited internet access will be mailed questionnaires, and anyone can request a mail-in form.

"We're treating the mail-in form as a last resort because it is costly, but it is still an option," he said.

Local census offices may send census takers to areas with historically low response rates to help residents complete the questionnaire.

Jose Huerta, who has lived in Dallas for 50 years, said he has always filled out his census with the help of a census taker. Many others in his West Dallas neighborhood, including Maribel Espinoza who lives around the corner, said census takers visited their homes in 2010.

"I know it's confidential, and I've never had problems with immigration, so I wouldn't be worried about answering the question," Espinoza said. "I know that the count affects my daughters' schools and other services. It's important."

She's not worried, as many demographic experts are, that many people may not be counted because of a new question regarding citizenship status.

Commerce Secretary Wilbur Ross, who oversees the Census Bureau, approved adding the question to the upcoming census that would ask for the citizenship status of household members. The Supreme Court is expected to rule on the question by June after lawsuits from various states and cities.

By law, the Census Bureau cannot share an individual's responses with the public or government agencies, including law enforcement, until 72 years after the information is collected.

Power and money

Getting the count right is important because both political power and money are at stake.

Population data from the 2020 census will determine how the federal government allocates billions of dollars. Texas currently receives over \$43 billion in federal funds each year based on data from the decennial census.

That means for every resident who is not counted, Texas would miss out on about \$1,500 each year for the next 10 years.

That money is used for services such as highway planning and construction, housing assistance, Medicaid and Medicare Part B, special education grants and school lunch programs.

"Almost all of these programs are programs that help provide basic needs and a leg up to low-income families," Beeson said. "If there is a significant undercount, Texas would not get the dollars it needs to provide those programs to the actual number of residents in need of those programs."

Census data also determines the number of electoral votes and congressional representatives allocated to each state.

Election Data Services, a Virginia-based political consulting firm, predicts Texas' population will reach 30 million by 2020, an increase of 5 million residents in the past decade. With that population increase, Texas would gain three seats in the U.S. House, bringing the state's total to 39.

A citywide effort

Preparation for the 2020 census takes collaboration at all levels of government.

Johnson says Dallas will have roughly seven census offices, each staffed with about 40 administrators during peak operation. Those offices will employ between 1,200 and 2,000 field workers each who will collect census forms from households.

The Census Bureau encourages localities and states to form Complete Count Committees, which act as a way to funnel resources, share information and tailor outreach strategies, in addition to official census offices.

Last year, Dallas Mayor Mike Rawlings formed a Complete Count Committee of four volunteer committee chairs and several dozen volunteer appointees who represent City Council districts and diverse groups across the city.

George Tang, a committee chairman in charge of fundraising, said the largest barrier the group faces is a lack of funding.

The committee relies on donations for outreach efforts and has developed a plan to reach hard-to-count communities. Tang said the committee hopes to raise \$4 million for its efforts in the city of Dallas and Dallas County.

Dallas County Judge Clay Jenkins is organizing periodic meetings of mayors and city managers across 26 cities and towns in Dallas County.

The North Texas Commission, Community Foundation of Texas, and others are working with Dallas County to support census efforts.

'Win or lose as a state'

Despite facing similar challenges — a large immigrant population, many non-English speakers and highly mobile young people — Texas and California have taken different approaches to their 2020 preparations.

California state lawmakers allocated \$154 million to its statewide Complete Count Committee, which also gives grants to local census efforts.

Texas does not have a statewide committee, but state Rep. Cesar Blanco, D-El Paso, filed a bill that would create and fund Texas' first Complete Count Committee. The bill is still in committee.

Tang said local efforts are off to a good start, but the state needs to step up if the count is to go smoothly.

"We don't win or lose as a city, we win or lose as a state," Tang said. "At the end of the day every community needs to do their part, and the state needs to buttress that work."

Staff writer Obed Manuel contributed to this report.

<https://www.dallasnews.com/business/demographics/2019/04/07/billions-federal-funds-riding-2020-census-dallas-wants-make-sure-every-resident-counts>

Dallas needs to spend another 3 years, \$7 million before anyone can hike or bike the McDermott bridge

By Robert Wilonski, Dallas Morning News

The hike-and-bike sections of the Margaret McDermott Bridge over the Trinity River are now set to open in 2022 — five years later than originally announced.

And that's only if the Dallas City Council on Wednesday votes to spend \$7.1 million on fixes needed to open the sides of the \$115 million bridge, which remain barricaded because of cable anchors shattered by high winds.

On Monday, city officials told the council's Mobility Solutions, Infrastructure and Sustainability Committee that the council really didn't have a choice: Either the city could pay the Texas Department of Transportation the \$7 million needed to make necessary fixes, or City Hall would likely owe 13 times that amount to the state.

At Monday's committee meeting, Far North Dallas council member Sandy Greyson told Sarah Standifer, a Dallas Water Utilities assistant director, that "part of me feels like this is throwing good money after bad." She asked what happens if the council doesn't approve the expenditure Wednesday and keeps the paths closed.

"I would presume TxDOT would come to the city asking us to pay back the money," Standifer told Greyson.

Standifer said after the meeting the reason the city would owe money is because it contracted with the state to build the pedestrian and cycling paths — the so-called signature elements of the bridge. A series of eight different federal bills relating to the Interstate 30 bridge funded the features. If the features are rendered permanently useless, Standifer said, the feds would ask the state to refund more than \$91 million, and TxDOT would demand it back from City Hall.

Instead, Standifer and her bosses are asking the council to approve spending the \$7.1 million. Standifer said that money originally came from TxDOT when it paid the city for land acquisition and easements needed to build the bridge.

At issue is the cable anchor system that connects the bridge's arches — designed by architect Santiago Calatrava — to the base of the pier-and-beam concrete bridge over the Trinity. The system has repeatedly failed. City Manager T.C. Broadnax, in a memo sent to council members last summer, called the failures "premature fatigue" caused by high winds that rattle the cables and shatter the anchors.

For the last year, two options have been on the table: retrofitting the existing system with new anchors, or replacing all the cables. Either way, "both options call for additional cable dampers," Assistant City Manager Majed Al-Ghafry wrote in a memo sent to council at the end of March.

In February, TxDOT's contractor ruled out the retrofit option "due to a level of uncertainty of fabrication engineering and non-standard components," Al-Ghafry said. That's how replacing all the cables became the one and only option at the \$7.1 million price tag.

But even that's not a sure bet. According to council materials, a test of the proposed fix would take about six months, after which the council would get a better idea of how long the redo could take.

"Work may proceed more quickly than currently estimated," says the document — or it could take longer, based on recent history.

Al-Ghafry told the council Monday that the city could consider a "partial opening of the pedestrian and bicycle components prior to the completion of both bridges." But that possibility has been floated before and has never happened.

Then again, little has gone as planned for what was originally proposed as the second of three Calatrava bridges spanning the Trinity.

Initially the bridge was supposed to cost around \$102 million. But in early 2013, the city got hit with sticker shock when it was revealed that those so-called signature elements would cost \$12 million more than expected.

City officials said they'd cover the cost overrun with private donations, bond money and value engineering. Documents prepared for Wednesday's council meeting say "several value engineering strategies" — including the elimination of stress tests — helped knock down the cost to around \$112.5 million.

Installation of the steel arches was completed in 2017, long after vehicular traffic began using the bridge. The hike-and-bike section was originally supposed to open shortly after the bridge got its decorations.

Mayor Pro Tem Casey Thomas on Monday asked Standifer how long the city has known about the problem. Her answer: since the spring of 2016, when "a cable came unattached."

City officials were also told last year that the repair estimate was between \$2 million and \$6 million — but that was before the contractor had been consulted or solutions had been picked and approved.

The 34-month waiting period exceeds estimates given last summer, when supervising engineer firm Huitt-Zollars told the city that repairs should take eight to 15 months.

A contentious discussion about the \$7.1 million expenditure could occur Wednesday. Several council members have taken to calling the bridge a boondoggle on par with the Dallas Wave white-water project recently ripped out of the Trinity River. The city spent \$4 million to install the feature — and then \$2 million more to remove it.

Pleasant Grove's Rickey Callahan tried to find the bright side of the I-30 issue.

"They're signature bridges, they are beautiful, they are one of a kind," Callahan said. "Nobody wants to put good money after bad ... but this is the best way of doing it."

<https://www.dallasnews.com/news/dallas-city-hall/2019/04/08/dallas-needs-spend-another-3-years-7-million-before-anyone-can-hike-bike-mcdermott-bridge>

As cars get better, driving gets worse

By Russell Henk, Dallas Morning News

Our cars keep getting better, but our driving seems to be getting worse.

Auto design has evolved from safety belts and airbags that help us survive crashes to features like lane-departure warnings and automatic emergency braking that help us avoid them. Still, the rate of distracted driving deaths rose twice as fast as overall crash deaths in the first half of this decade, according to the Centers for Disease Control and Prevention. You could argue that human intelligence isn't keeping pace with artificial intelligence.

Developing driver IQ, of course, begins at a very young age. And so does smartphone ownership.

A Nielsen study in 2017 found that nearly half of kids got their first smartphones when they were 10 to 12 years old. They will have had five or six years to perfect their wireless skills, creating what amounts to a functional addiction, by the time they reach legal driving age. Scary.

Fortunately, teenagers no longer flock to driver's license offices to secure permits right away. In fact, a growing number of those eligible to drive at age 16 are instead waiting until they turn 18, deterred mostly by a lack of interest in driving and an aversion to its cost. This means two more years of maturing and brain development (handy in making critical judgments about driving risks), but the newest drivers aren't gaining the benefit of learning to drive under safer conditions afforded by graduated driver licensing laws.

We know that new drivers benefit from at least 12 months of supervised on-road experience to establish basic driving abilities. That doesn't change simply because they wait two years to start driving. Recent data indicate that longer-term crash rates are actually higher for those who wait until age 18 than for those who start driving when they're 16 or 17.

And, two years waiting to venture out as a new driver is also two years spent growing more comfortable with - and addicted to - a smartphone. In recent years, texting while driving among 18- to 29-year-old drivers actually declined modestly from 71 percent to 58 percent. But at the same time, those who browsed social media websites while driving nearly doubled, jumping from 21 percent to 41 percent. The number who posted on those sites while driving grew from 20 percent to 30 percent. Smartphone task management is becoming more complex for younger and less-experienced drivers, requiring more of their attention and effort.

Considering all of that, it's easy to assume that distracted driving is a youth-only problem. But it's not. Even though adults (example-setting parents in many cases) may have mastered vehicular operation, they may botch even the most basic smartphone functions. When that fumbling happens behind the wheel, safe driving experience means little.

If we're expending more time and attention on distractions, we're investing less in the driving task. It's a zero-sum proposition.

To stop this, we've long relied on traditional strategies of laws and associated penalties, parental restrictions, and more recently, peer influence. But new research suggests we may have a new motivator: hamburgers and pizza.

The Teens in the Driver Seat Program, developed by the Texas A&M Transportation Institute, launched a smartphone app in 2016 that awarded prizes for distraction-free driving. We found significant reductions in distracted driving when teen drivers focused on those rewards (including food) rather than their smartphones.

Distracted driving is an issue for everybody, but more so for teenagers as they form lifelong driving patterns. We can only hope that those habits don't lead them to fail the driver IQ test.

<https://www.dallasnews.com/opinion/commentary/2019/04/11/cars-get-better-driving-gets-worse>

DFW Airport wants to build a 6th terminal, but the design may not be for you

By Gordon Dickson, Fort Worth Star-Telegram

DFW AIRPORT

One of the things North Texans like best about DFW Airport is how easy it can be to get from your car to your flight.

If your journey begins in Dallas-Fort Worth, the airport features enormous parking areas at each of its five passenger terminals. From there, a traveler can walk a few hundred feet to one of the 16 security checkpoints — and then walk just a bit further to a departure gate.

But what if that convenience which North Texans have enjoyed since DFW opened in 1974 wasn't what the airport and its largest tenant, American Airlines, had in mind for future expansion plans?

Over the next two months, officials from DFW and American Airlines say they will begin behind-the-scenes talks about the proposed construction of Terminal F, which would be built just south of Terminal D at the current site of South Express Parking.

Airport officials say there's a good chance Terminal F will not be shaped like the other terminals, which feature a half-circle or half-moon design (although in Terminal D's case it's more of a squared off moon).

That's just an example of how the next airport terminal might be built with the out-of-town traveler in mind who is just here to change planes, and not necessarily the local flyer.

"Sixty percent of our customers at this airport are here to connect, and the half-moon is not a terrific design for connecting customers," said Sean Donohue, DFW Airport chief executive officer.

Instead, Terminal F could be built with design standards that allow more airplanes to park in a smaller space. For example, at the brand new airport in Istanbul, Turkey, the terminals stick out like fingers, making it possible for planes to park on both sides of each terminal pier.

That's a contrast to the layout at DFW, where planes can only park on one side of each terminal.

No parking?

Also, although the talks about construction of DFW's Terminal F are still preliminary, it's possible the new terminal could be built without a parking garage, officials said.

"If we can add gates without a lot of the things you typically need for a terminal, that might be really helpful," said Tim Skipworth, American Airlines vice president of airport affairs and facilities.

No financial estimates are available, but Donohue said it's possible the new Terminal F could be the largest part of an airport capital improvement project that could cost roughly \$3 billion to \$4 billion through 2025. Some short-term improvements to Terminal C — the airport's busiest terminal and also the only one that hasn't seen capital improvements in the past two decades — also likely would be part of the project.

Those funds likely would come from airport revenue bonds issued by the airport's owner cities, Dallas and Fort Worth. The money would be repaid from fees paid by airlines who use DFW — mainly American, which considers DFW its main global hub and operates about 80 to 85 percent of all flights there.

The idea of building a new passenger terminal without a parking garage might be strange to some travelers. However, nearly one of every four vehicles on airport property is operated by an Uber or Lyft driver, airport officials said. That's a striking figure, considering that ride-sharing services weren't even legal at the airport until 2015.

In the not-too-distant future, it may be that DFW and other airports need far fewer parking spots, officials said.

"No airport has ever been built that could accommodate the local customer better than DFW," said William "Bill" Meadows, a former Fort Worth city councilman who now serves as chairman of the DFW Airport board of directors. "But I think we can find a way to accommodate the modern airlines, and still serve the local customer."

Donohue said the new Terminal F also could include some international gates. But, he said, rather than building a new U.S. Customs area to process travelers arriving from other countries, there may be a way to connect the Terminal F international gates to the Customs processing center that's already in Terminal D.

Baggage handling

American Airlines also wants to make its baggage handling system more efficient, Skipworth said.

Today, it's not uncommon for airline workers to deliver bags by hand from one terminal to another, to accommodate travelers who step off a flight at one end of the airport and connect to another flight on the other end.

"There's multiple baggage systems," he said, "Frankly, the baggage is more of a challenge than (moving) the passengers."

Skipworth also cautioned that it's premature to say the airline is close to a deal with the airport to launch another multibillion-dollar capital improvement plan, which would be DFW's third major construction initiative in the past 20 years.

Any deal must be approved by the airport board as well as the American Airlines board of directors.

DFW and American Airlines also are poised to negotiate another 10-year use agreement to spell out the landlord-tenant relationship between the two entities. The current use agreement expires in 2020.

Negotiations for Terminal F could take place simultaneously with the talks for a new Airport Use Agreement.

In all, Donohue estimates the new Terminal F would need 30 to 35 gates. American Airlines plans to add 100 flights per day over the next two years, and most of that new traffic will be at DFW, he said.

<https://www.star-telegram.com/news/business/aviation/article228718194.html>

Panther Island will pay \$460,000 for project review

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

An independent review of Panther Island — the \$1.17 billion flood control project north of downtown Fort Worth — will cost more than \$460,000.

The analysis, to be done by consultant Riveron, is meant in part to answer what could be done to ensure that the federal government pays the remainder of more than \$500 million Congress has approved for the project. The review will look at management, finances as well as whether an economic analysis will be needed to satisfy Washington. It's expected to be done by July.

The price tag, \$466,222, is cheaper than an original estimate of nearly \$800,000. Kevin Ruiz, a Chicago-based Riveron representative, told the Trinity River Vision Authority's board that the company may not need to charge the full price if its investigation moves swiftly. The precise funding source was not clear Wednesday, but the authority has about \$10 million from a loan from its parent organization, the Tarrant Regional Water District.

Riveron, a national business consulting firm with offices in Dallas, and its engineering partner, Kansas City, Mo.,-based Burns and McDonnell, were the only firms to bid on the analysis though the authority's board had hoped to attract several bidders.

"They have been very successful in helping organizations review their activities and make recommendations," said G.K. Maenius, Tarrant County administrator and Trinity River Vision Authority board president.

The Army Corps of Engineer's Central City Project, often called the Panther Island project, requires the Corps to cut a bypass channel in the Trinity River north of downtown Fort Worth, forming a roughly 800-acre island. The channel is part of a flood control effort aimed at protecting about 2,400 acres while allowing some of the city's levees to come down.

The project received roughly \$60 million under previous administrations. Congress approved \$526 million for it in 2016. That money is expected to be doled out over several years but wasn't included in the last two federal budgets.

Panther Island was approved without the normal cost-benefit analysis required for Army Corps Civil Works projects. Project officials have said this study was skipped because the Corps can't measure future economic development that would be driven by the creation of the downtown island.

The Corps has said the project remains eligible, but officials from the White House's Office of Management and Budget have said the cost-benefit analysis was needed before the administration would prioritize the project.

Riveron is expected to analyze the project's progress, management structure and funding. It will also look at whether the economic analysis was needed. Its final report is due in 12 weeks but Riveron will provide weekly updates to Maenius.

A contract with Riveron was signed Wednesday afternoon, but a copy was not immediately made available.

Calls for an independent review of Panther Island's management, finances and progress came from Fort Worth Mayor Betsy Price and council members in October after the Star-Telegram reported the White House had not prioritized the project. The council voiced support then for not extending the life a special tax district meant to help finance local portions of the project.

Without the extended tax zone, it's unclear if the water district will issue the \$250 million in bonds voters approved in May 2018. Without that money, the authority will have to borrow when its \$10 million runs out.

<https://www.star-telegram.com/news/local/community/fort-worth/article229065469.html>

Stop! Texas Legislature, put an end to costly, unnecessary vehicle inspections

By Don Huffines (Posted by Fort Worth Star-Telegram)

Here's a winning issue for the 2019 Texas Legislature: ending the onerous and unnecessary vehicle inspection tax.

Abolishing it will save millions of Texans' time and money, removing from their to-do lists a nanny-state chore that affords them zero benefit.

The research is settled, and the score isn't even close. Annual vehicle "safety" inspections, which I call the "vehicle inspection tax," do nothing to make our roads safer. In terms of crashes, injuries and fatalities on our roadways, a diverse set of high-standard academic and government studies prove that point.

Dr. Daniel Sutter, an economics professor at Troy University, has studied the issue extensively, and he's comprehensively and conclusively made the case that state-mandated vehicle inspections have no value. His body of academic work has not been refuted.

Additionally, a February 2019 study from the Texas Conservative Coalition Research Institute found that "a very strong case for termination of inspections exists because the requirement fails to deliver safety benefits." The Texas Public Policy Foundation has also called for the repeal of the vehicle inspection tax, as have other stakeholders such as AAA Texas.

Furthermore, few have more data on vehicles, collisions, injuries and deaths than the auto insurance industry. In 2017, they testified that a review of their extensive data showed no discernible difference in safety outcomes between states that do and do not mandate inspections. Texas is one of just 15 that still levies a vehicle inspection tax, and our roads are no safer than the 35 states that no longer levy this tax.

Texas is the last Republican-led state with this mandate, and we're the last major populous state with it, too. Drivers in big states such as California, New Jersey, Illinois and Florida don't have safety inspections, and neither do drivers in our neighboring states.

Frankly, that's embarrassing, and it should motivate lawmakers to catch up. Ending the inspection tax on passenger cars will have no effect on the emissions tests that are federally required in only 17 out of 234 Texas counties. The so-called "safety" inspection hasn't been federally required since 1976, and vehicles are vastly safer today.

This is an opportunity for a bipartisan win. The Senate Bill I authored in 2017 had two Republicans and six Democrats as coauthors. The bill passed the Texas Senate on a bipartisan 27-4 vote. In the House Committee on Transportation, it received a similarly bipartisan vote before the clock ran out on the session.

The \$14.50 fee and the time involved are highly regressive, impacting low-income Texans the most. Ending the vehicle inspection tax will benefit 50,000 Texans each day, on average, saving them hundreds of millions in lost wages each year and at least \$140 million annually.

The only opposition to ending the vehicle inspection tax comes from those who have a direct financial stake. Inspection stations worked hard against the bill, but so did another powerhouse

of money, business, and politics: our new California-relocated Toyota manufacturing Co. and Gulf States Toyota, a legislatively-protected private distributor of Toyota vehicles.

Legislators should ask them this session: what's your financial stake in inspections? They say they want consumers to have the benefit of getting recall information, although it's difficult to stomach forcing many millions of Texas drivers to undergo an inspection so a car company can remedy its own manufacturing faults.

The Texas Legislature must end this antiquated program so we can restore our drivers' economic liberty and put us on an equal footing with motorists in most other states. Let's stop this rip-off, and seize a bipartisan opportunity to deliver a massive tax cut that will save Texans money and time.

Abolishing the vehicle inspection tax could be the most appreciated tax relief to come out of Austin in decades. Please immediately contact the lieutenant governor and your state senator and representative to support S.B. 1599 and HB 2696.

Don Huffines is a former Texas state senator representing District 16 in Dallas County.

<https://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article229012129.html>

FedEx Office's new bots can deliver pizza, groceries or even bring chicken noodle soup to the sick

By Melissa Repko, Dallas Morning News

FedEx Office is adding a new kind of worker in North Texas: A robot that can deliver a hot pepperoni pizza, a bag of groceries or a prescription to a customer's home. The bot could bring a swab for a strep test to a sick person's door and return hours later with medication, cough drops and a cup of chicken noodle soup.

Starting in July, the robots, dubbed same-day bots, will be put to the test in the real world. FedEx Office will run the bots through routes in Plano and Frisco. They will join pedestrians on sidewalks and roll beside cars on the roadside.

The bots also will be tested in Memphis, near parent company FedEx's headquarters, and in Manchester, N.H., near the headquarters of DEKA, the engineering firm that designed them.

For Plano-based FedEx Office, the bots represent a large untapped business opportunity. FedEx Office, which was formerly Kinko's, has more than 1,500 employees in Plano. It has about 1,900 stores and locations and 15,000 employees in the U.S.

With the on-demand economy, companies from startups to Fortune 500s are looking for creative and cost-effective ways to make speedy deliveries. They've enlisted the help of gig economy workers and experimented with tech-driven approaches, such as drones and robots.

The bots are FedEx's answer.

The six-wheeled bots look like a white cargo box that's attached to the base of a high-tech wheelchair. They can carry up to 100 pounds, but can fit through a standard doorway. They're powered by a rechargeable electric battery and use software, sensors and a 360-degree camera to navigate. They can climb steps, wade through puddles and roll through granite, sand or snow.

When they arrive to their destination, customers can unlock the bot's sliding door with an app or a punched-in code.

FedEx Office chief executive Brian Philips imagines a fleet of the bots lined up outside a neighborhood Walmart, Target or restaurant, waiting to be filled when a customer presses the "buy" button online. Several companies have already signed on, including Plano-based Pizza Hut, AutoZone, Lowe's, Target, Walgreens and Walmart.

FedEx Office will own and maintain the bots, but they'll be customized for a company and its needs, such as chilling groceries, keeping a pizza hot or holding items in compartments, he said.

Last-mile, same-day

FedEx Office has seen a surge in business as people receive more and more packages, Philips said. The fastest growing parts of its business are its pickup service and returns. For example, FedEx Office has a contract with some retailers that allows it to refund money to customers after inspecting the returned item.

The bots, he said, will solve a different challenge: Making last-mile, same-day deliveries that are difficult for a car or truck. They will focus on a 3-mile radius around a store location. On average, more than 60 percent of merchants' customers live within that area, according to research by FedEx.

Philips wouldn't say how much each bot costs, but said the company is confident it can get the price "down to the point where our customers can line up a dozen of them outside their wall and use them constantly around the clock to make deliveries."

Sidewalk robots have already debuted in some parts of the country. In Washington, D.C., San Francisco and other cities, they have delivered pizza and other takeout. In recent months, San Francisco-based robotics delivery company Marble mapped routes in Arlington. The city of Dallas was briefed in the fall about a pilot program that Marble planned to launch in Dallas.

But so far, no sidewalk robots have hit the streets or sidewalks of Dallas. Marble spokesman Craig Frucht said the company postponed expansion plans to focus on research and development and testing near its Bay Area headquarters.

FedEx's bots were designed by DEKA, a New Hampshire-based engineering firm that's behind numerous innovations, including high-tech prosthetics, an insulin pump and a system used to purify water in the developing world. It was founded by Dean Kamen, inventor of the Segway. The bot is built using the base of an iBOT, the powered wheelchair developed by DEKA and Johnson & Johnson.

The bot made a guest appearance on The Tonight Show with Jimmy Fallon in February and showed its stuff by delivering him a New York pizza.

Plano Mayor Harry LaRosiliere recently watched a bot roll through the parking lot during a demonstration at FedEx Office's headquarters. He said he's glad the city will host such an innovative project. But, he added, the bots have a practical purpose, too.

As Plano has grown from "bedroom community to suburb to city of our own," it's dealing with traffic and congestion. He said the bots will take some delivery trucks and cars off the road.

Rolling into the real world

The same-day bots will start rolling this summer in Plano and Frisco, Philips said. During testing, they won't ferry any goods, but will help the company learn more about how they operate. FedEx Office will test its ability to intervene remotely, if the bot runs into an obstacle.

The bots will go up to 10 miles per hour. Initially, they'll be monitored by a worker.

In the next phase, he said, FedEx Office will start using bots to move its own inventory between different stores. Then, they'll test deliveries with their retail partners.

The bots will start making customer deliveries in 2020, he said.

<https://www.dallasnews.com/business/technology/2019/04/16/fedex-offices-new-bots-can-deliver-pizza-groceries-even-bring-chicken-noodle-soup-sick>

Planned Allen City Center project would include apartments, office and future retail

By Steve Brown, Dallas Morning News

Developers are seeking approvals to build a 4-block mixed-use project in the old heart of the city of Allen.

The more than 12-acre project is planned on the east side of U.S. Highway 75 at Main Street.

Called Allen City Center, the project would include an office building and four apartment blocks with 850 urban-style residential units.

The tallest buildings would be five floors.

"We bought about 40 different tracts," said developer Jim Leslie. "We are trying to do something like Addison Circle," the high density residential and retail project in the heart of Addison.

The development includes a small park and space for future retail use. JHP is the architect.

The 5-story office building would front on U.S. 75.

Leslie - who also worked on the Frisco Square development in Frisco's historic district - said the project would be built in several phases.

Most of the apartment development in Allen has been on the west side of U.S. 75.

The property being eyed for the new project is now mostly vacant or occupied by older homes.

<https://www.dallasnews.com/business/real-estate/2019/04/16/planned-allen-city-center-project-include-apartments-office-future-retail>

\$1.3B Dallas transportation company names new CEO

By Evan Hoopfer, Dallas Business Journal

MV Transportation, a Dallas-based transportation company, named Tom Egan as chief executive this week.

Egan replaces Kevin Jones, who is leaving MV to become chief executive at a large Texas technology company, according to MV. Egan joined MV in early 2018 and was previously the president and chief operating officer.

"Tom has been a key architect of MV's evolution from providing transit services to technology-enabled mobility solutions, helping customers reimagine their transit networks to better serve their passengers and communities," said Lisa Winston Hicks, MV chairman, in a prepared statement.

MV employs 20,000 people and records about \$1.3 billion in annual revenue. It offers services like fixed-route, school buses and shuttles for corporations and universities. The largest portion of its business comes from paratransit services, which is the transportation of people with disabilities and the elderly.

Some of its customers include Dallas Area Rapid Transit. Earlier this year, DART approved a \$105 million contract with MV for a duration of three years and three months to provide paratransit services.

One of Jones' focuses when he joined the company in October 2017 was integrating more technology into their offerings. MV recently entered an agreement with Uber Technologies Inc. to beef up the rideshare company's paratransit offerings.

Mark Collins, the company's senior vice president overseeing Midwest and Canada operations, will replace Egan as president and COO.

"I am grateful for the solid foundation Kevin Jones created during his term as CEO and 44 years of stable ownership under MV founders Alex and Feysan Lodde," Egan said in a prepared statement.

<https://www.bizjournals.com/dallas/news/2019/04/17/mv-transportation-tom-egan-ceo.html>

Consultant for Amazon HQ2 explains how Fort Worth missed out

By Carla Jimenez, Fort Worth Star-Telegram

Fort Worth

At its annual meeting Wednesday afternoon, the Fort Worth Chamber of Commerce heard Robert Hess talk about the process of bringing Amazon HQ2 to New York, and how Fort Worth stacked up in that process.

Hess is the vice chairman of Global Strategy for Newmark Knight Frank, the consulting firm that advised the state of New York in its successful bid for the second Amazon headquarters. Amazon has since pulled out of its original plans to build its second headquarters in Queens, New York.

At the chamber luncheon, Hess explained the importance of branding when it came to attracting major businesses like Amazon. When he was working with New York, he and his team put together a unifying profile to pitch to Amazon that made it attractive to the tech company.

The Dallas-Fort Worth area had been in the running for the second Amazon headquarters, but perhaps one of the biggest factors was available talent, and Hess addressed that with the chamber audience. He said that the levels of education were too siloed — there are walls between elementary, high school and secondary education, and there needs to be a better pipeline between schools and business.

However, Hess said Fort Worth still has a lot going for it, including exponential growth and the ability to adapt quickly.

“You’re not baked in here,” Hess said. “You’re nimble and agile, and that’s important.”

Also at the chamber luncheon, Dr. Michael Williams, president of the UNT Health Science Center, received the Susan Halsey Executive Leadership Award. Ben E. Keith, the food and beverage distributor headquartered in Fort Worth, received the Spirit of Enterprise Award.

Ben E. Keith CEO John Hallman said that over the company’s 110 years in Fort Worth, the city has always been a great place for the company and its employees.

“Fort Worth has been a great home to us,” Hallman said. “For generations of employees, it has been a great place to live and a great place to raise a family.”

<https://www.star-telegram.com/news/local/community/fort-worth/article229378884.html>

'Adios red light cameras!' Traffic camera ban passes first hurdle in Texas House

By Lauren McGaughy, Dallas Morning News

AUSTIN — Red light cameras would be banned under a bill the House Transportation Committee passed Wednesday.

House Bill 1631 by Rep. Jonathan Stickland, R-Bedford, would prohibit cities from operating "a photographic traffic signal system" or issuing civil or criminal fines based on a "recorded image," and repeal state laws that allow for these systems. It would take effect Sept. 1.

Earlier this month, the bill was presumed to be on life support after Transportation Committee chairman Terry Canales said he did not intend to hold a vote on it. But Canales, D-Edinburg, said he changed his mind after Stickland told him he had the approval of a majority of committee's members.

Nine of the committee's 13 members voted for the bill. Canales and several other Democrats voted against it.

Outlawing red-light cameras is popular with voters, who loathe the \$75 fines that turn up in the mail, and among lawmakers like Stickland, who say the cameras are unconstitutional. The Texas Supreme Court is mulling this question right and could issue a ruling by June.

Several other states have banned or restricted the use of red-light or speed-enforcement cameras, while some prohibit such enforcement measures on state highways but allow them on local roads. A handful of Texas cities, including Arlington and Richardson, have quit using the devices, or, like DeSoto, decided against installing them.

But several others — including Dallas, Irving, Garland and Plano — say the cameras improve public safety.

During his six years in the Texas House, Stickland has never seen a bill that he's championed as the primary author be debated on the House floor. A tea party Republican better known for killing bills he brands as "bad," Stickland expressed delight that the red-light camera ban might reach the floor.

"Adios red light cameras, your time is up! Onward to calendars!" he said in a text to The Dallas Morning News.

The red light camera ban's fate now sits with the House Committee on Calendars, which sets the agenda for floor debate. The bill has the support of more than 100 of the House's 151 members, so if it reaches the floor, it will likely be approved. A similar bill in the Texas Senate has not yet received debate in committee.

<https://www.dallasnews.com/news/texas-legislature/2019/04/18/red-light-camera-ban-passes-first-hurdle-texas-house>

Feeling crowded yet? Dallas-Fort Worth gained 1 million people in less than a decade

By Stephanie Lamm, Dallas Morning News

Dallas-Fort Worth has gained more new residents than any metropolitan area in the country, adding more than 1 million people in an eight-year period.

The region's population now tops 7.5 million, solidifying North Texas' ranking as the nation's fourth-largest metro area. It trails only New York, Los Angeles and Chicago, all of which are losing residents.

As for the state, new data from the U.S. Census Bureau shows Texas gained more than 3.5 million people from April 2010 through July 2018. That's the equivalent of 1,000 new residents a day — with a third of those settling down in D-FW.

Despite fears that Hurricane Harvey would cause people to flee the Gulf Coast, the Houston region also added 1 million new residents from 2010 to 2018. Austin's metro area grew by just under 400,000 people, and San Antonio-New Braunfels gained 375,000.

People moving to Texas from other states accounted for more than 1 million new residents, the most domestic transplants of any state except Florida.

"We've drawn a lot of people from the other 49 states, and they're attracted not only by the business environment but by affordable housing and good public schools," said Tom Luce, founder and chairman of Texas 2036, a privately funded policy group that's pushing state lawmakers to confront the issues that accompany growth. It's raised \$5 million to focus public attention on the state's future education, health care, infrastructure, environment and public safety needs.

The factors that make the metro area an attractive place to live could be jeopardized if local infrastructure can't keep up.

"It's tough to win a national championship, but it's even tougher to repeat," Luce said. "The challenge will be remaining a magnet for business and talent."

The booming burbs

Suburban counties in D-FW grew at nearly twice the rate of Dallas County.

With a 29.7 percent increase in residents from 2010 to 2018, Denton County was the 19th-fastest-growing county in the nation, followed by Rockwall County at 20th and Collin County at 21st.

Though the urban core continues to add people, businesses moving into the suburbs have made places like McKinney, Frisco and Plano top destinations.

"If you look at the top 40 fastest-growing counties in the country, you have most of the suburban counties in the metroplex represented," said Texas state demographer Lloyd Potter. "Most of

their growth is from domestic migration, meaning people are moving from other states or within Texas."

Smart growth

The most immediate effects of D-FW's suburban boom can be felt on drives to and from work.

"It's going to get more crowded, your commute's going to get longer, and it's going to get more expensive to live here," said Dean Barber of Barber Business Advisors, a Dallas-based economic development consulting firm.

In the long term, cities will need more roads and more schools, and high demand could drive up housing prices.

But the region has prepared for this growth for decades, said Chris Wallace, president and CEO of the North Texas Commission. He said Dallas has managed it better than other Texas cities.

"In Austin, it's really hard to move from point A to point B, and there aren't a lot of routes, so if they're congested, you're stuck," Wallace said. "But here, there are lots of arteries to get from work to home and home to school, not just in Dallas and Fort Worth but in the high-growth suburbs as well."

Business and government leaders from across North Texas are collaborating to grow smart, but expanding infrastructure costs money, he said.

Luce said suburban growth can be especially vexing because "sometimes the tax base doesn't grow as quickly as the need for new schools and other facilities."

A bill limiting how much revenue local governments and school districts can collect from property taxes [cleared the Texas Senate](#) earlier this week.

SB2 would cap property tax revenue growth for counties, cities and special taxing districts at 3.5% per year, and school districts would be capped at 2.5% per year. The districts could exceed the cap if they held an election and voters chose to increase their taxes. The House will vote on the caps Wednesday.

Wallace said the revenue cap could hinder local development efforts.

"In a time of high growth, it's our cities that are generating the revenue and the jobs and providing an environment that's conducive to business," he said. "These state caps would tie the counties' hands when they need to provide resources to our businesses and citizens."

Immigration

Without out-of-country migrants, Texas would have grown by 800,000 fewer residents. Only Florida and California had more international migration.

Immigration was the primary driver of population growth for about 1 in 10 counties nationwide. In D-FW, Asians account for an increasing number of immigrants.

Neel Gonuguntla, president of the U.S. India Chamber of Commerce DFW, said the region's diverse business community, low cost of living, educated workforce and central geographic location make it a top choice for businesses looking to relocate in the United States.

Gonuguntla said many immigrant populations, including Indian-Americans, have strong communities in North Texas. She said business leaders from India like to see Dallas' cultural amenities, such as the Crow Museum of Asian Art, the Festival of Joy and other South Asian offerings.

"There is a lot of effort on the part of mainstream cultural organizations in North Texas to appeal to the Indian-American community," Gonuguntla said.

Rural decline

About a third of Texas counties lost population over the eight-year period tracked by the Census Bureau. The most extreme population loss occurred in rural areas such as the Panhandle.

Potter said that decline was probably driven by young people leaving for jobs and education opportunities in urban areas, which also drives down the rural areas' birth rates.

Expanding the state's community college system might provide a lifeline to rural communities where young people are leaving town, Luce said.

"We depend on rural Texas for food, fiber and fuel," he said. "And 3 million people live in rural Texas, so we need to make sure rural Texas is thriving as well as the urban areas."

<https://www.dallasnews.com/business/demographics/2019/04/19/feeling-crowded-yet-dallas-fort-worth-gained-1-million-people-less-decade>

On this Texas toll road, drivers want to know why they're paying \$15 for just 5 miles

By Gordon Dickson, Fort Worth Star-Telegram

BEDFORD

Susan Forbes could hardly believe her eyes when she saw the price posted on the electronic sign, which pointed the way to an entrance for the TEXPress toll lanes on Texas 183 in Bedford.

She was about to enter a toll road that would charge her \$15 for a distance of less than six miles.

"I paid it because I had already passed the exit," explained the resident of Fort Worth's Meadowbrook neighborhood. She commutes each day to an internet technology job in North Dallas.

"I knew I had been paying a lot more since the TEXPress opened," she said, "but Holy Cow!"

Some North Texas drivers are alarmed at how high the toll rates are going up on the region's TEXPress lanes, which have been open in the Dallas-Fort Worth area for about five years now. The idea of the TEXPress lanes is to give motorists on heavily-traveled freeways a choice — stay in traffic on the main lanes toll-free, or pay extra to get on the express lanes and get around the congestion.

Toll prices can be raised as often as every five minutes, theoretically to limit the number of drivers willing to get on the TEXPress lanes.

But, as the operators of the TEXPress lanes are finding out, raising the prices on the TEXPress lanes doesn't always have the intended effect of thinning out the traffic. In some cases, it seems the higher the toll rates go, the more motorists want to use the TEXPress lanes.

Perhaps to those motorists, the higher toll prices are a signal that gridlock ahead on the toll-free main lanes is really bad, and paying a higher toll is better than being stuck in traffic for an hour or more.

Forbes says the same stretch of Texas 183 where she paid \$15 has also charged her \$13.05 on a different occasion. She provided a copy of her North Texas Tollway Authority monthly bill to show the \$13.05 charge.

The tollway authority operates the popular TollTag payment system, in which drivers pay tolls automatically with a sticker on their windshield. However, the tollway authority does not own the TEXPress lanes.

The tollway authority does operate its own toll road system, with roads such as Chisholm Trail Parkway in Fort Worth and the President George Bush Turnpike in Dallas. Those toll roads have much lower maximums of only 20 cents per mile, and the price doesn't change based on traffic.

The TEXPress lanes, although they accept TollTags as a payment, are operated by a private-sector group of companies who have far greater flexibility to jack up the prices in response to traffic conditions.

“I’m on track to spend \$5,000 or \$6,000 this year, if I keep it up,” Forbes said in an email. “That’s compared to 2k a few years ago.”

Fort Worth-area commuters are wondering just how high the tolls can possibly go.

Michael Hustedde, an east Fort Worth resident, recently avoided getting on the TEXPress lanes on the same stretch of Texas 183 when he saw the toll price was \$11.45. He was more accustomed to seeing prices in the \$4 to \$5 range for that stretch during rush hour.

“Traffic was its usual awful, but there wasn’t a wreck or anything to justify such a high price,” Hustedde said in an email. “Was this a computer error, or did a contract limiting the maximum rate expire?”

Hustedde provided a link to a list of frequently asked questions on the TEXPress lanes website, which indicates that the private companies managing the toll lanes, North Tarrant Express Mobility Partners, should only charge up to 75 cents per mile. Using that rate, the 5.7 mile stretch of Texas 183 from the Texas 121 split in Bedford to near North East Mall in Hurst should cost no more than about \$4.28 — not \$15, \$13.05 or \$11.45.

But it turns out that the 75-cent ceiling, which was created by the North Central Texas Council of Governments years ago as a regional policy for Dallas-Fort Worth based on 2010 dollar calculations, has actually increased because of inflation adjustments and now stands at 90 cents per mile, according to one official.

And, according to the council of governments, the company operating the TEXPress lanes has authority to temporarily exceed the 90-cent limit as necessary to reduce the number of cars on the toll lanes and keep traffic moving.

In other words, the 90-cent-per-mile is only a soft cap that can be exceeded when traffic warrants it.

“The cap on tolls may be temporarily exceeded during times of deteriorating performance to ensure speeds of 50 mph or above and adequate levels of service,” Michael Morris, transportation director for the council of governments, said in an email. “The situation you describe is a result of drivers continuing to take tolled managed lanes despite the high price. We are exploring the reason for this behavior as well as the capacity of the non-tolled lanes.”

Officials from North Tarrant Express Mobility Partners say they’ll meet with counterparts from the council of governments as well as the Texas Department of Transportation during the next few weeks to discuss how the tolling technology determine its prices and how the traveling public responds.

Despite the allegations by some motorists that they are being gouged by high toll prices, North Tarrant Express Mobility Partners stands by its technology, a spokesman said.

“The dynamic tolling system for the North Texas managed lane corridors, that is designed to keep a certain level of traffic moving at a minimum of 50 mph at all times, is working as expected and according to the regionally approved policy providing drivers in North Texas a reliable alternative for their daily trips and commutes,” spokesman Robert Hinkle said in a statement. “As the managed and express lanes network expands, traffic volumes on those corridors continue to grow and driver behavior is evolving. As a result, tolls during peak travel

times have periodically spiked due to high demand in the managed lanes, and have impacted a small percentage of overall drivers.”

Some drivers have learned how to avoid the TEXPress lanes during the busiest time of day.

Chris Bellomy, who as recently as late 2017 was paying \$180 to \$200 a month in tolls while commuting to his information technology job in Plano, says he is now paying far less.

Mainly, he spends more time working at home.

“I haven’t seen the worst of it,” he said, “because I generally avoid rush hour commutes.”

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article229371274.html>

Plano approves \$1 billion redevelopment plan for Collin Creek Mall

By Steve Brown, Dallas Morning News

Plano officials have given the final approval for a \$1 billion plan to redevelop the city's failing Collin Creek Mall.

The city council voted unanimously Monday night for a plan by Centurion American Development Group to repurpose the 37-year-old shopping mall into a mixed-use project with new housing, entertainment and office space.

The 100-acre project on U.S. Highway 75 would also include a Crystal Lagoon water feature, retail and entertainment venues, and a luxury hotel.

The redevelopment will have 2,300 apartments plus houses and senior living units. There will be almost 9 acres of parks and 1.6 miles of hiking trails.

A big chunk of the old shopping center will be demolished. And remaining portions of the mall will be converted to an open-air retail atrium.

Plano mayor Harry LaRosiliere said he first started hearing about a redo of the mall back in 2005.

"Here we are 2019 and it's happening -- it's a long time coming," LaRosiliere said. "It's turning the page to something new -- a renewal, a renaissance is going to occur in a place that's very special to many people."

Like many cities that have aging enclosed shopping centers, Plano officials and multiple developers have struggled with how to save Collin Creek as stores have closed and shoppers have migrated to the internet and newer retail centers.

Centurion American bought most of Collin Creek Mall in December and has been working with Plano city leaders, planners and nearby residents to come up with an acceptable redevelopment plan.

The first phase of the redevelopment will include retail, residential and hotel construction. More than 1 million square feet of office space is planned in subsequent phases of construction.

While other big Plano development projects with apartments and high-density construction have met with widespread opposition, residents have mostly support the Collin Creek redo.

"In this case, the people have clearly spoken and the support of the surrounding neighborhoods for this redevelopment have been overwhelming," said councilman Anthony Ricciardelli. "The vast majority of residents think this redevelopment is necessary."

"I think that the redevelopment of Collin Creek Mall is of critical importance to our city," Ricciardelli said. "In its present condition, there is a danger of further deterioration into crime and blight, which would also caused decreased property values in the surrounding neighborhoods."

Beyond saving the ailing shopping center, Plano officials hope that redevelopment of Collin Creek will help spur revitalization of the city's old downtown district on the east side of U.S. 75.

"This is the catalyst for what will be one of the premier downtowns in America," LaRosiliere said.
"This will start it. Our downtown will be redefined."

Construction could start on the Collin Creek redevelopment as early as July.

Owner Centurion American is one of North Texas' biggest developers, building everything from large-scale suburban neighborhoods to historic redevelopments in downtown Dallas, including the Statler Hotel and the Cabana Hotel.

<https://www.dallasnews.com/business/real-estate/2019/04/22/plano-approves-1-billion-redevelopment-plan-collin-creek-mall>

Lockheed Martin's Grand Prairie missiles unit on target with major contracts, top exec's relocation

By Dom DiFurio, Dallas Morning News

Inside Lockheed Martin's sprawling seven-building campus in Grand Prairie, there are small rooms where Star Wars posters share space with workshop-like desks cluttered with Raspberry Pi devices, 3D printers and reels of raw plastics ready to be melted down and turned into models.

Frank St. John, a 52-year-old Lockheed lifer who's risen from intern to top executive, describes the rooms as a "sand box." He points to large computer monitors running the same software used by top film and video game production studios. On one screen, a life-like animation of one of the company's signature missiles deploys from a battleship, identifies and sinks its target.

Here, teams of highly educated and skilled engineers step away from their traditionally secure environments and get creative, putting the latest commercial technology to use in dreaming up more efficient ways to build the missiles, rockets and sensors used to keep world peace.

These innovation labs are part of St. John's new domain at Lockheed Martin's Missiles and Fire Control headquarters in Grand Prairie, a rapidly growing division of the aerospace giant that's often overshadowed in Dallas-Fort Worth by its bigger sibling, which assembles F-35 fighter jets.

Though not as large as the company's aeronautics division in Fort Worth, this division is significant in its own right. Not only did its \$8.5 billion in sales grow 16% last year, but it also hired 800 people to meet growing demand from foreign governments for its weaponry.

Missiles and Fire Control employs more than 15,000 people spread mostly between Lockheed's Orlando and Grand Prairie locations. In Lufkin, several hundred employees produce the transport vehicles and electronics systems required for its products. The missiles themselves are made in Camden, Ark.

At the 2.1 million-square-foot Grand Prairie site, about 3,500 workers design and develop the company's advanced manned and unmanned rockets and missile systems.

St. John took the lead at missiles and fire control when he became executive vice president in January 2018. He made the move from Orlando to Grand Prairie a few months ago.

"It was important for me to relocate and keep the headquarters here in Grand Prairie and get to know the people" after having worked for years in Orlando, he said.

Coinciding with St. John's arrival, the division that accounts for 16% of the company's business is on a roll, winning major defense contracts worth a combined \$5 billion in the last several months. It's won a \$1.13 billion contract for a guided missile system for Eastern European governments, a \$1.8 billion contract to build and extend the capabilities of its Patriot Missile system and a \$2.5 billion deal to provide its high altitude missile defense system to the U.S. and allies like Saudi Arabia.

When the Bethesda, Md.-based parent company reported first-quarter results this week, it said missiles and fire control's sales rose 40% from the same period in 2018 and operating profit skyrocketed 60%.

“We've been growing 10% to 15% a year over the last several years,” St. John said. “We think that growth is going to continue for the next couple of years.”

'Raising the bar'

St. John sees a rising threat in Russia and China that is “raising the bar” on the capabilities desired in weapon systems it sells to foreign governments and the United States. The U.S. Army accounts for about 32% of the division's business, followed by international customers at 28%.

That raised bar also is forcing the company to rethink hiring in a tight labor market, develop new manufacturing strategies to modernize weapons systems and create ways to sustain its technology beyond current capabilities, he said.

“Our desire is that we meet the challenge,” St. John said, “and give our customers new and innovative solutions to help close any gaps they see in their ability to defend [their] country.”

Back in the innovation labs, a Lockheed Martin employee donned a virtual reality headset to visualize a manufacturing warehouse, raising her hands to pinch and prod virtual benches and machines.

The employees who customize a manufacturing floor in virtual reality can easily visualize what's needed, what fits and where costs can be cut before anything is even ordered.

The same technology could be deployed in the field, cutting down on time and resources required for training by overlaying real world equipment with instructions, St. John said. The company is also experimenting with 3D printing technology so that mockups of products and modifications can be produced in a matter of hours rather than days or weeks.

Innovation isn't the only thing driving growth.

St. John said Lockheed is investing \$200 million in research and development, putting money saved under President Donald Trump's tax cuts to work in building up the business.

And it's boosting a venture fund that invests in startups, expanding its STEM scholarship program by \$50 million and bolstering employee training programs to help workers learn new skills ranging from information technology to machine learning and artificial intelligence.

“I'd rather make an investment in an employee I have than have them go someplace else and then have to go find someone new,” St. John said, adding that the company also bumped up what it sets aside for merit-based pay raises.

Top-tier talent

The defense giant's 100,000 workers were paid a median salary of \$112,527 in 2018, according to the company's annual proxy filing. St. John's 2018 pay package totaled more than \$6 million.

The overall company booked \$53.8 billion in sales last year, with a profit of \$5.8 billion. The aeronautics division is its biggest, accounting for 32% of company sales (or \$21.2 billion) last year.

Even as employers nationwide struggle to attract top tech talent, St. John estimates that about a third of the division's hires come from high-tech backgrounds. This year, the division is aiming to hire more than 4,900, with as many as 1,000 of those being in D-FW.

To hit that target, St. John is laser-focused on what he calls "culture optimization."

That means continuing to "make missiles and fire control the kind of place where people want to come and spend an entire career like I have," he said.

<https://www.dallasnews.com/business/business/2019/04/24/lockheed-martins-grand-prairie-missiles-unit-takes-aim-major-contracts-top-execs-relocation>

Why do Dallas traffic lights always go out when it rains? Curious Texas investigates

By Elvia Limon, Dallas Morning News

Editor's note, April 24, 2019: This story was originally published in October 2018. We are recirculating it following last night's storms that dumped heavy rain on the Dallas-Fort Worth area.

September brought record-setting amounts of rainfall in Dallas-Fort Worth and several cities across North Texas.

Dallas-Fort Worth received more than four times the normal amount of rain for the month of September, with some North Texas cities recording more than 8 inches of rain.

The rain not only makes it harder to drive to work because of slick roads, but it also causes several traffic light outages that put drivers at risk. Our staff sees these outages frequently outside our newsroom in downtown Dallas and it got us thinking about why the city seems to struggle to keep the lights working after just a sprinkle of rain.

We're not the only ones wondering, so we asked Curious Texas: Why do Dallas traffic lights go out when it rains?

Nichelle Sullivan, public affairs officer for the City of Dallas, said via email that traffic signals go out during rainy weather for a number of reasons, including lightning strikes, hardware issues and water in streetlight cabinets.

"But the most prevalent cause during rain is power outage," she said.

Auro Majumdar, city traffic engineer for the City of Dallas, said between 75 percent to 80 percent of Dallas' signal lights are more than 25 years old. The average life span of a traffic signal is between 20 to 25 years. This means that a majority of Dallas' traffic lights that should have been replaced are still directing traffic.

"When Dallas was putting in most of its signals, it was between 1940 and 1980," he said. "That's when we had the biggest growth spurt in Dallas ... most have not been replaced ever since."

Majumdar said city staff tried to get funding from the Dallas City Council to replace the older signal lights in 2013, but the funding did not pass since there were other pressing issues at that time — including the troubled Dallas Police and Fire Pension System.

But this doesn't mean traffic signals are not being replaced at the moment, he said. In the last five years, Dallas has secured approximately \$35 million in federal grants to help replace some of these signals. Majumdar said Dallas has replaced about 25 signals and plans to replace about 75 more, especially those in high-accident areas.

"But we have 1,500 traffic signals in the City of Dallas," he said. "Signals are not cheap."

Majumdar said streetlights currently cost between \$325,000 to \$375,000.

"That's a huge commitment," he said.

Some cities, like Plano, have ways of keeping lights on even after the power goes out.

Rama Dhanikonda, senior traffic engineer for the City of Plano, said backup battery units keep the traffic signals running until a technician can make repairs.

And although stormy weather does cause several electrical outages, other factors can play into why streetlights go out.

“Sometimes it’s the age of the equipment,” Dhanikonda said. “Sometimes it’s small animals like rats that chew cables.”

Majumdar said Dallas has been installing battery backup packs, which cost approximately \$6,000 to install, in both new and old signal lights. He said about a third of Dallas lights have them now.

Dallas is also installing new signal light controllers so technicians don’t have to physically go turn a light back on at its location when it goes out.

“We are doing a few things to make things better,” he said. “But unless we actually go and replace the older signals, we will still have problems during rainy days or windy days.”

Sullivan said residents may call 311 to report a signal light outage. The lights will typically be repaired in one to four hours, depending on the urgency of the situation, she said.

She said the City of Dallas reported 281 calls reporting traffic signal malfunctions during the stormy weekend of Sept. 21-23, more than double the 104 calls received the preceding weekend.

“Rain creates the highest number of calls,” she said. “There is really no other weather condition that compares.”

<https://www.dallasnews.com/life/curious-texas/2018/10/04/dallas-traffic-lights-always-go-rains-curious-texas-investigates>

Luka Doncic supports high-speed rail in Texas, but is that enough to save it?

By Gordon Dickson, Fort Worth Star-Telegram

Supporters of high-speed rail say they're thrilled that Dallas Mavericks basketball standout Luka Doncic recently tweeted in support of a proposed high-speed rail line from Dallas to Houston.

They swear they didn't put Doncic up to it.

Meanwhile, those bullet train backers are fighting a pretty major battle in Austin to prevent opponents of the high-speed rail line — which would make it possible to travel between Texas' two largest metro areas in 90 minutes — from killing the proposal in the final days of the 2019 Legislative session.

Doncic wrote in his tweet: "I've heard Texas is close to start the construction of a high-speed rail. I've taken @Renfe HS trains in Spain and I can tell you they are great. Safe, fast, punctual and relaxing for big guys!"

"It's a nice tweet from Luka," quipped Peter LeCody, president of Texas Rail Advocates, a group that supports the proposed Texas Central Railway high-speed line. "I wish we did have something to do with it."

At the moment, LeCody and other rail advocates are pushing to have language removed from a budget rider that would prohibit state agencies such as the Texas Department of Transportation from spending public money on high-speed rail.

Officials from the Texas Central Railway, which would use rail cars and other technology from Japan's JR Central Railway, have said they intend to build the Dallas-Houston line without public funds, although they would need regulatory help from the Texas Department of Transportation to get the project through legal hurdles.

The high-speed rail line likely would eventually be extended to downtown Fort Worth in a future phase, officials have said.

Last week, 11 bills that would have hurt the proposed Dallas-Houston line were left pending in committee, which supporters say is a good sign that the bills won't go any further this session, which is in its final weeks.

However, four other bills are still under consideration, LeCody said.

The Legislative session is scheduled to end May 27.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article229601379.html>

A Highway Runs Through It

The twisted tale of Interstate 30 and Dallas' plan to fix the damage it has done.

By Matt Goodman, D Magazine

Jubilee Park is a neighborhood of about 5,500 people sandwiched between two of Dallas' biggest mistakes. Fair Park lies to the south, where the State Fair has amassed about 70 acres outside the grounds that it uses for storage and parking. To the north, there's Interstate 30, a massive moat of 1960s concrete that separates the neighborhood from East Dallas. The highway is visible between houses, down streets, past intersections. It runs through the front yard of the neighborhood association's president. The average household income is nearly \$15,000 here.

"I-30 has been a curse on this neighborhood for a long time," says Ben Leal, CEO of the nonprofit Jubilee Park, which provides services like housing and mental health counseling. "This used to be considered Old East Dallas."

The city and the state have finally begun to reckon with the damage I-30 inflicted on this part of town. A \$1.3 billion project is in the works that will redesign the highway, maybe bringing it below grade, like Central Expressway, and building connecting bridges to restitch this portion of Dallas back into the one where jobs and grocery stores aren't so scarce. In Jubilee, the nearest grocers are about two miles away—Fiesta, Kroger, and the Whole Foods in Lakewood—but you can buy .92 cent tacos and bologna sandwiches from a convenience store called Don's at Parry and Carroll.

In 2017, however, project planning stalled. Most assumed the blame lay with the Texas Department of Transportation, which had submitted early looks at the project that showed what appeared to be a wider highway, with more exit ramps and more lanes of frontage roads from properties seized by eminent domain. The organization took a pummeling in the local press, including *D Magazine*, [which declared on FrontBurner](#) that the state had a plan to "destroy downtown Dallas." But a little digging has turned up a different storyline.

In 2016, TxDOT published a groundbreaking analysis of Dallas roadways called CityMAP. It laid out strategies for ameliorating damage done by giant highways to urban neighborhoods like South and East Dallas, which were once stitched together on an efficient street grid. Congestion and age have long been the drivers of highway redevelopments. CityMAP instead looked at how highway projects could raise property values, create jobs, and spur economic development in neighborhoods like Jubilee. And there is a statistical argument that Interstate 30 does not need to be widened. Daily traffic counts dropped about 18 percent from 2002 to 2017. It's carrying about 60,000 fewer cars each day from its peak of 220,000 in 2005. It is a fitting time to consider other ways to update the highway.

CityMAP was not a plan, but a vision. Some of what was laid out—like rerouting I-30, which would cost more than \$2 billion—probably wouldn't be financially or politically feasible. But some things could be. Like lowering the freeway east of downtown and placing decked bridges at strategic points that would be safe for people to walk or bike over, making the barrier disappear and connecting Fair Park—and Jubilee and Owenwood and Mill City—to the thriving East Dallas neighborhoods they were once part of.

CityMAP showed that TxDOT was willing to stop and think before it poured concrete. It was ushered through approval by former Transportation Commissioner Victor Vandergriff and shepherded along by the state's highest engineers, Kelly Selman locally and Bill Hale in Austin. When other large Texas cities saw it, they asked for their own. "People in Austin told me it was the most positive press the department had ever seen," Vandergriff says.

The I-30 project was to be CityMAP's first true test. "We drew a lot of scenarios that are nice on paper, but now we're coming to engineering," says Mo Bur, TxDOT's top engineer for the Dallas district. "Now we have to make some decisions about where you want to put all these things."

"I think we left it up to them," says Majed Al-Ghafry, who oversees infrastructure for the city. "They think they left it up to us."

Then, in 2017, the whole thing seemed to grind to a halt. There was a meeting in March between TxDOT, people from City Hall, the transportation director of the North Central Texas Council of Governments, and Vandergriff. Vandergriff remembers the state's engineers telling the city that rerouting I-30 was a pipe dream. No way would it get funded. But there was a middle ground that could apply the suggestions in CityMAP for improved connectivity. It would require city money. To lower the highway from downtown past Munger Avenue could require expanding the drainage system, likely needing a water detention facility similar to what exists for Central Expressway. The city would have to pay for that. If Dallas wanted deck parks over the highway, it would have to agree to a commitment there, too. The state wasn't going to design those elements into the plan if they weren't sure the city would pay for them. TxDOT was looking for marching orders. The meeting ended. After that, Bur says, the communication stopped for more than a year.

"We never heard from the city," he says.

Timing matters. The state doesn't want to fund billion-dollar projects that aren't shovel ready. This whole matter also came up during a transition at City Hall. City Manager T.C. Broadnax was hired in February 2017. Majed Al-Ghafry was hired in March to oversee infrastructure. Michael Rogers became the first transportation director in the city's history, in 2018, well after that initial meeting. Voters approved a billion-dollar bond package. In all that, I-30 was forgotten and so was TxDOT.

"I think we left it up to them. They think they left it up to us," Al-Ghafry says. "We never had that meeting to begin with, to really talk about the dynamic. Not to use this as an excuse, but sometimes you overlook certain things and sometimes it takes an event like this to wake you up and recalibrate you."

That event transpired at City Hall last spring, where plans were presented for I-30 to the Mobility Solutions, Infrastructure, and Sustainability Committee. Without input from the city, TxDOT had kept working, guessing at the design elements Dallas would want. The state agency hoped that sending over preliminary concepts would prompt a conversation. These were options, a way for the city to understand what would have to occur in order for the state to implement their priorities. Instead, all hell broke loose.

The city, instead of calling TxDOT, [began crafting a set of guiding principles](#). The highway would be no higher and no wider than it currently is. Its frontage roads would feature complete street elements, like trees and a median and bike lanes. It would be taken below grade where

possible. And the project needed to be tied to studying the teardown of I-345, the elevated highway that is fed by I-30 and separates downtown from Deep Ellum, a project the state says is independent of any work on I-30.

In January, these principles were presented publicly during a City Council committee meeting. The city went a bit further, calling for I-30 to be narrowed where possible and for some frontage roads to be removed, restoring the original street grid. Dallas was widely praised in the press for taking a public stance in defense of its needs. "I am not sure to what extent people understand how radical what you've done here is," Councilman Philip Kingston told transportation director Rogers.

Meanwhile, TxDOT just wanted its partner to answer the phone. "I'm still in shock about what happened that day," TxDOT's Bur said a week after the meeting. "I don't understand how that happened Monday without ever having a conversation with us about what they like or don't like."

That's what happened from 2017 to January of this year. A transformational project for Dallas stopped because of bureaucracy and confusion. While I-30 stalled, other projects progressed through their design phases, and the state prioritized their funding, such as I-35E north of I-635. There are more coming, including U.S. 380 in McKinney. But the dust-up finally prompted a meeting between all the partners in March. "We have recalibrated our commitment to each other," Al-Ghafry says. "We didn't have it."

Councilman Lee Kleinman, chair of the city's Mobility Committee, notes that TxDOT is just 10 percent into the design process on the I-30 project. The Southern Gateway Project, a \$666 million redo of Interstate 35E south of downtown, got to the city about half-designed. There was still enough time to mandate that it not be any higher or wider and include a deck park and complete street elements along the frontage roads. There's hope that the I-30 redesign can happen as the city envisions.

In the meantime, the neighborhoods bordering the highway are still isolated. Drivers still speed 50 mph down the narrow residential Ash Lane to get onto the highway. Two drug houses still sit across from each other, not far from a tiny homeless encampment in an empty lot. Leal, the community organizer, likes to note that despite the obstacles, income has risen 54 percent in some parts of Jubilee Park.

Just imagine what it would look like if I-30 weren't such a blight. The city and the state, finally, appear ready to try.

<https://www.dmagazine.com/publications/d-magazine/2019/may/interstate-30-south-dallas-txdot/>

Fort Worth's flooding problem costs \$1 billion, but the fix isn't Panther Island

By Luke Ranker and Bill Hanna, Fort Worth Star-Telegram

When storms hit Tuesday night, the Fort Worth Fire Department was busy.

From Hulen Street and West Freeway to Fairmount Avenue and South Main Street, Fort Worth residents were calling about rising waters. In a three-hour stretch, firefighters responded to 45 weather-related calls, highlighting the city's most pressing water problem: flash flooding.

Long before floods devastated neighborhoods and killed four last fall, the city placed a \$1 billion price tag on fixing its backlog of stormwater projects. Even addressing the biggest project in each of the eight council districts would top \$170 million, the city said in 2017.

The cost rivals the \$1.17 billion being spent to create Panther Island, which will protect the city from a historic flood along the Trinity River, but may have little effect on urban flash flooding. Residents might wonder if that's the best place to spend money when frequent downpours continually swamp vehicles and threaten homes across Fort Worth.

It's complicated, but the U.S. Army Corps of Engineers' Trinity River project is partially federally funded and addresses outdated levees. The Fort Worth stormwater system is almost entirely supported by the fees on your water bill and protects against flooding created by rapid development.

The fees amount to \$10 million to \$12 million a year. (The city issued \$150 million in bonds to address stormwater issues between 2007 and 2012.)

"We want long-term solutions to this long-term problem," said Micheal Matos, a candidate for City Council District 7, a large district that includes older neighborhoods like Arlington Heights and the fast growing Alliance corridor. Matos has made flooding a campaign focus.

The city's aging drainage pipes inside Loop 820 (a third of them are more than 50 years old) can't handle the rush of runoff that comes with heavier downpours and more concrete. The cost to bring the system up to date is more than \$1 billion, according to the city's estimate.

"I just don't think that's practical," said councilman Dennis Shingleton, the District 7 incumbent.

In District 8, where far east Fort Worth residents blamed two home developers for flooding last fall, incumbent Councilwoman Gyna Bivens has proposed that fines against developers should include more citizen input and less city staff opinion. One of her challengers, Tammy Pierce, said in a candidate questionnaire from the Star-Telegram that zoning changes and incentive packages should be withheld from developers until it's clear that they have properly accounted for stormwater.

In the District 7 neighborhood of Arlington Heights, the city has proposed voluntary buyouts of flood prone homes and replacing them with green space designed to catch stormwater. That \$7.5 million project would include about \$500,000 from a federal grant.

Shingleton and his challenger David Hawthorne have said the buyout plan is one of many options the city can use to tackle flooding. No homes were reported flooded Wednesday, a sign the city is moving in the right direction to handle similar rainfall, Shingleton said.

“It’s really difficult when you get these cloud bursts of 2 or 3 inches of rain in an hour. That’ll cause flooding anywhere,” Shingleton said.

Matos disagreed, saying the approach has been reactive instead of proactive. He said the Panther Island project has distracted from flash-flooding problem.

“We need a real solution to this real problem,” he said, adding that more money should be devoted to stormwater projects. “We can’t piecemeal this together. It has to be systematic.”

The Panther Island project will replace levees the Army Corps of Engineers says are obsolete and pull about 2,400 acres out of the flood plain for what the Corps calls a “standard project flood,” which is the most severe flood considered possible for a region. This is a more traditional flood, such as when a river runs over its banks.

To accomplish this, the Corps will cut a 1.5-mile long channel in the Trinity River north of downtown. The channel allows the two forks of the river to meet ahead of a large bend where floodwaters tend to backup.

Tarrant Regional Water District voters approved a \$250 million bond package last May for flood control and drainage work related to the project. Though the ballot question didn’t specifically mention Panther Island or the Trinity River project, the money will be devoted to infrastructure on the yet-to-be created island.

So far about \$324 million in local tax dollars have been spent on the project, according to the Trinity River Vision Authority’s 2019 first quarter financial report. Of that a little more than \$4 million has gone toward stormwater drainage. The bulk, about \$88.4 million, has been spent to buy property in the path of the planned channel.

Meanwhile, the city’s stormwater management program is funded through user fees, between \$2.70 and \$10.80 per month for homeowners and more for commercial property owners. Those fees are set in the annual budget and officials haven’t said if they plan to raise them in 2020 or devote other money toward flash flooding.

The city is prioritizing flash-flood prone areas that pose the most dangerous risk to drivers, said Cindy Vasquez, a city spokeswoman. Those include Keller Haslet Road near the intersection with Alta Vista and Loving Avenue just south of NW 31st Street. Smaller projects in the works include the 5200 block of Nolan Street, the 4900 block of Miller Avenue and the 5100 block of Shackelford Street.

In the meantime, the city has turned to improving its flood warning system. A \$250,000 grant helped Fort Worth build a real-time map available online that shows conditions at more than 30 low-water crossings. Also, FEMA provided \$700,000 to update flood maps. These are vital warning tools, Vasquez said, especially in areas “of flood risks that cannot realistically be mitigated for the foreseeable future due to resource limitations.”

Fort Worth isn’t the only Tarrant County city that has had its share of flooding issues.

Arlington has \$16.76 million in its 2019 stormwater budget with \$12.89 million approved for the design and construction of flood mitigation and erosion projects, said city spokeswoman Susan Schrock.

The city has also set aside \$3.5 million for voluntary buyouts with 11 properties identified. Arlington had \$1 million in the 2018 budget that was used to purchase three properties that flooded last year.

“We probably have a 20-year program ahead of us,” said Mindy Carmichael, public works and transportation director, during an April 9 City Council meeting.

In the last decade, Arlington has spent \$88.5 million dealing with 536 flood-prone structures, including 171 buyouts.

To chip away at the backlog of flood mitigation projects, City Manager Trey Yelverton said it takes a long-term commitment from the City Council and residents voting in favor of bond proposals.

“Between bond funds, federal funds and stormwater drainage funds, we’ve really ramped our capabilities over the last number of years to make a meaningful impact,” Yelverton said.

<https://www.star-telegram.com/latest-news/article229639999.html>

Hyperloop may whisk people from Dallas to Austin in 20 minutes — but here's why Texas may not get first route

Advocates for hyperloop here may want to take notes from the Show-Me State

By Leslie Collins and Colin Pope, Dallas Business Journal

Before becoming CEO, Jay Walder was slightly skeptical of Virgin Hyperloop One's technology.

"Frankly, I probably said the same thing you would say or anyone else would say, which is: 'Is it real?'" he said of the concept that's basically a 600-mile-per-hour gliding train inside an airtight tube.

A visit to the Nevada test site, however, removed his doubts, and he couldn't pass up the opportunity to join the team late last year, he said.

But another thing that's very real is the potential for a hyperloop route in Missouri that would connect Kansas City to Columbia and St. Louis. The route would transport passengers from Kansas City to St. Louis in less than 30 minutes, compared with about 3.5 hours by car.

Walder spoke about the route's potential April 24 as part of the KC Tech Council's CEO speaker series and touted Missouri's progress, and what he said may be useful to other city and state leaders interested in courting the company.

"I've been the CEO of Virgin Hyperloop One for five months, and this is the first trip I've taken to a state where there has been a hyperloop proposed. I think that's a vote of confidence," he told the crowd at Kansas City's WeWork.

The Missouri model

In addition to his stop in Kansas City, Walder also is heading to St. Louis and Jefferson City this week, where he's meeting with the business community, academia, Gov. Mike Parson and the General Assembly.

Missouri is creating a model for how to bring government, the business community and academia together to talk through key questions for making a hyperloop route a reality, he said.

"If you look at the steps being taken in Missouri right now, they've put Missouri at the front of the pack of places," he said.

And other states are paying close attention. One representative from another state with a proposed route met with Walder in his office and said: "I hear Missouri is rolling out the marching band."

"That was his comment, and I love that," Walder said.

Missouri was the first state to complete a feasibility study, which made some significant conclusions for the leadership at Hyperloop One. One takeaway is the vast amount of rights-of-way that the Missouri Department of Transportation owns along the Interstate 70 corridor and can give Hyperloop One access to. It accounts for 65 to 70 percent of the proposed route.

"It's almost unheard of to start from that kind of position," Walder said.

Constructing the route would cost slightly more than \$30 million per linear mile, which is roughly 60 to 70 percent the cost of high-speed rail, he said. The study also revealed a travel time savings of 85 percent. That's key for hyperloop, he said, because the company wants travelers

to use the system because it's fast, cheap and easy, not because they don't have another option.

Ongoing progress

What also stands out about Missouri is it's not resting on its laurels and putting the feasibility study on a shelf, Walder said.

It continues to make progress, evidenced by the formation of the Blue Ribbon Panel on Hyperloop, a bipartisan panel comprised of state lawmakers, Lt. Gov. Mike Kehoe, higher education and engineering leaders, and other private-sector members. They're asking the right questions and then accelerating the process for getting them answered.

"Missouri is clearly putting out its stake that it would like to be a leader in hyperloop, and I love that," he said.

Next on Hyperloop One's agenda is identifying a site to build a larger test track that would span eight to 15 miles. It's also working to identify locations for building out a research-and-development/center of excellence hub. It's not out of the question that it could be built in Missouri.

Walder expects the company's first route to be built before the end of the next decade.

"We have the potential to connect cities the way we connect metro stops. It's really exciting," he said. "I'm thrilled Missouri is taking such a leadership position in driving forward."

Where Texas stands with hyperloop

Only three months ago, another Virgin Hyperloop executive, Assistant General Counsel Nathan Roth, said Texas was "basically ... in the lead" for a hyperloop route because transportation officials in the Dallas area had started a federal environmental impact study — something he said no other area had done.

Such an impact study is different than what Missouri completed and was recently lauded by Walder. Missouri's study released in October was a nine-month feasibility report conducted by Black & Veatch and Olsson Associates. It focused on social impact, potential station locations, route alignments, regulator issues and rights-of-way access.

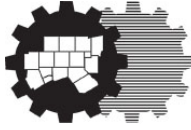
The process of securing a hyperloop route is indeed complex — so much so that the U.S. Department of Transportation in March launched an organization to help new transportation technologies such as hyperloop come to fruition quicker.

Virgin Hyperloop isn't the only company pushing the technology made popular by tech visionary Elon Musk. Earlier this year, it was reported that Transonic Transportation LLC, a Louisiana-based startup, is working on a hyperloop route in Texas that would transport freight. The company originally investigated a route that would move people.

"There's just no way we can do passenger transport in Texas in the next 20 years, so we ended up refocusing on freight," co-founder Josh Manriquez said in January.

The freight route he now envisions would run from Laredo at the Mexico border to San Antonio.

https://www.bizjournals.com/dallas/news/2019/04/29/hyperloop-dallas-austin-first-route.html?iana=hpmvp_dal_news_headline



North Central Texas
Council of Governments

PRESS RELEASE
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Public to Hear Long-Range Planning Updates April 8 Region's Congestion Management Process being updated

April 4, 2019 (Arlington, Texas) — The North Central Texas Council of Governments will host a public meeting in April to provide information on several transportation planning efforts intended to help improve mobility and air quality in the Dallas-Fort Worth area. The meeting will take place at 2:30 p.m. Monday, April 8 at NCTCOG's Arlington offices, 616 Six Flags Drive.

NCTCOG helps maintain and manage funding for transportation projects in the Dallas-Fort Worth region. In December 2016, the Regional Transportation Council approved a 10-Year Plan identifying major projects to be implemented in the region by fiscal year 2026. An updated draft of the list of projects continuing through FY 2029 and details on the project scoring process will be presented for review and comment.

Additionally, federal regulations require urbanized areas with populations over 200,000 to implement and maintain a Congestion Management Process for measuring transportation congestion levels and prioritizing management strategies. Staff will present a brief overview of federal CMP requirements as well as elements and topics to be considered in the CMP update. The CMP was most recently updated in 2013.

Staff will also provide a status report on Mobility 2045, the long-term vision for the region's transportation system. The Metropolitan Transportation Plan guides spending of federal and State transportation funds through 2045. The MTP includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality.

Finally, the meeting will include a demonstration of the 511DFW Traveler Information System, which provides tools for the region related to freeways, toll roads, city streets and transit trip planning. With the recently updated 511DFW, traveler information is available via the web, a mobile app or by calling 511 from any phone.

Information on the 2019 spring outreach season, Regional Smoking Vehicle Program and Mobility 2045 administrative revisions will also be highlighted. To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details

Monday, April 8, 2019, 2:30 p.m.

North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

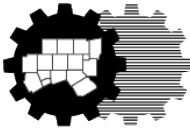
NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers 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 [NCTCOG.org/trans](https://www.nctcog.org/trans).

For more news from the NCTCOG Transportation Department, visit <https://www.nctcog.org/trans/about/news>.

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.

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**North Central Texas
Council of Governments**

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Mayors to be Recognized for Collaboration on Regional Trail

April 10, 2019 (Arlington, Texas) – The mayors of five area cities will be recognized by the Regional Transportation Council on April 11 for their successful efforts to collaborate and secure funding for the Fort Worth to Dallas Regional Veloweb Trail last year.

The RTC has been partnering with the cities of Fort Worth, Arlington, Grand Prairie, Irving and Dallas to develop a continuous regional trail through the five cities. Once complete, the regional trail will extend 53 miles from downtown Fort Worth to downtown Dallas and connect with an extensive network of trails in each city.

In October 2018 the RTC approved \$9.08 million in federal funding for construction of the final link of the Fort Worth-to-Dallas Regional Veloweb Trail from the Trinity Railway Express CentrePort/DFW Airport Station in Fort Worth eastward to the Mike Lewis Trail in Grand Prairie.

All sections of the regional trail are anticipated to be complete by 2023, with each of the cities and NCTCOG continuing to collaborate on potential trail enhancements, marketing, economic development and tourism opportunities associated with the trail. A map and more information about the Fort Worth-to-Dallas Regional Veloweb Trail is provided at www.nctcog.org/FWtoDALTrail.

Event Details

Date: Thursday, April 11

Time: 1 p.m. to 1:30 p.m.

Place: North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Details: Mayors Betsy Price (Fort Worth), Jeff Williams (Arlington), Ron Jensen (Grand Prairie), Rick Stopfer (Irving) and Mike Rawlings (Dallas) will gather in celebration of the funding of the final section of the southern alignment of this trail corridor. The mayors will be recognized during the regularly scheduled Regional Transportation Council meeting.

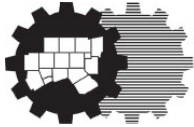
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North Central Texas
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Dallas-Fort Worth
CLEAN CITIES

EarthX Hosts Sirens, Schools and Shippers Workshop April 26

Program seeks to help public, private sectors adopt cleaner technologies

April 17, 2019 (Arlington, Texas) – Across the country, vehicle fleets are becoming cleaner and more efficient. There is interest from both the public and private sectors in greener transportation. But it's not always easy to find what works best for particular industries. Professionals seeking to improve fleet efficiency can have their questions answered during a half-day workshop on April 26.

Held during EarthX at Fair Park, the workshop will focus on the following sectors:

- Emergency response
- School buses
- Delivery vehicles

Fleet managers, purchasing officials, sustainability staff, and other interested professionals are encouraged to attend to learn from experts and network with their peers as they face similar decisions.

Sponsored by the Dallas-Fort Worth (DFW) Clean Cities Coalition, Transportation Energy Partners and NAFA Fleet Management Association, the half-day workshop begins at 8:30 a.m.

Operating cleaner-burning fleets is especially important in Dallas-Fort Worth, where 10 counties are in nonattainment of federal ozone requirements. Attendees will have the opportunity to learn directly from peers in these represented industries and hear how to implement clean vehicles and efficiency practices in their community.

Industry leaders will provide their expertise on the financial and environmental benefits, overcoming barriers, and strategies for deploying new technologies. Speakers will demonstrate the latest tools and techniques fleets can use to analyze the costs and benefits of transitioning to various alternative fuels and vehicles. Information on federal and State grant and loan programs and other financing strategies fleets can use to purchase alternative fuel vehicles will also be presented during the workshop.

Attend the workshop and become part of the effort to make North Texas a national leader in sustainable transportation. For more information and to register, visit www.dfwcleancities.org/earthxworkshop.

About the North Central Texas Council of Governments:

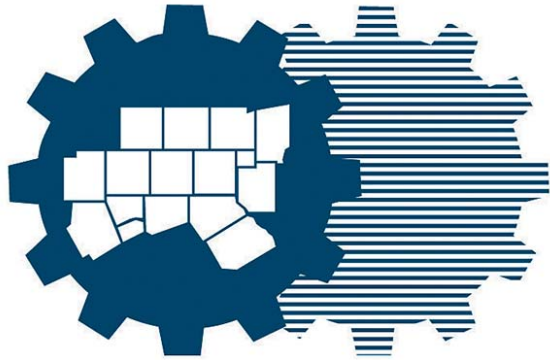
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About Clean Cities:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally- based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

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**North Central Texas
Council of Governments**

Title VI Program 2019 Update

Regional Transportation Council

May 9, 2019

NCTCOG TITLE VI PROGRAM REQUIREMENTS

Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients

Required for direct and primary recipients of FTA funding

Update every three years

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**State and
Federal Funding
for Public
Transportation
Projects**

**Analysis of the
Transportation
System
Investments**

**Subrecipient
Program
Administration**

2019 TITLE VI PROGRAM UPDATES

Title VI Complaint Procedures*

List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Public Participation Plan

Language Assistance Plan

Demographic Profile

Planning for Mobility Needs of Minority Populations (Mobility 2045)
Analysis of the Transportation System Investments

Monitoring Subrecipients for Compliance

RTC Bylaws, Executive Board Bylaws

*To be updated on website, in Public Participation Plan, other documents as needed

SCHEDULE

February 11: Conducted public meeting, began public comment period*

March 22: STTC Information

April 3: Close public comment period

April 11: RTC Information

April 26: Request STTC Action

May 9: Request RTC Approval

May 23: Request Executive Board Approval

June 1: Submit to FTA

*45-day public comment period required because Complaint Procedures are included in Public Participation Plan

ACTION REQUESTED

Request RTC Approval of Title VI Program 2019 Update

CONTACTS

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**RESOLUTION APPROVING 2019 TITLE VI PROGRAM UPDATE
(R19-03)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council, comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, Title VI of the Civil Rights Act of 1964 and related statutes prohibit discrimination on the basis of race, religion, color, national origin, sex, age or disability; and,

WHEREAS, the North Central Texas Council of Governments, as a recipient of federal financial assistance and a Federal Transit Administration (FTA) designated recipient is required to comply with Title VI requirements, which include review and approval of a Title VI Program every three years; and,

WHEREAS, in 2016, the Regional Transportation Council approved a Title VI Program, which was subsequently approved by NCTCOG's Executive Board and submitted to FTA; and,

WHEREAS, the North Central Texas Council of Governments has undertaken an effort to review and update its Title VI Program for 2019.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council hereby approves the 2019 Title VI Program Update included as Attachment 1.

Section 2. This resolution shall be transmitted to the Federal Transit Administration and other funding agencies as appropriate.

Section 3. This resolution shall be in effect immediately upon its adoption.

Andy Eads, Vice Chair
Regional Transportation Council
County Judge, Denton County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 9, 2019.

Roger Harmon, Secretary
Regional Transportation Council
County Judge, Johnson County

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029							Group	MPO Project Score		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL			Cat 12 DAL	Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,214,141,182	\$710,202,000	\$907,738,800			\$40,392,000	\$102,000,000
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020	2021		\$34,793,244	\$34,793,244		\$34,793,244								1	89.25
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550		\$3,985,550								1	89.82
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	January 2022	2022		\$11,167,795	\$11,167,795		\$11,167,795								1	84.96
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	January 2022	2022		\$20,179,763	\$20,179,763		\$20,179,763								1	85.74
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022		\$44,570,571	\$44,570,571		\$44,570,571								1	84.79
Collin	TBD	TBD	North/South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Propose to move \$100,000,000 of Category 12 funds to the US 380 corridor; Propose to move \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding	TBD	\$150,000,000		\$100,000,000 \$150,000,000				\$50,000,000				2A	70.56
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0		\$0								4	70.00
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0		\$0								4	70.00
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	June 2020	2020	In addition to this funding, there is \$11,000,000 of Collin County funding, \$881,828 of Category 8 funding, and \$52,809,288 of Category 11 funding on other projects along SH 121, which fully funds needed improvements along the corridor	\$50,837,435	\$50,837,435			\$50,837,435							1	84.75
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	December 2020	2021		\$33,986,881	\$33,986,881		\$33,986,881								1	87.89
Collin	13010	0047-09-034	SH 5	Frisco Rd (N of FM 1378) to Spur 399	Reconstruct 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	April 2020	February 2023	2023		\$10,000,000	\$10,000,000		\$10,000,000								1	72.39
Collin	13026	0047-05-054	SH 5	Spur 399 to SH 121	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	April 2020	December 2022	2023		\$75,900,000	\$75,900,000		\$75,900,000								1	78.69
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct grade separation	April 2020	December 2021	2022	Staff proposes to add project to the 10-Year Plan	\$16,105,069	\$16,105,069		\$16,105,069								2B	80.91
Collin	TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Portion of Category 2 funding reduced due to the Merritt Road swap; Received Category 2 funds from Regional Outer Loop project; Collin County to contribute \$316,053,616 in bond funds over next 5 years; Increase in Category 12 funding offset by reduction in funding on North/South Roadways project	\$450,000,000	\$450,000,000		\$168,000,000	\$150,000,000		\$132,000,000					2A	72.91
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	September 2019	January 2022	2022	Staff proposes to add project to the 10-Year Plan	\$30,000,000	\$30,000,000		\$30,000,000								2B	81.70
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	September 2019	January 2022	2022	Staff proposes to add project to the 10-Year Plan	\$2,548,000	\$2,548,000		\$2,548,000								2B	76.46
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019	December 2021	2022	Propose to fund this project with Category 2 funding as TxDOT does not anticipate getting Category 12 and only portions of the project are CMAQ eligible	\$25,000,000	\$25,000,000		\$25,000,000								4	79.42
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387	\$19,863,387	\$19,863,387		\$19,863,387								1	N/A
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4	\$2,746,785	\$2,746,785			\$2,746,785							1	81.78
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$2,000,000 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000		\$13,600,000								1	N/A
												Total Funding - Collin County ¹							\$995,284,480			

1: Amounts include proposed funding not yet approved in the UTP/awarded by the TTC. They do not include funding from sources other than Category 2, 4, or 12. Blue text indicates changes since April RTC meeting.

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

DRAFT

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029							Group	MPO Project Score		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL			Cat 12 DAL	Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,214,141,182	\$710,202,000	\$907,738,800			\$40,392,000	\$102,000,000
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	December 2019	December 2021	2022		\$20,000,000	\$20,000,000		\$20,000,000							1	75.69	
Dallas	13030	0009-11-181	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	June 2020	June 2022	2022	Engineering/right-of-way cost estimate of \$100M-\$150M; Construction cost estimate of \$150M-\$200M; TxDOT to request additional \$213,000,000 of Category 12 Clear Lanes funding and \$62,000,000 of S111 funding; Staff proposes to fund an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding	\$300,000,000	\$300,000,000 <u>\$238,000,000</u>					\$300,000,000 <u>\$238,000,000</u>				1	81.67	
Dallas	13043	0009-11-129	IH 30	IH 45 to Bass Pro Drive	Reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to US 80: Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635: Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 1/2 reversible managed lane	June 2020	June 2023	2023	Funding to be moved to breakout project (CSJ 0009-11-929) Staff proposes to fund an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding	\$1,050,000,000	\$0				\$0				1	80.71		
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock Interchange	September 2018 (Actual)	March 2021	2021	Project was awarded Category 4 funds via the 2019 UTP	\$120,574,879	\$120,574,879				\$120,574,879					1	86.81	
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664				\$24,549,664					1	N/A	
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000				\$11,000,000					1	N/A	
Dallas	13018	0581-02-146	IH 30	At SL 12	Construct direct connectors (Phase 1)	December 2020	August 2024	2024	TxDOT to request Category 12 Clear Lanes funding for this project in a future UTP	\$50,000,000	\$50,000,000 <u>\$0</u>					\$50,000,000 <u>\$0</u>				2A	76.19	
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	August 2019	January 2021	2021	Portion of Fort Worth's Category 4 funds to be used	\$9,000,000	\$9,000,000			\$9,000,000						1	88.54	
Dallas	TBD	0009-11-252 0009-11-929	IH 30	IH 45 to IH 635	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 continuous frontage roads	June 2020	June 2023	2023	TxDOT to request \$751,552,459 of Category 12 Clear Lanes and \$167,900,000 of S111 funding for this project	\$919,452,459 \$1,000,000,000	\$751,552,459 \$1,000,000,000					\$751,552,459 \$1,000,000,000				2B	77.40	
Dallas	TBD	0009-11-251	IH 30	IH 45 to IH 635	<u>Reconstruct and widen 1 reversible HOV to 2 reversible managed lanes</u>	June 2020	June 2023	2023	<u>Project split out from CSJ 0009-11-929</u>	<u>\$80,547,541</u>	<u>\$0</u>									2B	77.40	
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	September 2021	2022	TxDOT to request Category 12 Clear Lanes funding for this project	\$22,355,107	\$22,355,107				\$22,355,107					2B	85.20	
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2028	Staff proposes to remove funding from this project	\$0	\$0			\$0		\$0				4	74.33	
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct 6 to 6/8 general purpose lanes (IH 635 to SH 121); Reconstruct 6 to 8 collector distributor lanes (SH 121 to Denton C/L) (IH 35E Phase 2)	March 2013 (Actual)	August 2026	2026	Design-build project; TxDOT to request \$229,655,586 of Category 12 Clear Lanes funding and \$90,105,043 of S111 funds for the project	\$460,575,043 \$600,000,000	\$370,470,000 \$600,000,000		<u>\$140,814,414</u> \$262,044,414		\$229,655,586 \$337,955,886				1	77.05		
Dallas	TBD	0196-03-282	IH 35E	IH 635 to Denton County Line	<u>Reconstruct existing 2 managed lanes to 2 managed lanes</u>	March 2013 (Actual)	August 2026	2026	<u>Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; TxDOT to request \$18,194,957 of S111 funds for the remainder of the project</u>	<u>\$139,424,957</u>	<u>\$121,230,000</u>		<u>\$121,230,000</u>							1	77.05	
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 2/6 to 2/6 lane frontage roads	July 2005 (Actual)	August 2027	2027	TxDOT to request \$300,000,000 of Category 12 Clear Lanes and \$60,000,000 of S111 funding for this project in a future UTP	\$360,000,000	\$360,000,000 <u>\$0</u>				\$360,000,000 <u>\$0</u>				2B	72.81		
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027	TxDOT to request \$390,000,000 of Category 12 Clear Lanes and \$150,000,000 of S111 funding for this project in a future UTP	\$540,000,000	\$540,000,000 <u>\$0</u>				\$540,000,000 <u>\$0</u>				2B	68.59		
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	March 2021	2021	Staff proposes to add project to the 10-Year Plan; Project also has \$583,000 of STBG funds	\$8,698,295	\$8,115,295		\$8,115,295							2B	89.30	
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	June 2019	2019		\$26,327,302	\$26,327,302		\$26,327,302							1	93.22	
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015	August 2019	2019	Project has Category 12 funds from the MPO Revolver Swap; \$9,049,174 of Category 2 funds being used for ENG	\$69,377,000	\$69,377,000		\$65,000,000			\$4,377,000				1	93.14	
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019	2019	\$63,071,347 of Category 12 funds being used for ENG and UTIL	\$385,988,661	\$385,988,661				\$385,988,661					1	90.08	
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019	2019	\$6,646,521 of Category 2 funds being used for ENG; Project split out from TIP 55165.1/CSJ 2374-01-183	\$50,956,661	\$50,956,661		\$50,956,661							1	82.89	

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They do not include funding from sources other than Category 2, 4, or 12.

Blue text indicates changes since April RTC meeting.

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FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029							Group	MPO Project Score		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL			Cat 12 DAL	Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,214,141,182	\$710,202,000	\$907,738,800			\$40,392,000	\$102,000,000
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019	2019	\$34,821,750 of Category 2 funds and \$2,044,646 of Category 4 funds being used for ENG and UTIL	\$230,221,536	\$230,221,536		\$34,821,750		\$175,000,000		\$20,399,786			1	90.44	
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019	2019	\$4,650,021 of Category 2 funds being used for ENG; Project split out from TIP 55060.1/CSJ 2374-01-137	\$35,650,161	\$35,650,161		\$35,650,161							1	83.25	
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019	2019	Construction also funded with \$25M CMAQ, \$92,857,142 STBG, and \$6,550,925 Category 11; \$58,797,257 of Category 2 funding being used for ENG and UTIL	\$322,894,555	\$90,147,610		\$58,797,257				\$31,350,353			1	87.35	
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019	2019	Construction also funded with \$7,142,858 STBG; \$24,276,492 of Category 2 funding being used for ENG; Project split out from TIP 55075.1/CSJ 2374-02-053	\$186,119,772	\$178,976,914		\$178,976,914							1	81.07	
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019	2019	Construction also funded with \$25,000,000 STBG and \$168,406,748 TxDOT PE/ROW; \$46,837,523 of Category 2 funding used for ENG and UTIL; Project split out from TIP 55075.1/CSJ 2374-02-053	\$278,620,856	\$128,566,595		\$128,566,595							1	85.92	
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding and \$3,788,000 of RTR funding	\$39,455,869	\$35,235,869		\$35,235,869							1	79.83	
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding	\$53,513,708	\$53,105,708		\$53,105,708							1	77.62	
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	March 2021	2021	Staff proposes to add project to the 10-Year Plan; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$2,223,936	\$2,223,936			\$2,223,936					2B	83.30		
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948			\$20,927,948					1	N/A		
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	July 2019	2019	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000			1	83.89		
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	July 2019	2019	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000			1	83.94		
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0		\$0						4	65.95		
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0		\$0						4	65.95		
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)			August 2045	2045				\$0		\$0				4	71.09		
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)			August 2045	2045				\$0		\$0				4	68.99		
Dallas	55065	0092-01-059	SH 310/SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	June 2019	2019	Related to 0092-14-088 and 0092-01-052	\$10,100,000	\$10,100,000		\$10,100,000						1	96.67		
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	August 2021	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000		\$1,000,000						1	84.62		
Dallas	55120	0197-02-124	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications	March 2020	August 2020	2020		\$2,163,200	\$2,163,200		\$2,163,200						1	79.24		
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/6 to 4/6 lane frontage roads and reconstruct IH 635 Interchange	June 2019	June 2021	2021	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding	\$386,214,458	\$105,000,000			\$105,000,000					1	82.45		
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	June 2019	June 2021	2021	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding	\$163,960,872	\$100,000,000			\$100,000,000					1	79.95		
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap	\$10,726,868	\$9,915,000		\$7,900,000			\$2,015,000			1	85.16		
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation as a single point urban interchange (SPUI)	March 2025		September 2027	2028	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$1,116,185 of Category 1 funds; Discussions underway between City of Dallas, TxDOT and NCTCOG	\$18,316,185	\$17,200,000			\$17,200,000				1	78.89		
											Total Funding - Dallas County ¹							\$3,669,931,505				

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FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029							Group	MPO Project Score				
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL			Cat 12 DAL	Cat 12 Hunt		
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,214,141,182	\$710,202,000	\$907,738,800			\$40,392,000	\$102,000,000		
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	January 2022	2022		\$42,817,890	\$42,817,890		\$42,817,890								1	91.11		
Denton	TBD	TBD	Greenbelt/Regional Outer Loop	At FM 428					Staff proposes to move Category 2 funding to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update	\$50,000,000	\$0	\$50,000,000	\$0	\$50,000,000								2A	59.61	
Denton	25033.3	0196-01-109	IH 35E	At Mayhill Road	Reconstruct interchange and existing 4 to 4 lane frontage roads	March 2013	May 2021	2021	Split from TIP 25033.2/CSJ 0196-02-125	\$46,212,969	\$46,212,969		\$46,212,969									1	89.53	
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May 2028	2028	Funding moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128	\$663,409,414	\$62,485,239	\$41,604,130	\$62,485,239	\$41,604,130									1	76.34
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		August 2026	2026	Funding moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126	\$957,611,088	\$20,723,022	\$41,604,130	\$20,723,022	\$41,604,130									1	78.82
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and existing 4 lane frontage roads	May 2019	March 2021	2021	TxDOT to request Category 12 Clear Lanes funding for this project	\$179,709,425	\$179,709,425							\$179,709,425				2B	79.11	
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4 lane frontage roads	March 2019	March 2021	2021	TxDOT to request Category 12 Clear Lanes funding for this project	\$62,485,239	\$62,485,239							\$62,485,239				2B	82.76	
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 13033/CSJ 0196-02-124	\$41,486,682	\$41,486,682		\$41,486,682									2B	78.08	
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 13033/CSJ 0196-02-124 and TIP 25033.2/CSJ 0196-02-125	\$65,008,508	\$65,008,508		\$65,008,508									2B	82.90	
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 25033.2/CSJ 0196-02-125	\$59,143,580	\$59,143,580		\$59,143,580									2B	81.45	
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	May 2021	2021	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund	\$18,448,040	\$17,839,014		\$17,839,014									1	91.90	
Denton	20096	0135-10-050	US 380	US 377 to CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$129,360,761	\$51,250,941		\$51,250,941									1	87.93	
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$12,156,936 2MP1, \$10,471,047 4P1, & \$2,901,189 CMAQ	\$26,627,983	\$1,098,811		\$1,098,811									1	N/A	
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1 & \$4,019,642 of 4P1	\$7,788,890	\$1,500,000		\$1,500,000									1	N/A	
Denton	51060	0353-02-053	SH 114	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000		\$7,500,000									1	89.06	
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$863,844 of Category 1 & \$1,922,275 of CMAQ	\$16,230,232	\$13,444,113		\$13,444,113									1	93.81	
Total Funding - Denton County¹																			\$672,705,433					
Ellis	13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	September 2020	September 2025	2026		\$70,000,000	\$25,000,000		\$25,000,000									1	70.00	
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	June 2019	March 2022	2022		\$29,246,463	\$29,246,463		\$29,246,463									1	78.12	
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	June 2019	March 2022	2022	Project also has \$4,486,132 of Category 1 funding	\$42,441,711	\$37,955,579		\$3,955,579					\$34,000,000				1	76.70	
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	October 2020	January 2024	2024		\$32,145,761	\$32,145,761		\$32,145,761									1	82.22	
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	June 2019	May 2023	2023		\$98,605,947	\$25,000,000		\$25,000,000									1	81.42	
Ellis	35001	0172-05-115	US 287	at Walnut Grove Road	Construct interchange	April 2017 (Actual)	June 2019	2019		\$26,700,000	\$26,700,000					\$26,700,000						1	86.84	

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FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029							Group	MPO Project Score		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL			Cat 12 DAL	Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,214,141,182	\$710,202,000	\$907,738,800			\$40,392,000	\$102,000,000
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000									1	N/A	
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Construct grade separation and reconstruct 4/6 lane frontage roads	June 2019	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000						1	90.84	
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding	\$9,513,170	\$8,770,170	\$8,770,170								1	83.87	
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding	\$10,393,729	\$10,297,729	\$10,297,729								1	77.58	
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	\$14,715,504	\$8,065,504	\$8,065,504								2B	TBD	
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Construct 0 to 6 lane urban roadway; Realign at a new location	June 2019	May 2023	2023	Breakout of TIP 13035.1/CSJ 1051-01-051; Staff proposes to add project to the 10-Year Plan	\$35,616,830	\$10,000,000	\$10,000,000								2B	71.72	
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Reconstruct grade separation	December 2022	June 2027	2027	Staff proposes to add project to the 10-Year Plan	\$28,000,000	\$28,000,000	\$28,000,000								2B	64.93	
Total Funding - Ellis County¹																		\$300,281,206				
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0									4	N/A
Total Funding - Hood County¹																		\$0				
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	January 2020	May 2024	2024	Hunt County is doing environmental clearance; TxDOT is requesting \$15,000,000 of Category 12 funds	\$15,000,000	\$15,000,000										2A	82.54
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	September 2019	September 2022	2023	Project also has \$11,485,840 of Category 7 funds; TxDOT is requesting \$5,550,000 of Category 12 funds	\$17,035,840	\$5,550,000										2A	82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000										1	75.78
Hunt	13053	TBD	SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements					\$4,900,000	\$4,900,000		\$4,900,000								2A	65.49
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018	August 2020	2020		\$9,000,000	\$9,000,000		\$9,000,000								1	80.86
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	\$30,000,000	\$30,000,000										1	82.02
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Construct overpass	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000										1	76.40
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000										1	77.26
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	June 2022	2022	TxDOT is requesting \$30,000,000 of Category 12 funds; Project also has \$6,450,000 of Category 7 funds	\$30,000,000	\$30,000,000										2A	76.27
Hunt	TBD	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	TxDOT is requesting \$40,000,000 of Category 12 funds	\$40,000,000	\$40,000,000										2B	TBD
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	2024	TxDOT is requesting \$4,200,000 of Category 12 funds	\$4,200,000	\$4,200,000										2B	TBD
Total Funding - Hunt County¹																		\$210,650,000				
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	January 2021	December 2022	2023		\$78,000,000	\$78,000,000	\$78,000,000									1	72.84
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2019	June 2021	2021		\$2,800,000	\$2,800,000	\$2,800,000									1	87.39
Johnson	13040	0747-05-043	FM 157	8th Street to North of CR 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks	September 2019	August 2021	2021	Project split out from TIP 13041/CSJ 0747-05-042	\$1,375,000	\$1,375,000	\$1,375,000									1	78.10
Johnson	11955.1	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	August 2019	February 2022	2022		\$10,000,000	\$10,000,000	\$10,000,000									1	77.01
Johnson	11955.2	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	August 2019	February 2022	2022	Project split out from TIP 11955/CSJ 1181-02-033	\$3,490,748	\$3,490,748	\$3,490,748									1	86.06
Johnson	13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange at FM 917	May 2019	August 2020	2020		\$15,000,000	\$15,000,000		\$15,000,000								1	84.42
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	July 2017	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$14,700,000	\$3,950,000	\$3,950,000									1	N/A
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	November 2019	January 2020	2020	Staff proposes to add project to the 10-Year Plan	\$17,800,000	\$17,800,000	\$17,800,000									2B	78.96
Total Funding - Johnson County¹																		\$132,415,748				

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL			Cat 12 DAL	Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,214,141,182	\$710,202,000	\$907,738,800			\$40,392,000	\$102,000,000
Kaufman	55111	2588-01-017	FM 548	North of US 80 to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	June 2019	March 2023	2023		\$58,000,000	\$58,000,000		\$58,000,000							1	80.78	
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	June 2020	2020		\$12,925,617	\$12,925,618		\$12,925,618							1	79.23	
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications	March 2020	August 2020	2020		\$2,163,200	\$2,163,200		\$2,163,200							1	78.16	
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct 4 lane discontinuous frontage roads to 4 lane continuous frontage roads	June 2019	February 2022	2022		\$139,515,095	\$133,000,000			\$133,000,000						1	87.15	
Total Funding - Kaufman County¹																		\$206,088,818				
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019	May 2019	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,354,000	\$12,000,000	\$12,000,000								1	85.32	
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May 2019	December 2018	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0								4	76.15	
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads	March 2020	September 2021	2022		\$21,000,000	\$21,000,000			\$21,000,000						1	75.83	
Parker	13062	1068-05-014	IH 30	IH 20 to Walsh Ranch Parkway	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2020	July 2021	2021	Grouped project	\$6,000,000	\$6,000,000			\$6,000,000						1	78.99	
Parker	13061	0008-03-094	IH 20	FM 1187 to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2020	July 2021	2021	Project split out from CSJ 1068-05-014	\$21,800,000	\$21,800,000			\$21,800,000						1	79.21	
Total Funding - Parker County¹																		\$60,800,000				
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	June 2019	March 2023	2023		\$6,200,000	\$6,200,000		\$6,200,000							1	78.71	
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP	\$7,000,000	\$7,000,000			\$7,000,000						1	96.33	
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications	March 2019 (Actual)	September 2022	2023	TxDOT to request Category 12 Clear Lanes funding for this project; Increase in Category 2 funding offset by a reduction on Greenbelt at FM 428 and Collin County North/South Roadways projects	\$257,219,578	\$257,219,578		\$65,000,000		\$0	\$25,600,000	\$192,219,578	\$231,619,578		2A	80.07	
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019	September 2021	2022	Split from TIP 13036/CSJ 0009-12-219; Increase in Category 4 funding offset by a reduction on TIP 13036/CSJ 0009-12-219; TxDOT to request Category 12 Clear Lanes funding for this project; INFRA Grant application has been submitted for this project (request of \$100,000,000); Rockwall County to contribute \$20,000,000 if the project receives INFRA funding; Category 12 request would be reduced if INFRA funding is received	\$214,025,080	\$214,025,080			\$32,000,000	\$6,400,000	\$182,025,080	\$207,625,080		2B	81.35		
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205	Reconstruct and widen 6 to 8 mainlanes and reconstruct 0/4 discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard	March 2019	September 2021	2022	TxDOT to request Category 12 Clear Lanes funding for this project; Increase in Category 2 funding offset by a reduction on Collin County North/South Roadways project	\$73,095,223	\$73,095,223		\$35,000,000			\$38,095,223	\$73,095,223		2B	83.74		
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020	August 2022	2022		\$2,702,009	\$2,702,009		\$2,702,009							1	88.75	
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020	August 2022	2022	Project split out from TIP 55074; Proposing to fully fund project with Category 2 instead of using CMAQ due to lack of financial constraints	\$24,032,505	\$24,032,505		\$24,032,505	\$6,482,505						1	83.19	
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,250,063	\$8,325,063		\$8,325,063							1	N/A	
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	\$719,165	\$719,165		\$719,165							1	N/A	
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$399,142 of Category 1	\$16,957,142	\$14,900,000		\$14,900,000							1	N/A	
Total Funding - Rockwall County¹																		\$608,218,623				

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Blue text indicates changes since April RTC meeting.

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

DRAFT

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029								Group	MPO Project Score					
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL			Cat 12 Hunt				
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,214,141,182	\$710,202,000	\$907,738,800	\$40,392,000			\$102,000,000				
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,000,000	\$0	\$0									4	N/A				
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095										1	63.16			
Tarrant	13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Widen from 8 to 10 general purpose lanes	September 2022	January 2024	2024	Split from IH 20 from US 287 to Park Springs Blvd	\$300,000,000	\$50,000,000	\$50,000,000										1	76.01			
Tarrant	55043	2374-05-066	IH 20	Anglin Drive to Park Springs	Reconstruct and widen 8/10 to 10/12 general purpose lanes, 8 collector distributor lanes, and reconstruct and widen 4/6 continuous frontage roads to 4/8 discontinuous frontage roads	June 2020	September 2021	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; TxDOT to request Category 12 Clear Lanes funding for this project	\$355,000,000	\$355,000,000	\$125,000,000		\$153,000,000		\$77,000,000							1	82.70		
Tarrant	TBD	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct freeway, construct frontage roads	June 2020	September 2021	2022	Project is part of the Southeast Connector; Staff proposes to fund this project with Category 2 funding instead of Category 12; Increase in Category 2 funding offset by a reduction on TIP 13002/CSJ 1068-01-213 and CSJ 1068-02-072	\$165,000,000	\$165,000,000	\$165,000,000				\$0 \$165,000,000						2A	85.40			
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	May 2019	July 2019	2019		\$23,000,000	\$23,000,000				\$23,000,000								1	77.27		
Tarrant	13002	1068-01-213	IH 30	IH 820 to Summit Avenue	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	December 2023	2024	Staff proposes to move Category 2 funding to CSJ 0008-13-206 and will fund this project in a future 10-Year Plan update	\$637,144,167	\$0 \$150,000,000	\$0 \$150,000,000											1	73.24		
Tarrant	13003	1068-01-214	IH 30	Linkcrest Drive to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2020	January 2023	2023		\$90,000,000	\$90,000,000	\$9,000,000			\$81,000,000									1	79.63	
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; 2 concurrent express lanes and construct 0 to 4 continuous frontage road lanes	November 2019	January 2023	2023	TxDOT to build safety barriers into managed lane design	\$100,820,000	\$100,820,000				\$100,820,000									1	80.82	
Tarrant	TBD	1068-02-072	IH 30	US 287 to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2027	2027	Staff proposes to add project to the 10-Year Plan; Staff proposes to move Category 2 funding to TIP 55041/CSJ 0008-13-125 and CSJ 0008-13-206 and will fund this project in a future 10-Year Plan Update	\$500,000,000	\$0 \$20,000,000	\$0 \$20,000,000											2B	60.78		
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct freeway from 4/8 to 8/14 lane facility	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project; \$340,202,000 of Category 12 Clear Lanes funding has been awarded to this project; TxDOT to request an additional \$164,638,000 of Category 12 Clear Lanes funding; Increase in Category 2 funding offset by a reduction on CSJ 1068-02-072	\$650,000,000 \$656,000,000	\$650,000,000 \$656,000,000	\$145,160,000 \$140,160,000				\$504,840,000 \$515,840,000								1	81.89	
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000												1	80.42	
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Split from TIP 13056, Lancaster Ave/SH 180 IH 35W to IH 820 project; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000												1	79.36	
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes and construct 0 to 2 lane westbound and 0 to 2 lane eastbound frontage roads from Solana/Kirkwood to Dove with the addition of auxiliary lanes and ramp modifications	April 2020	July 2020	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000												1	80.68	
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000				\$370,000,000									1	N/A	
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	July 2018	September 2018	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$0	\$0	\$0												4	N/A	
Tarrant	55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct and widen 4 lane arterial to 6 lane freeway; Reconstruct and widen 4 lane to 6 lane frontage roads; Construct bridges over Lake Worth & traffic management system	October 2019	February 2020	2020		\$113,999,400	\$113,999,400	\$45,006,400			\$68,993,000										1	89.09
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	October 2019	February 2020	2020		\$22,000,000	\$22,000,000			\$22,000,000										1	90.50	
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	October 2020	February 2024	2024		\$200,000,000	\$200,000,000	\$200,000,000												1	86.64	
Tarrant	13037	0171-05-094	SH 199	White Settlement Road to IH 820	Reconstruct 4/6 to 4/6 lane divided urban	August 2020	August 2023	2023		\$100,000,000	\$100,000,000	\$100,000,000												1	78.28	
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	May 2022	August 2022	2022		\$22,718,955	\$20,000,000	\$20,000,000												1	77.49	

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Blue text indicates changes since April RTC meeting.

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

DRAFT

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029								Group	MPO Project Score		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL			Cat 12 Hunt	
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad through girder bridge and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	June 2021	2021	Project is split out from TIP 51346	\$50,000,000	\$50,000,000	\$50,000,000									1	94.82	
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project has let with a low bid amount of \$53,391,000; Leave excess funding on the project for change orders	\$53,391,000	\$55,000,000	\$55,000,000									1	N/A	
Tarrant	55044	0172-06-080	US 287	IH 820 to Bishop Street	Reconstruct 6 to 6 main lanes with 4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$40,000,000	\$40,000,000			\$40,000,000							1	80.20	
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Kennedale/Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000			\$30,000,000							1	80.36	
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 lane partial freeway and ramps at major cross-streets	August 2020	October 2020	2021	TxDOT to request Category 12 Clear Lanes funding for this project	\$150,000,000	\$150,000,000					\$150,000,000					2B	63.12	
Tarrant	TBD	TBD	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal				Staff proposes to add project to the 10-Year Plan		\$10,000,000	\$10,000,000									2B	61.51	
Tarrant	13059	0172-09-037	US 287	Heritage Parkway to Johnson County Line	Construct 0 to 4 lane frontage roads	November 2019	January 2020	2020	Staff proposes to add project to the 10-Year Plan	\$6,250,000	\$6,250,000	\$6,250,000									2B	76.90	
Tarrant	TBD	0014-15-037	US 287	IH 35W to Avondale Haslet Road	Construct frontage roads and intersection improvements	January 2021	August 2023	2023	Staff proposes to add project to the 10-Year Plan		\$5,000,000	\$5,000,000									2B	TBD	
Total Funding - Tarrant County¹																			\$2,720,154,495				
Wise	13004.1	2418-01-013	FM 1810	East of CR 1122 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	June 2021	December 2022	2023		\$13,000,000	\$13,300,000	\$13,300,000									1	67.70	
Wise	13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and frontage roads	June 2021	December 2022	2023	Split from TIP 13004/CSJ 2418-01-013	\$16,700,000	\$16,700,000	\$16,700,000									1	68.44	
Wise	13004.3	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	June 2021	December 2022	2023	Split from TIP 13004/CSJ 2418-01-013	\$600,000	\$600,000	\$600,000									1	67.70	
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	May 2022	July 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so recommend changing to Category 2	\$14,000,000	\$14,000,000	\$14,000,000									2A	72.48	
Total Funding - Wise County¹																			\$44,600,000				
Total Proposed Funding											\$9,621,130,308	\$1,273,517,243	\$2,417,274,458	\$13,900,000	\$582,613,000	\$1,059,007,110	\$1,101,840,000	\$2,935,836,497	\$40,392,000	\$196,750,000	\$9,621,130,308		
Total Amount Remaining for Programming											(\$1,918,103,260)	(\$113,162,443)	\$514,013,808	\$36,100,000	\$4,297,000	\$155,134,072	(\$391,638,000)	(\$2,028,097,697)	\$0	(\$94,750,000)			
Total Allocation																						\$7,703,027,048	

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10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

Corridor Preservation Program

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)	Group	MPO Project Score
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018	April 2023	2023		\$67,954,081	\$500,000	3	82.81
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018	July 2023	2023		\$14,055,246	\$500,000	3	77.39
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	June 2019	January 2024	2024		\$7,795,805	\$500,000	3	80.29
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	June 2019	January 2024	2024		\$45,190,870	\$500,000	3	76.28
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	June 2019	December 2025	2026		\$8,990,001	\$500,000	3	70.25
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	April 2019	August 2022	2022		\$21,851,272	\$500,000	3	81.22
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000	3	57.02
Dallas	11950	0353-06-905	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000	3	61.77
Dallas	11951	0353-04-907	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000	3	61.81
Dallas	52569	0353-06-906	SH 114	East of Rochelle Blvd to SH 183	Widen 2 to 4 concurrent managed lanes from east of Rochelle Blvd to SH 183; Widen 4 to 6 general purpose lanes and reconstruct 4/6 to 4/8 continuous frontage roads from SL 12 to SH 183 (Ultimate)		August 2029	2029		\$500,000	\$500,000	3	62.50
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/8 lane frontage roads	June 2019	September 2022	2023		\$136,301,942	\$500,000	3	75.63
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and existing 4 lane frontage roads	March 2019	March 2021	2021	Candidate for Clear Lanes funding	\$179,709,425	\$500,000	3	79.11
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4 lane frontage roads	March 2019	March 2021	2021		\$62,485,239	\$500,000	3	82.76
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	February 2019	November 2022	2023		\$30,000,000	\$500,000	3	85.15
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	February 2019	November 2022	2023		\$30,000,000	\$500,000	3	85.11
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	May 2019	February 2023	2023		\$67,147,628	\$500,000	3	77.66
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		\$25,455,639	\$500,000	3	78.53
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		\$16,278,334	\$500,000	3	73.60
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		\$21,105,442	\$500,000	3	75.36
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019	March 2023	2023		\$45,544,229	\$500,000	3	78.07
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	May 2019	February 2023	2023		\$67,862,132	\$500,000	3	79.17
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	April 2019	August 2026	2026		\$15,838,439	\$500,000	3	71.15

Negotiation Proposals

Switch Funds

North/South Roadways (Collin County)

- Reduce Category 2 by \$50,000,000
- Increase Category 12 by \$50,000,000

IH 30 (Rockwall County)

- Increase Category 2 by \$100,000,000
- Reduce Category 12 by \$100,000,000

Southeast Connector (Tarrant County)

- Increase Category 2 by \$170,000,000
- Reduce Category 12 by \$170,000,000

Lack of Detail - Delete for now

IH 35E - Lower Stemmons (Dallas County)

- Remove \$900,000,000 of Category 12

Greenbelt/Regional Outer Loop at FM 428 (Denton County)

- Remove \$50,000,000 of Category 2

IH 30 (Tarrant County)

- Remove \$170,000,000 of Category 2

New Additions

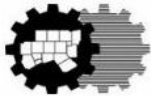
IH 35 (Denton County)

- Add \$62,485,239 of Category 12

2020 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council

May 9, 2019



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected)

Regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016

Series of updates were made in August 2017 to ensure that Proposition 1 projects remained fully funded and the LBJ East project could proceed

An update to the 10-Year Plan was approved in August 2018 in conjunction with the development of the 2019 Unified Transportation Program (UTP).

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

Texas Department of Transportation (TxDOT) staff have begun developing the 2020 UTP.

NCTCOG staff have coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates) and potential new projects.

Projects were scored to fulfill a TxDOT requirement for inclusion in the UTP.

To satisfy a January 31, 2019 deadline set forth by TxDOT, NCTCOG staff drafted a project listing that included project scores, project revisions, and potential new projects.

2019 10-YEAR PLAN UPDATE

Projects in the proposed 2019 Update fall under one of five groups:

Group 1: Projects approved by the RTC that have been approved in the UTP

Group 2A: Projects approved by the RTC that have not been approved in the UTP

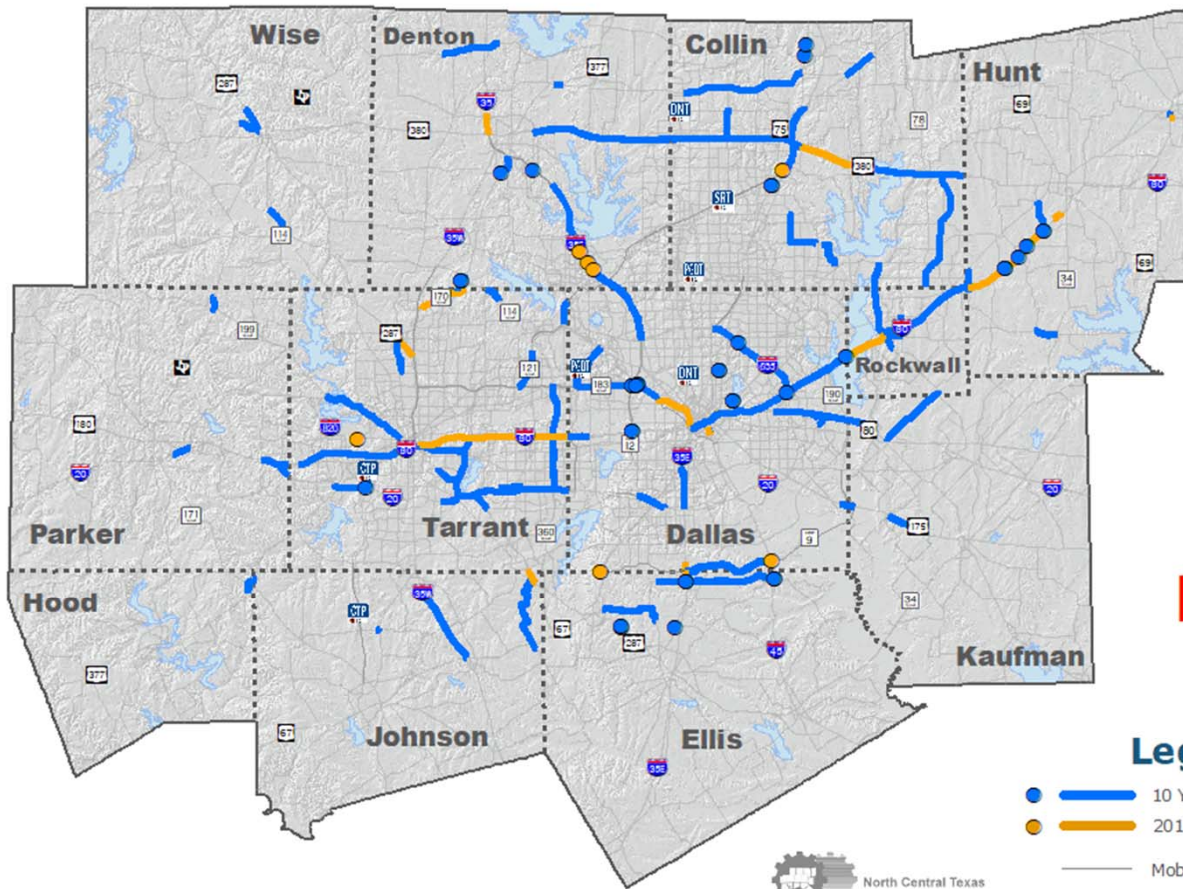
Group 2B: Proposed projects pending RTC approval

Group 3: Proposed projects that need funding to advance pre-construction activities like right-of-way acquisition

Group 4: Projects proposed to be removed from the 10-Year Plan project list, funded with other sources, or are future candidates for funding

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2029

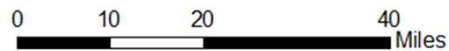


Dallas CBD








Fort Worth CBD

DRAFT



Legend

-  10 Year Plan Projects
-  2019 10 Year Plan Update
-  Mobility 2045 Roadways
-  County Boundary
-  Lakes

Date: 4/4/2019

PROJECT SCORING

Overall project scores are the result of a combination of selection and prioritization scores.

Selection scoring was comprised of System Selection (i.e., project is part of a larger/regional network) and Technical Selection (i.e., project need).

Prioritization scoring was included in response to the State's interest in projects that are ready to let within a 10-year window.

CORRIDOR PRESERVATION PROGRAM

TxDOT Districts have expressed the need to advance pre-construction activities (notably right-of-way acquisition) on corridors that may be added to the 10-Year Plan in the future.

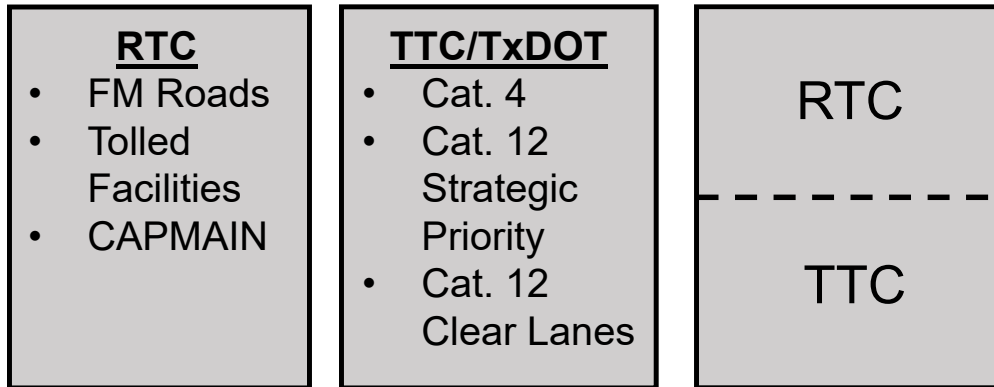
Projects require funding in order for TxDOT to be permitted to commence these activities.

Staff has begun developing a list of these projects based on input from the TxDOT Districts.

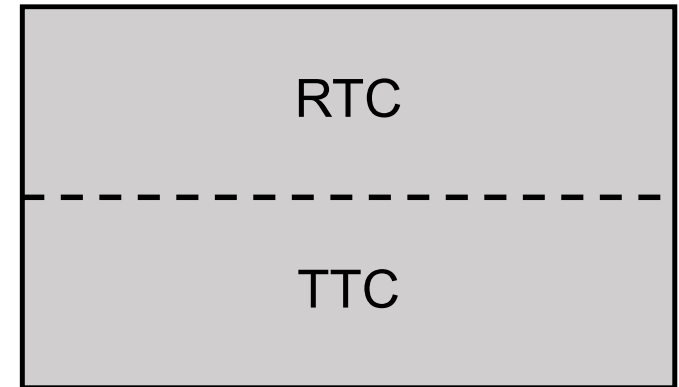
Staff proposes to change the funding source to Surface Transportation Block Grant (STBG) based on feedback from TxDOT.

NEW APPROACH TO FUNDING PARTNERSHIPS

CURRENT SYSTEM PARTNERSHIPS



NEW TXDOT PROJECT PARTNERSHIPS



Staff will look for projects where the RTC and the TTC can partner. As funding is moved between projects, county allocations will be reconfirmed.

TIMELINE

MEETING/TASK	DATE
STTC Information	March 22, 2019
RTC Information	April 11, 2019
Public Meetings	April 2019
STTC Action	April 26, 2019
RTC Action	May 9, 2019

REQUESTED ACTION

RTC approval of:

The proposed 2019 Regional 10-Year Plan project listing.

Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

Creating partnerships initiated by the TTC on Category 12 projects.

If necessary, partnerships will be brought back to the RTC as negotiations continue.

CONTACT/QUESTIONS?

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Regional 10-Year Plan Scoring Process for the Dallas/Fort Worth Metropolitan Area

The following document addresses the requirements set forth in Chapter 16.105 of the Texas Administrative Code.

Is the project in the 1st 10 years of Mobility 2045? If so, project continues to be scored.
The Methodology below is a two-step process which has a theoretical maximum of 100 for MPO Score.

The scoring process includes a **System Selection** (i.e., part of a larger/regional network) and **Technical Selection** (i.e., project need). These processes run concurrently and are weighted to produce a **Selection Score** that is 40% of the total score. Because of the State’s interest in projects that are ready to let within a 10-year window, the **Prioritization Score** is 60% of the total score.

System Selection (30%)					
Continuity (60%)		Regional commitment to phased implementation (20%)		Prior Funding Commitments (20%)	
Building Final Phase	100 pts	Final Phase of Multi-phase Project	50 pts	Yes	50 pts
Yes, Connects with Freeway	75 pts	Complete Ultimate Build (of Single-phase Project)	25 pts	No	0 pts
Regional Project	70 pts	First phase of Multi-phase Project	20 pts		
Connecting to a project under feasibility or pending other studies	25 pts				
No continuity	1 pt				

Technical Selection (70%)									
Congestion Reduction (20%)		System Reliability (10%)	Safety (20%)	Infrastructure Condition (20%)		Freight Movement (10%)	Economic Vitality (10%)		Environmental Sustainability (10%)
No-Build Level of Congestion (10%)	# of Networks with Level of Congestion over 1.25 (10%)	Level of Travel Time Reliability	Fatal & Incapacitating Crash Rate	Pavement Condition (10%)	National Bridge Inventory (NBI) Sufficiency (10%)	Average Truck Volume Percentage	Activity Density Change – Recent (5%)	Activity Density Change - Future (5%)	Impact by Project Type

Once projects have been selected, they are then prioritized using the following criteria.

Prioritization					
Planning Status (40%)		Ready to Let (Within 10-Year Window) (40%)		Local Support (20%)	
Environmentally Cleared	100 pts	Project Will Let During Years 1-4	100 pts	Community Support and Local Funding Support for Construction	100 pts
Environmental Clearance expected within 1-2 years	80 pts	Project Will Let During Years 5-7	70 pts	Community Support and Local Funding Support for Pre-Construction Phases	75 pts
Under evaluation or needs reevaluation	50 pts	Project Will Let During Years 8-10	40 pts	No local funding support	50 pts
Feasibility Study Ongoing	25 pts				
Planning Has Not started	1 pt				

Five project groups were established after the Prioritization process. They are:

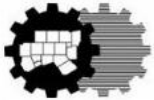
- Group 1: Projects previously approved by the Regional Transportation Council (RTC) and currently approved within the Unified Transportation Program (UTP)
- Group 2A: RTC-approved projects with funding that has not been approved in the UTP
- Group 2B: Proposed projects pending RTC approval
- Group 3: Proposed Right-of-Way projects
- Group 4: Projects proposed to be removed from 10-Year Plan project list

DEVELOPMENT OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Information and
Upcoming Schedule

Regional Transportation
Council

May 9, 2019



North Central Texas
Council of Governments
Transportation Department



2021-2024
Transportation
Improvement
Program
for North Central Texas



North Central Texas
Council of Governments

WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, State, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Re-developed every two years
- The TIP must be consistent with the Metropolitan Transportation Plan
- The TIP funds the first four years of the 20 year Plan

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop revised project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

FOCUS AREAS

- Projects on the MPO Milestone Policy List
- Projects on the Federal Highway Administration (FHWA) Inactive List
- Projects on the FHWA Preliminary Engineering (PE) Audit List
- Projects in the Transportation Alternatives Program (TAP)/ Transportation Alternatives Set-Aside (TA) Program
- Requests for projects to be placed in the first year of the new TIP (FY 2021)
- Closing out projects with RTR Funds

TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-August 2019
Data Input, Financial Constraint, and Analysis	June 2019-January 2020
Draft Listings- STTC Information	February 2020
Draft Listings- RTC Information	March 2020
Public Meetings- Draft Listings	March 2020
Final Listings- STTC Action	April 2020
Final Listings- RTC Action	May 2020
Submit Final Document to TxDOT	Summer 2020
Anticipate TxDOT Commission Approval (for STIP)	August 2020
Anticipate Federal/State Approval (STIP)	October 2020

YOUR HELP IS NEEDED

- Please help us help you.
- We have over 800 active projects.
- Please reinforce to staff attending TIP development meetings that they need to be prepared.
- We need:
 - Scheduling information by phase
 - Status updates by phase
 - Cost information
 - Status of agreements
- Lack of preparation creates significant follow up efforts.

QUESTIONS/COMMENTS?

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Transit Studies Stakeholder Meetings

Regional Transportation Council

May 9, 2019


Shannon Stevenson

Program Manager, Transit Planning & Operations

Background

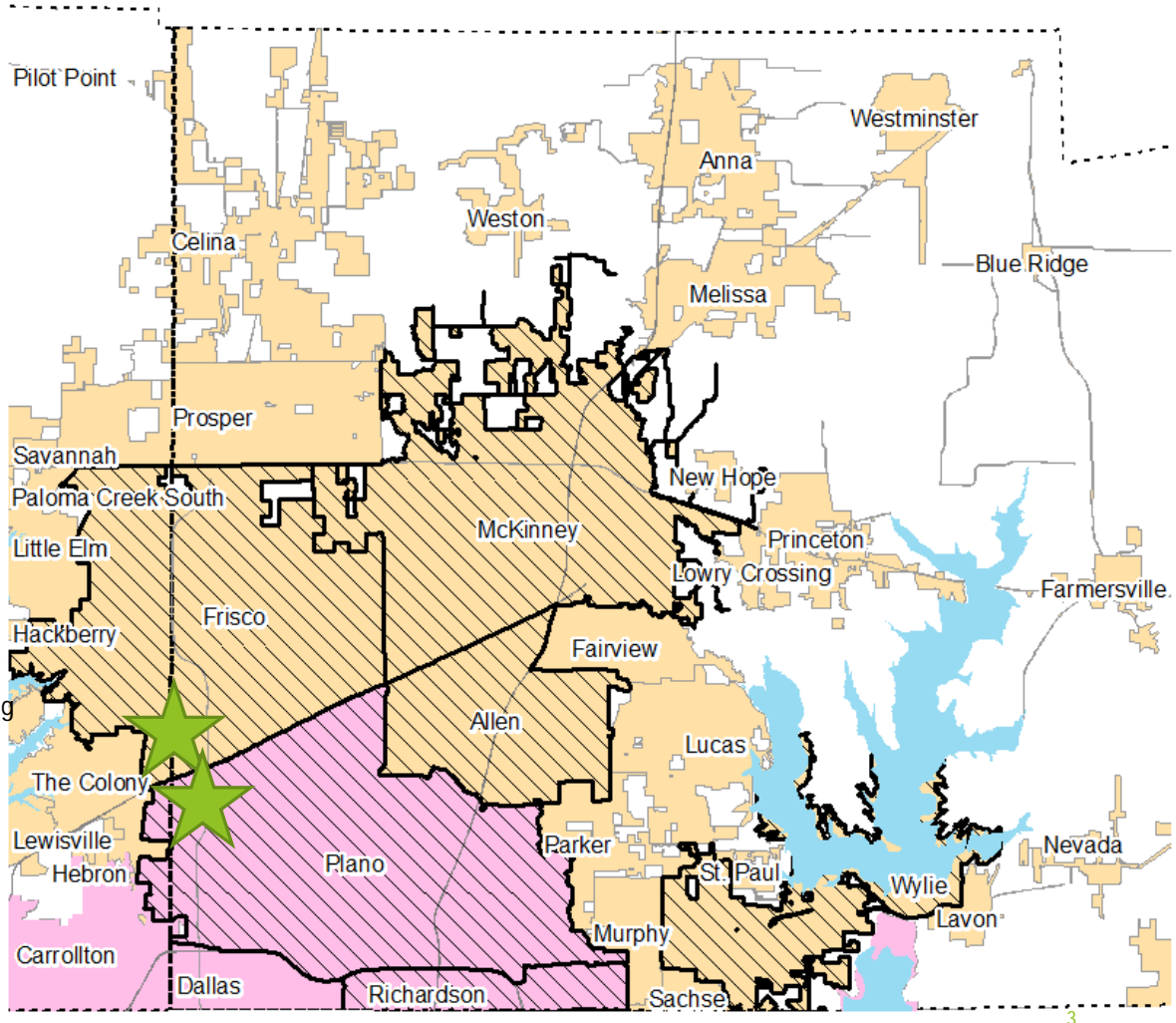
- ▶ Several requests for assistance with developing a comprehensive approach to planning and implementing transit services outside of transit authority service areas
 - ▶ Collin County
 - ▶ Dallas County
 - ▶ Tarrant County
- ▶ Regional Transportation Council Approved \$2 Million for Studies
- ▶ Consultant Assistance: Three Different Procurements
- ▶ Stakeholder Input Needed

Collin County: Moving Transit Further to the North



Dallas Area Rapid Transit (DART)


Cities Requesting Planning Assistance


Transportation Management Association (TMA)

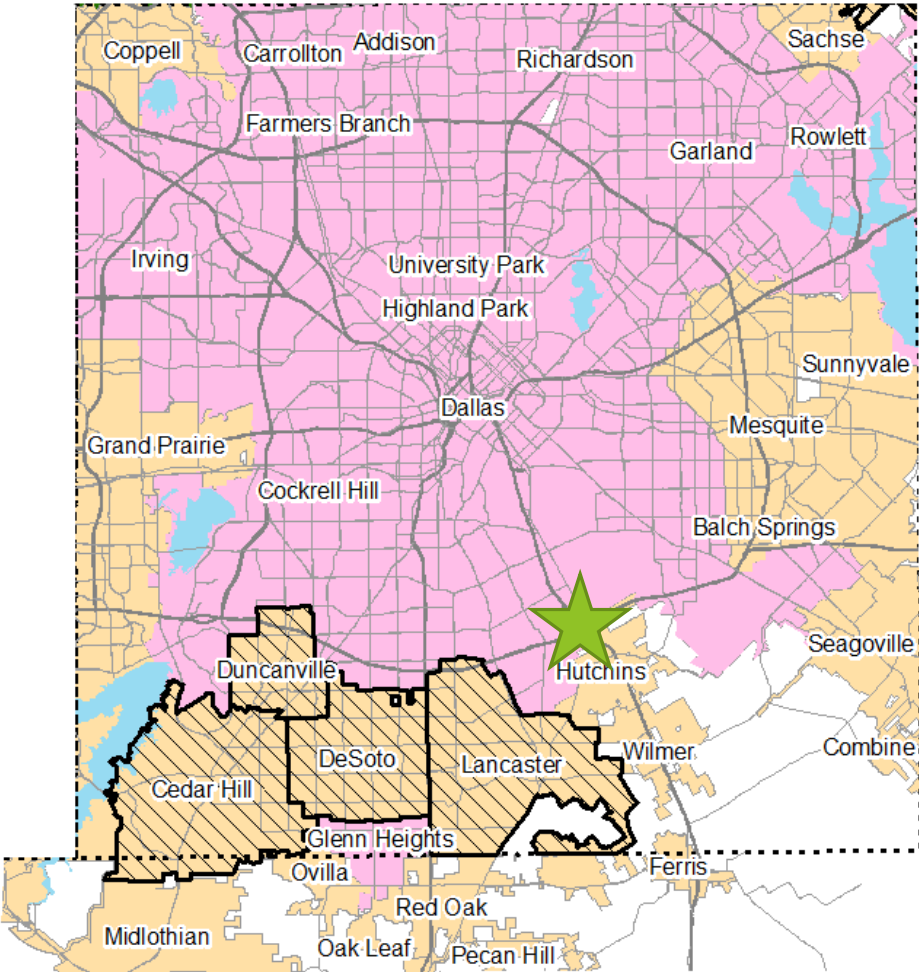


Dallas County: Infilling Transit Service

 Dallas Area Rapid Transit (DART)

 Cities Requesting Planning Assistance

 Upcoming Transportation Management Association (TMA)



4

0 1.5 3 6 Miles

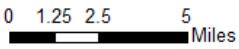
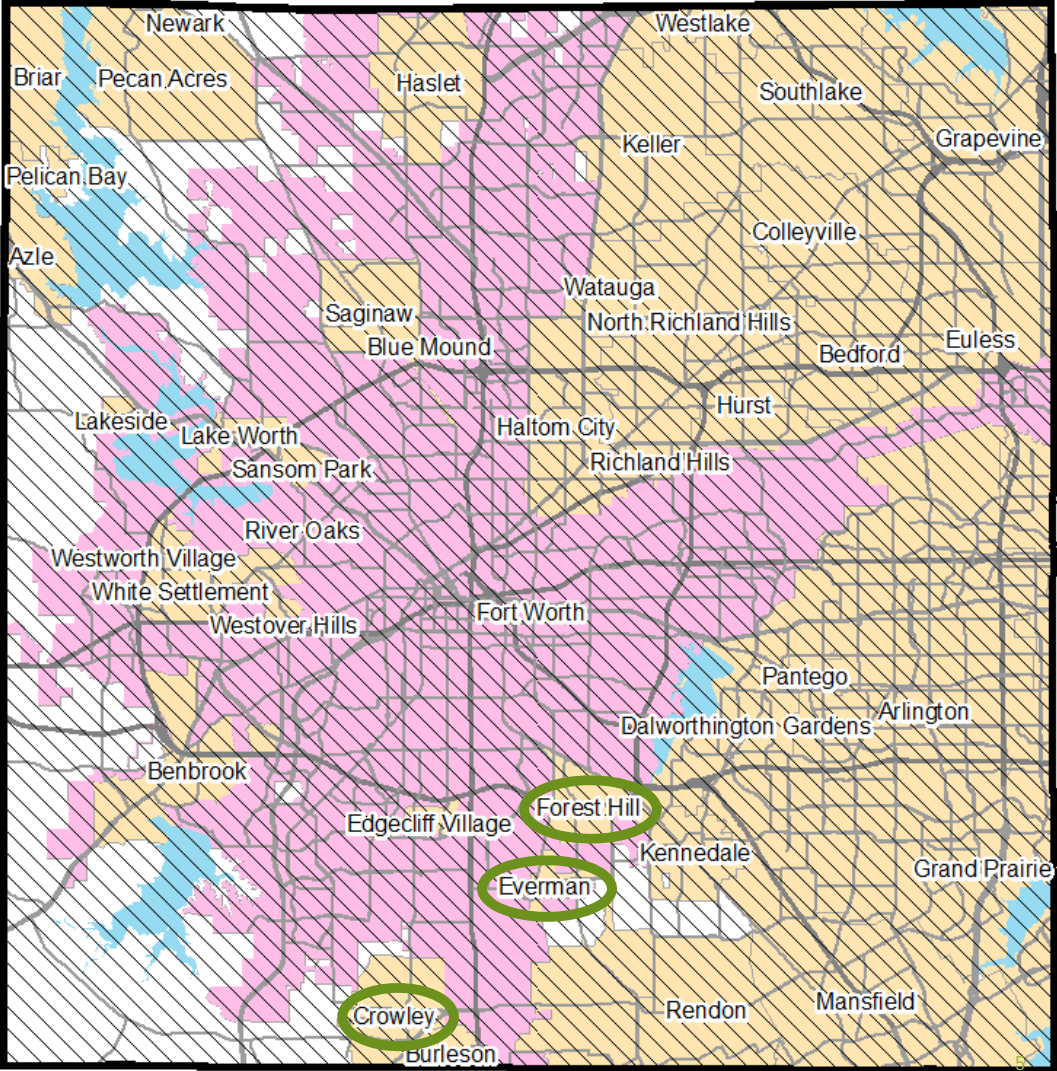


Tarrant County: Comprehensive Approach


Trinity Metro


Cities Requesting
Planning
Assistance


Pilot Cities with
RTC funding



Elements Considered in Transit Implementation Initiative

Element	Collin County	Dallas County	Tarrant County
Internal and regional connections	✓	✓	✓
Focus on strategic implementation	✓	✓	✓
Near-term (now to 10 years)	✓	✓	✓
Increase options and innovation	✓	✓	✓
Funding options	✓	✓	✓
Private sector involvement	✓	✓	✓
People and goods	?	✓	?

Tentative Schedule

April 26, 2019

May 9, 2019

May 30, 2019

June 25, 2019

July 18, 2019

Fall 2019 - Winter 2020

Spring 2020

STTC Fast Fact

RTC Information

Collin County Stakeholder Meeting

Dallas County Stakeholder Meeting

Tarrant County Stakeholder Meeting

Procurement and Consultant Selection

Project Kick-off

For More Information

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Jing Xu

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Transit Studies Website:

www.nctcog.org/transitstudies

Regional Transportation Council Attendance Roster
May 2018-April 2019

RTC MEMBER	Entity	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19
Tennell Atkins (09/17)	Dallas	P	A	A	P	A	A	A	A	P	P	A	P
Richard E. Aubin (06/18)	Garland	--	A(R)	P	P	P	P	P	P	P	P	A(R)	P
Sue S. Bauman (10/17)	DART	E(R)	P	A	P	E	P	A	P	P	P	A	P
Mohamed Bur (06/18)	TxDOT, Dallas	--	P	P	P	P	P	E(R)	P	E(R)	P	E(R)	E(R)
Loyl Bussell (05/17)	TxDOT, FW	P	P	E	P	P	P	E(R)	P	E(R)	P	P	E(R)
Rickey D. Callahan (09/17)	Dallas	P	P	A(R)	P	P	P	E(R)	P	P	P	P	P
George Conley (07/18)	Parker Cnty	--	--	P	P	P	P	P	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	E(R)	P	P	P	E(R)	P
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	--	--	--	P	P	A	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	E	P	P
Andy Eads (1/09)	Denton Cnty	E	P	P	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	E(R)	P	E(R)	P	P	P	P	E
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	E(R)	P	E(R)	P	A	A	P	P	A(R)	A	A	A
Rick Grady (09/18)	Plano	--	--	--	--	P	P	A	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	--	--	--	--	--	--	--	--	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	A	E	P	P	P	P	P	P	E	P
Jim Griffin (06/18)	Bedford	--	P	P	E(R)	P	E(R)	P	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	E	E	P	A	P	P	P	P	P	A	A	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	E	E	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	P	A	P	P	A	E(R)
Ron Jensen (06/13)	Grand Prairie	P	A	P	P	E	E(R)	P	P	P	E(R)	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	E	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	A(R)	P	A	P	P	P	P	P	A(R)	P
David Magness (06/13)	Rockwall Cnty	P	P	E	E	P	P	P	P	P	P	E	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	E(R)	P	P	P	P	E(R)	E(R)	P
B. Adam McGough (07/16)	Dallas	P	A	P	P	A	P	E(R)	P	A(R)	P	P	P
William Meadows (02/17)	DFW Airport	P	A	P	A	E(R)	E(R)	P	E	P	E	E	P
Steve Mitchell (07/17)	Richardson	P	P	P	E(R)	P	P	P	E(R)	P	E(R)	P	P
Cary Moon (06/15)	Fort Worth	E(R)	E(R)	P	P	P	A	E	P	A	P	P	P
Stan Pickett (06/15)	Mesquite	P	P	P	P	E(R)	E	P	P	P	P	P	P
John Ryan (05/18)	Denton	P	P	A	P	P	P	P	P	P	P	E	P
Will Sowell (10/17)	Frisco	P	E(R)	A	P	P	E(R)	P	P	A	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	E(R)	P	A(R)	P	E(R)	E(R)	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	E(R)	P

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
May 2018-April 2019**

RTC MEMBER	Entity	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19
Dennis Webb (8/18)	Irving	--	--	--	P	P	P	P	P	P	A	E(R)	P
Duncan Webb (6/11)	Collin Cnty	P	P	E(R)	P	P	P	P	P	P	E(R)	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	A	E(R)	P	P	P	E	E	E	P	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	E	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	P	E(R)	E(R)	E	P	P	P	P	E(R)	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	E	P	P	P	P	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
March 2018-March 2019

STTC MEMBERS	Entity	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19
Joe Atwood	Hood County	--	--	--	--	P	A	P	A	P	P	P	P
Antoinette Bacchus	Dallas County	P	A	A	A	A	A(R)	A	A	P	A	A	A
Micah Baker	Dallas County	A	A	P	P	P	A	P	P	P	A	P	A
Bryan Beck	Grapevine	P	P	A(R)	P	P	P	P	P	P	P	P	P
Katherine Beck	Fort Worth	P	P	A	P	P	P	P	P	A	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	A	A	A	P	A
Tanya Brooks	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	A
Curt Cassidy	Mesquite	P	P	P	P	P	P	P	P	P	P	P	A(R)
Ceason Clemens	TxDOT, Dallas	P	P	A	P	P	P	P	P	P	P	P	P
Robert Cohen	Southlake	A	A	A	P	A	A	A	A	A	A	A	A
Kent Collins	Coppell	A	R	P	A(R)	P	A	P	P	A	P	A	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	E	P	P	P
Hal Cranor	Eules	P	P	P	A	P	P	P	P	P	A	P	P
Clarence Daugherty	Collin County	R	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	A	A	P	A	P
Pritam Deshmukh	Denton	--	--	--	--	--	--	--	--	P	P	R	P
Greg Dickens	Hurst	R	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)
David Disheroon	Johnson County	A	A	P	P	P	A	P	A	P	P	A	P
Phil Dupler	FWTA	P	P	P	P	A	P	P	P	P	P	P	P
Chad Edwards	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
Claud Elsom	Rockwall County	P	P	P	P	A	P	P	P	P	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	A	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	A	P	P	P	P	A	P	P	P	P
Ricardo Gonzalez	TxDOT, FW	--	--	--	--	--	P	A	P	P	P	P	P
Gary Graham	McKinney	P	P	A	P	P	P	A	P	A	A	A	A
Tom Hammons	Carrollton	P	A	P	A	A	P	A	A	A	A	A	P
Ron Hartline	The Colony	R	A	P	A(R)	A	A(R)	A(R)	A(R)	A	A	P	P
Kristina Holcomb	DCTA	R	E	P	P	P	P	P	P	P	P	P	P
Matthew Hotelling	Flower Mound	P	E	A	A	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	P	A(R)	A	P	P	P	A	P	P	P
Terry Hughes	Weatherford	P	P	P	P	P	P	P	A	P	P	P	P
Tony Irvin	DeSoto	--	--	--	--	--	--	--	P	P	A	P	A
Paul Iwuchukwu	Arlington	P	P	A	P	A	P	A	P	A(R)	P	P	A(R)
Kelly Johnson	NTTA	A	A	A	A	A	A	A(R)	A	A	A	A	P
Sholeh Karimi	Grand Prairie	P	A	A	A	P	A	A	P	A	P	P	P
Paul Knippel	Frisco	P	P	A	A	A	A(R)	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	A	P	P	P	A	P	P	A	A	A	P	A
Alonzo Liñán	Keller	P	P	P	A	P	P	P	A	P	P	P	P
Clay Lipscomb	Plano	--	--	--	--	--	--	--	--	--	--	P	A
Paul Luedtke	Garland	P	P	P	P	P	P	A(R)	P	A	P	P	A

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
March 2018-March 2019

STTC MEMBERS	Entity	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19
Stanford Lynch	Hunt County	A	P	P	P	P	P	P	P	A(R)	P	P	P
Alberto Mares	Ellis County	P	P	P	A(R)	P	A(R)	P	P	P	A	P	P
Wes McClure	Mesquite	--	--	--	--	--	--	P	A(R)	P	P	P	P
Laura Melton	Burleson	A	P	P	A	A	P	P	A	P	P	P	A
Brian Moen	Frisco	A	P	A	A	P	A	P	P	P	E(R)	P	P
Cesar Molina, Jr.	Carrollton	A	A	A	P	A	A	P	A	P	P	P	A
Mark Nelson	Richardson	--	--	--	--	--	--	--	--	P	P	P	E(R)
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	A	P	P	P
Kenneth Overstreet	Bedford	A	A	A	A	A	A	P	A	A	A	A	A
Kevin Overton	Dallas	P	P	P	A	P	P	P	A	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	A(R)	A	P	P	A
Todd Plesko	DART	P	P	A	P	P	A	P	A	P	P	P	P
Shawn Poe	Richardson	--	--	--	--	--	--	--	--	P	P	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
Bryan G. Ramey II	Duncanville	P	R	P	P	P	P	P	P	P	P	P	A
Lacey Rodgers	TxDOT, Dallas	--	--	--	--	--	--	P	P	P	A	P	A
Greg Royster	DFW Int. Airport	P	A	P	P	A(R)	E	P	P	P	P	P	P
Moosa Saghian	Kaufman County	P	P	A	P	A	P	P	P	A	P	A	P
David Salmon	Lewisville	P	P	A(R)	P	P	P	A(R)	P	P	P	P	A(R)
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)	P	P	P	P
Jason Shroyer	Addison	--	--	--	--	--	--	--	--	P	A	A	A
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	A	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	A	E	E	P	A	P	P	A	P	P	P	P
Chelsea St. Louis	Dallas	P	P	P	P	A	P	P	A	P	P	P	P
Cheryl Taylor	Cleburne	--	--	--	--	--	--	P	P	P	P	P	P
Caleb Thornhill	Plano	P	A	P	P	A	A	A	A	P	A	A	A
Matthew Tilke	McKinney	P	P	P	P	P	A	P	A	A(R)	P	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Joe Trammel	Tarrant County	--	--	--	--	--	--	--	--	P	P	P	A
Gregory Van Nieuwenhuize	Haltom City	P	P	A	P	P	P	P	P	P	P	P	A(R)
Daniel Vedral	Irving	P	P	P	P	P	E	A	P	A(R)	P	P	A
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	P	A	A	A	A	P	P	A	P	A	A	A
Robert Woodbury	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	A
John Wright	Greenville	--	A	P	P	P	P	A	A	A	P	A	E
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

March 22, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 22, 2019, 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: Joe Atwood, Bryan Beck, Katherine Beck, David Boski, Kimberly Garduno (representing Curt Cassidy), Ceason Clemens, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Tom Hammons, Ron Hartline, Kristina Holcomb, Kirk Houser, Terry Hughes, Monsur Ahmed (representing Paul Iwuchukwu), Kelly Johnson, Sholeh Karimi, Alonzo Liñán, Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Mark Titus (representing Mark Nelson), Jim O'Connor, Kevin Overton, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Greg Royster, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Angela Smith, Cheryl Taylor, Matthew Tilke, Keith Fisher (representing Gregory Van Nieuwenhuize), and Caroline Waggoner.

Others present at the meeting were: James Adkins, Vickie Alexander, Nick Allen, JT Auldrige, Gustavo Baez, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Sheri Boyd, John Brunk, Molly Carroll, Brian Crooks, Cody Derrick, Kevin Feldt, Leah Gamble, Gypsy Gavia, Austin Gibson, Kelli Gregory, Victor Henderson, Rebekah Hernandez, Amy Hodges, Chris Hoff, Ernest Huffman, Yagnesh Jarmarwala, Amy Johnson, Joseph Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Dan Lamers, April Leger, Mickey McGuire, Christian Mendoza, Mindy Mize, Michael Morris, Jenny Narvaez, Jeff Neal, Evan Newton, Than Nguyen, Johan Petterson, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Kyle Roy, Kelly Selman, Shaina Singleton, Shannon Stevenson, Ellen Throneberry, Mitzi Ward, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of February 22, 2019, Minutes:** The minutes of the February 22, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Community College Partnership:** A recommendation for Regional Transportation Council approval to implement two new pilot projects related to students with Tarrant County College (TCC), the Arlington Independent School District (AISD), and the University of Texas at Arlington (UTA) was requested. Project A will provide Trinity Metro transit passes for all Tarrant County College students and Project B will provide transit for students between AISD campuses, TCC, UTA, and nearby park-and-ride lots. Details were provided in Electronic Item 2.1.
 - 2.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), provided in Electronic Item 2.2.1, and ratification of Paris District Modification 2019-0170 (from February 2019 TIP revisions) that required a scope change to be consistent with Mobility 2045, provided in Electronic Item 2.2.2, was requested. Also included in the action was a recommendation for RTC approval to allow staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

A motion was made to approve the items on the Consent Agenda. Bryan Beck (M); John Polster (S). The motion passed unanimously.

3. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs:** Cody Derrick presented recommendations to extend existing and fund new Regional Transportation Council (RTC) Regional Air Quality and Management and Operations programs and projects through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) typically consider extending existing and funding new Management and Operations and Regional Air Quality projects and programs every few years. The last review was completed in 2014 and 2015 with projects funded through Fiscal Year (FY) 2018. Using Transportation Improvement Program (TIP) action last year, projects were extended into FY2019 if carry over funds were insufficient. The purpose of the effort is to enable staff to respond to certain planning and implementation assistance requests, as well as assign resources for RTC priorities, and ensures that programs and projects continue through FY2020 and FY2022. The program also focuses on air quality initiatives implemented to meet air quality conformity requirements. Efforts generally include three project types: 1) regional/air quality (vanpool, clean air, traffic signal retiming, etc.), 2) management and operations (Mobility Assistance Patrol, transit operations, etc.), and 3) regional projects/programs (aviation, Freeway Incident Management, data collection, etc.). Mr. Derrick noted that blue text indicated changes since the item was presented at the February 22, 2019, meeting. Staff proposed a subtotal of \$67.4 million which includes CMAQ, STBG, Regional Toll Revenue, and RTC Local funds. In addition, staff proposed the removal of \$1.23 million in projects (down from the previously proposed \$1.27 million presented last month) for \$66.17 million in funds requested for FY2020-FY2022 projects. The list of recommended projects for consideration were provided in Electronic Item 3.1, and details on the funding program were provided in Electronic Item 3.2. A portion of the requested funding, \$28.78 million, will be used by North Central Texas Council of Governments staff and consultants to implement regional projects and programs with the \$37.39 million balance being passed through to other agencies in the region. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of programs and projects to fund through the 2017-2018 CMAQ/STBG Funding Program: Regional/Air Quality and Management and Operations Programs, and to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
4. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy:** Evan Newton presented proposed Assessment Policy Program projects to be funded through the through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the purpose of the program is to award CMAQ and STBG funds to transportation projects that provide an economic development component to adjacent property. In each case, the Regional Transportation Council (RTC) will be repaid for at least a portion of its contribution over time through value capture mechanisms. A regional map of the five proposed projects was highlighted. Mr. Newton noted that changes since presented at the February 22, 2019, meeting were indicated in blue text. Proposed funding totals approximately \$28 million and includes proposed RTC grants and loans but does not include engineering funding previously approved by the RTC on the project in the City of Haslet. Details on the projects proposed for funding were provided in Electronic Item 4.1. Additional information on the funding program was provided in Electronic Item 4.2. For the Ferguson Parkway-City of Anna project, staff proposed a grant to fund only engineering until other funding partners are finalized. The city expects to utilize a roadway impact fee to target and capture the economic development value of this project. The second project is the

southbound frontage road of SH 360 in Grand Prairie. Staff proposed to partially fund this project as a grant. The remaining portion will be repaid to the RTC over a 10-year period using Tax Increment Financing (TIF). For the Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway project, which received Better Utilizing Investments to Leverage Development (BUILD) Grant funding, staff proposed for the RTC to assume the responsibility for any cost overruns for the construction phase. The BUILD Grant language gives room for any non-federal or local funding sources to cover construction contingencies, so staff proposed to use Regional Toll Revenue (RTR) funds for any cost overruns should they occur. As previously presented, the City of Haslet will repay \$6.9 million to the RTC over a proposed 20-year period using a Tax Increment Reinvestment Zone, with the possibility of a TIF or other mechanism. Finally, he noted the Butler Housing and Dallas Central Business District projects and that the funding for these projects are meant for the engineering portion since these projects are in a preliminary stage of planning. The timeline for the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Assessment Policy Program and to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Bryan Beck (M); John Polster (S). The motion passed unanimously.

5. **Approval of Funding for Red River Navigation System Feasibility Study:** Michael Morris presented information regarding the Red River Navigation System feasibility study being discussed by the Texas Legislature. In July 2014, the Regional Transportation Council was briefed on a potential partnership project among Louisiana, Arkansas, Oklahoma, and Texas to extend the navigable waters on the Red River from Denison, Texas to the Gulf of Mexico. Discussion included a potential action item to approve \$500,000 contingent on Texas Legislature approval of the feasibility study. Mr. Morris noted that legislation has been introduced and staff is working to schedule a meeting with both bill sponsors. A motion was made to recommend Regional Transportation Council approval of \$500,000 for a Red River Navigation System feasibility study contingent on support of the project by the Texas Legislature. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.
6. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell provided information on the next update to the Regional 10-Year Plan, as well as information regarding the 2020 Unified Transportation Program (UTP). The Regional 10-Year Plan is a requirement of House Bill 20 and includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. The first Regional 10-Year Plan was approved in December 2016. In August 2017, the plan was updated to ensure that Proposition 1 projects remained fully funded and that the LBJ East project could proceed, and in August 2018 the plan was updated in conjunction with the development of the 2019 UTP. Since that time, the Texas Department of Transportation (TxDOT) has begun development of the 2020 UTP. Staff has coordinated with the TxDOT districts regarding updates to existing projects and potential new projects. To satisfy a deadline of January 31, 2019, set by TxDOT, North Central Texas Council of Governments (NCTCOG) staff developed a preliminary project listing that included project revisions and potential new projects. As part of the process, projects were required to be scored. Projects proposed for the update were classified into five groups: 1) projects approved by the Regional Transportation Council (RTC) that have also been approved in the UTP, 2) projects approved by the RTC that have not been approved in the UTP, 3) projects that are being proposed for the first time for RTC approval, 4) proposed projects that need funding to advance preconstruction activities such as right-of-way acquisition, and 5) projects proposed to be removed from the 10-year plan project list, funded with other sources, or are future candidates for funding. Mr. Dell highlighted the project scoring

methodology and noted that details were provided in Electronic Item 6.3. Overall, the scores are the result of a combination of selection and prioritization. Selection scoring was compromised of system selection (part of a larger regional network or phased implementation) and technical selection (project need such as safety, pavement and bridge condition, and others). Prioritization scoring was included in response to the State's interest in projects that are ready to let within a 10-year window. He provided additional detail on the fourth category of projects; corridor preservation. During NCTCOG staff coordination with TxDOT, districts expressed the need to advance preconstruction activities, notably right-of-way acquisition, on corridors that may be added to the 10-Year Plan in the future. In order to do so, a funding commitment from the Metropolitan Planning Organization (MPO) is required. Staff has developed a list of projects based on input from the TxDOT districts and proposed to use a small amount of Category 2 funding for each of the projects. Projects were included on page 9 of Electronic Item 6.1 that was emailed to members prior to the meeting. He noted the list includes only TxDOT Dallas District projects, but that the offer has been extended to the Fort Worth and Paris districts as well. Mr. Dell noted that staff will continue to finalize project selection/update efforts and seek Committee and RTC approval. Staff will then await the result of the Texas Transportation Commission decision on the next round of Category 12 Clear Lanes funding. UTP approval is anticipated in August, and staff proposed to continue developing a program that aims to preserve right-of-way along major corridors that may be added to the 10-Year Plan in the future. A timeline for the effort was reviewed. Details were provided in Electronic Item 6.2. Michael Morris discussed the proposed \$2 million in Surface Transportation Block Grant Program funding for IH 30 in Electronic Item 6.1, emailed to members. Staff proposed to fund an effort that would look at design elements needed to accommodate automated and electric vehicles along the corridor (the first in the country). He noted that this design effort is conditional that efforts would not hold up project implementation. John Polster noted that there seemed to be several Category 2 (MPO selected) and Category 4 (TxDOT district selected) projects that have been approved by the RTC but that did not make it into the UTP. He asked what the region's position was to deal with the Texas Transportation Commission when it chooses not to include Category 2 projects in the UTP that have been selected and approved by the RTC. Brian Dell noted that in a few cases, more work may be needed to determine a project's scope or alignment or they may not be fully funded and that is part of the reason they have not been added to the UTP. Mr. Morris noted that the State's perspective is that these are State funds and that there is not a clear understanding of the federal role regarding transportation and therefore the RTC's role as the MPO. He noted that approximately \$340 million of the original Category 12 allocation remains unfunded. Staff has worked closely with the TxDOT districts and expressed the need for the remaining projects to be funded. If staff cannot convince TxDOT to fund the commitments from December 2016 with Category 12 funds, then the projects would need to be funded with Category 2. Mr. Polster proposed a strategic suggestion. He noted that the Texas Transportation Commission (TTC) understands the region cannot move forward on a project if it is not in the UTP. Likewise, the TTC cannot move forward on a project not contained in the Mobility Plan. He proposed that since the TTC is disregarding the federal obligations of the MPO, projects proposed for Category 12 funding to be removed from the Mobility Plan until agreement is reached on the importance of funding the projects selected by the RTC. Mr. Morris noted that he understood the strategy of Mr. Polster's proposal and that the Committee should consider the suggestion as staff moves forward.

7. **Legislative Update:** Nicholas Allen provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Regarding federal actions, he noted that the President recently published his Fiscal Year (FY) 2020 proposed budget and that there has been no movement on the proposal by Congress to date. Regarding State legislative actions. Mr. Allen noted that the bill filing

deadline was March 8 and that over 8,500 bills were filed. All House bills have been referred to committee. In addition, the Lieutenant Governor released his priority bill list, which primarily echoes the priority bills released by the Governor. He discussed Senator Jane Nelson's bill, SB 500, that includes provisions for Hurricane Harvey relief and the Medicaid shortfall. He also briefly highlighted bills related to the Regional Transportation Council Legislative Program such as red light cameras, tolling, and technology. Staff will continue to provide updates to the Committee throughout the legislative session.

8. **Start of 2019 Ozone Season:** Jenny Narvaez provided information on the 2019 ozone season, which began on March 1 and continues through November 30. She noted that the region is currently under two ozone National Ambient Air Quality Standards (NAAQS). Nine counties are in nonattainment of the 2015, 70 parts per billion (ppb) standard. In addition, ten counties remain in nonattainment for the 2008, 75 ppb standard and the region is in the process of being reclassified from moderate to serious for this standard. The historical ozone exceedance day trend was highlighted, as well as the ozone design value trend that will be the three-year average of the fourth highest value from the years 2017-2019. As of the day of the meeting, the region's design value was 70 ppb. Ms. Narvaez also noted that the North Central Texas Council of Governments (NCTCOG) has multiple upcoming air quality initiatives such as funding opportunities, an April 26 EarthX event, and Air North Texas events such as campus Clean Air Action days, Air Quality Awareness week, and Clean Air Action Day on June 21. Members and local agencies were encouraged to sign up to become Air North Texas Partners at www.airnorthtexas.org. She noted that staff will continue to provide updates to members throughout the 2019 ozone season. Details were provided in Electronic Item 8. John Polster noted that NCTCOG has been successful in communicating to the public about ozone alerts and Clean Air Action days, but that the general public is still confused about the improvements made to the region's air quality, especially considering the reclassification to serious nonattainment. He encouraged NCTCOG to increase its public communication regarding the progress made in improving the region's air quality since the early 1990s despite the increases in vehicle miles of travel and population. Ms. Narvaez noted that staff has presented a graphic that shows the decreasing design values relative to the increasing population and vehicle miles of travel, although it is not reported regularly. Mr. Morris noted that Mr. Polster's point was valid and that tracking of visibility could be added as well. In addition, he noted that public involvement staff will develop material to communicate the progress made in the region regarding air quality, and that an update will be provided to members at the April 26 meeting.
9. **Title VI Program May 2019 Update:** Kate Zielke presented information on the current update to the Transportation Department's Title VI Program which describes how the North Central Texas Council of Governments (NCTCOG) implements nondiscrimination efforts related to Title VI of the Civil Rights Act and environmental justice. Title VI prohibits discrimination on the basis of race, color, and national origin. National origin also applies to anyone who cannot read, speak or write English with proficiency. Additional statutes under the Title VI prohibit discrimination on the basis of religion, sex, age, or disability. Additionally, NCTCOG complies with an Executive Order on environmental justice to ensure that low income and minority groups are considered in the transportation planning process. NCTCOG implements these efforts by including an environmental justice analysis in each Metropolitan Transportation Plan, through public involvement techniques that seek to reach all residents, by including nondiscrimination in call for projects, and seeking equitable distribution of contracts through a Disadvantaged Business Enterprise program. In addition, the Transportation Department has a Title VI specialist that provides training to staff. Staff also participates in compliance reviews and audits, as well as monitors legislation and regulations to ensure compliance. Contents required for inclusion in the Title VI Program were highlighted and detailed in Electronic Item 9. She noted the majority of the Title VI

Program describes how NCTCOG implement Title VI nondiscrimination efforts and monitors subrecipients, which is required for direct and primary recipients of Federal Transit Administration funding. The program is required to be updated every three years, and the most recent update of the Title VI Program was 2016. Ms. Zielke provided an overview of the changes made for the 2019 update. A copy of the draft NCTCOG Title VI Program May 2019 Update is available at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Draft.pdf. A copy of the NCTCOG Public Participation Plan is available at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PPP_Title-VI.pdf. Regarding the Title VI complaint procedures, she noted administrative changes have been made to the procedures so that the narrative better matches the flow chart. In addition, the procedures have been translated into Spanish. She added that the complaint procedures will be updated in the Public Participation Plan and other documents as needed. She also noted that NCTCOG lists any transit related Title VI investigations, complaints, and lawsuits and added that no formal complaints have been received by NCTCOG. One comment was received by NCTCOG and communicated to Dallas Area Rapid Transit, and another transit agency reported a phone complaint. Ms. Zielke noted that the Title VI Program Update also includes updates to the Public Participation Plan. This plan was updated in 2018 and is again being updated due to the new complaint procedures. The demographic profile in the Title VI Program has also been updated, as well as new relevant content from Mobility 2045 and the new environmental justice index. Monitoring subrecipients for compliance is also included. She noted that the draft Title VI Program May 2019 Update includes the updated RTC Bylaws, and the final version will include the NCTCOG Executive Board Bylaws that were also updated in 2018. The timeline for this effort was reviewed. She noted that due to the impacts to the Public Participation Plan, this Title VI Program Update requires a 45-day comment period which closes in early April. If approved, the final document will be submitted to the FTA on June 1. Additional information on the Title VI Program is available at www.nctcog.org/ej.

10. **Mobility 2045 Update:** Kevin Feldt provided an update on efforts to implement Mobility 2045. He highlighted recent Regional Transportation Council initiatives to implement Mobility 2045, including the most recently approved performance measures and targets and project applications submitted for the Infrastructure for Rebuilding America Grant funding. He also highlighted initiatives addressing the 2019 emphasis areas. Related to high-speed rail engineering and planning, the Fort Worth to Laredo study to refine potential corridors and technology options has been initiated. In addition, the North Central Texas Council of Governments (NCTCOG) is working with the Federal Railroad Administration on the Dallas to Fort Worth Environmental Impact Statement study. Several initiatives are moving forward regarding public transportation engineering and planning, including the Cotton Belt, two Community College Partnership pilot programs, and others. Related to tolled facilities, the LBJ East project continues to advance, and technology advances include US 75. Looking forward to the next large corporation locating in the region, work has begun on the downtown Dallas initiative and the Oak Farms Dairy transportation initiative. Mr. Feldt also noted construction is underway on the Southern Gateway project, the Fort Worth to Dallas trail, and various city Veloweb trail projects. Initiatives completed since adoption of Mobility 2045 include the Wise County Transportation Study, the Butler Housing Transportation Study, the NCTCOG Gentrification Report, and the opening of TEXRail. An overview of various project development locations was presented. Mr. Feldt noted staff will continue efforts to implement projects and programs contained in Mobility 2045.
11. **Unmanned Aircraft Systems Safety and Integration Task Force:** Ernest Huffman provided an overview of the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Task Force initiated by NCTCOG

in October 2018. The purpose of the task force is to promote and accelerate the safe and efficient integration of UAS into the Dallas-Fort Worth airspace and mitigate reckless UAS operations. Task force members currently include airports, military bases, public safety entities, UAS industry representatives, NCTCOG staff from multiple departments, cities, counties, the Texas Department of Transportation, the Federal Aviation Administration, and academia. From the task force, working groups focused on four disciplines have been established. The Education and Public Awareness group is focused on the education of the general public on how to properly use UAS technology and to promote public awareness. The Legislation group will look at local and federal legislation to ensure that it aligns with the goals of the region, and the Training group will focus on training from the grade school to professional level. Finally, the Integration working group will work on the safe integration of UAS technology platforms into the region's airspace. Each working group is tasked with identifying issues, making recommendations, identifying those task force members that can provide solutions, determining if a solution is scalable, identifying funding for possible solutions, and reporting all findings to the task force. The structure of the task force was highlighted, as well as items earmarked to begin in the near future. Proposed efforts include Know Before You Fly training designed to educate the general public on the safe use of UAS. Comments on pending UAS bills, as well as the letters of support and nonsupport are also proposed. Regarding training, the task force is interested in creating teacher and CTE director externships as a resource to provide standardized education on UAS platforms. From an integration standpoint, there is interest in an Urban Air Mobility Study to ensure agencies operating air taxis operate efficiently. Mr. Huffman noted that the Task Force will meet on March 25. The Lone Star UAS Center of Excellence and Innovation will present on its program to test air taxi platforms, UAS Werx will provide information on its partnership with the Mineral Wells Airport to be one of the first in the country to have concurrent unmanned and manned flight operations, and the UAS technology provider, SqwaQ, will debut its new beyond line of sight 4G LTE drone link technology. In addition, NCTCOG will present on UAS opportunities to fill mobility gaps. He noted that the next working group meetings are scheduled for April 3. Dan Kessler encouraged member participation on the Task Force and Working Groups and discussed the importance of the general public being aware of the rules for UAS operation. Chad Edwards encouraged staff to seek out opportunities to share with the general public the existence of and rules for UAS operation to ensure the message is being received by those for which it is most relevant.

12. **Fast Facts:** Michael Morris highlighted projects in the IH 35W 3C area, included in the graphic provided as Electronic Item 12.1, and described how four different funding elements are being implemented to create a system of projects.

Michael Morris also presented the latest regional congestion data from INRIX that indicates the Dallas-Fort Worth region's congestion has decreased from the 20th most congested region in the country to the 21st most congested as the region experiences the benefits of project implementation. Related graphics were provided in Electronic Item 12.2.

Mr. Morris provided an update on Infrastructure for Rebuilding America grant applications for the North Texas Multimodal Operations, Velocity, Efficiency and Safety Program projects. He noted later refinements to the bridge projects from transit agencies increased the cost so five projects were submitted in the application instead of seven in order to be below the constraints of the grant guidelines.

Jeff Neal provided information about the Texas Federal Lands Access Program grant that provides funding for projects that give access to, are adjacent to, or are located within federal lands. Approximately \$3.2 million in funding is available for various projects. The deadline for applications is April 29.

Kevin Kokes highlighted two recent publications by the Federal Highway Administration. The Bikeway Selection Guide focuses on appropriate planning and guidance for selecting bicycle accommodations as a part of a project. The guide is available at https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf. He noted an upcoming webinar on March 26 from 12-1 pm during which this guide will be covered in more details. He also noted the Literature Review resource guide for separating bicyclists from traffic provided at https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18030.pdf.

Camille Fountain noted the next Traffic Incident Management Executive Level Course is scheduled for May 2 from 10 am-12 pm in the Transportation Council Room. The training is geared towards agency decision and policy makers. A flyer with registration information was distributed at the meeting. She noted that attendance at incident management training is one of the scoring components in upcoming incident management equipment purchase call for projects and is also a screening criterion for photogrammetry training. Additional information, including agency attendance, is available at www.nctcog.org/FIM.

Amy Hodges discussed upcoming air quality funding opportunities. She noted funding is available through the Fire, Ambulance, and Services (FAST) Fund administered by the Texas Department of Agriculture. Additional information is available at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Amy Hodges also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that NCTCOG has partnered with transportation energy partners to host a half day fleet workshop; Sirens, Schools, and Shippers. The workshop will take place on April 26 as part of the EarthX 2019 celebration at Fair Park. A flyer with additional information was distributed at the meeting. Additional upcoming Clean Cities events can be viewed at www.dfwcleancities.org/dfw-clean-cities-meetings.

Carli Baylor noted that February public meeting minutes, provided to members in Electronic Item 12.3, contained a summary of the information presented and comments received at the February 11, 2019, public meeting at which staff presented the future of transit and provided updates on both the Volkswagen settlement and the Title VI Program.

Carli Baylor also noted the April public meeting notice distributed at the meeting in Reference Item 12.7. The April 8, 2019, meeting will include information on updates to several long-range planning initiatives and the 511DFW Traveler Information System.

Victor Henderson noted that the Public Comments Report, which contains general public comments received from January 20-February 19, 2019, was provided in Electronic Item 12.4.

The current Local Motion was provided in Electronic 12.5, and transportation partner program reports were provided in Electronic Item 12.6.

13. **Other Business (Old and New):** Bryan Beck reminded staff of the request to provide members an update on the legacy projects that were proposed for deletion. Michael Morris noted that this update will be included on the April 26, 2019, Committee agenda. Clarence Daugherty thanked staff for their assistance on US 75 efforts. Dan Kessler introduced new North Central Texas Council of Governments staff member, James Atkins.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 26, 2019, 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

May 2019

Calendar

May 1, 8:30 am

TRTC Meeting

Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

May 3, 11 am

DRMC Meeting

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

May 9, 1 pm

**Regional Transportation Council
NCTCOG**

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

May 13, 6 pm

Public Meeting

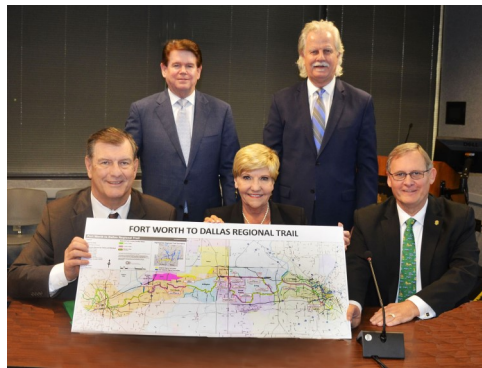
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

May 24, 1:30 pm

**Surface Transportation
Technical Committee**

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Mayors recognized by RTC for bike trail funding



The mayors of five regional cities were recognized by the Regional Transportation Council in April for their commitment to fund a regional bike trail.

The Fort Worth to Dallas Regional Veloweb Trail will connect downtown Fort Worth to downtown Dallas, winding through Arlington, Grand Prairie and Irving along the way.

The mayors of five cities gathered April 11 in celebration of the funding of the 53-mile Fort Worth to Dallas Regional Veloweb Trail. All sections are expected to be complete by 2023.

Mayors Betsy Price (Fort Worth), Jeff Williams (Arlington), Ron

Jensen (Grand Prairie), Rick Stopfer (Irving) and Mike Rawlings (Dallas) spoke in support of connections that allow people across the region to experience Dallas-Fort Worth's natural environment, and the regional cooperation this partnership exemplifies. They also attended a luncheon during which they exchanged ideas about how to market and enhance the trail as a regional destination when it is complete.

The RTC approved \$9 million in funding in October to complete a \$3.1-mile section in Fort Worth and Grand Prairie, which will result in a 53-mile continuous trail. All sections of the regional trail are anticipated to be complete by 2023.

A map and more information about the Fort Worth to Dallas Regional Veloweb Trail is provided at www.nctcog.org/FWtoDALTrail.

Now that funding has been secured, attention turns to branding and marketing the trail, which could attract eco-tourism opportunities as well as recreational sporting events such as marathons and triathlons.



North Texans encouraged to observe Bike to Work Day on May 17

Get ready to spend a little more time on two wheels. May is Bike Month, and there are many opportunities across the region for students and professionals to pedal to their destinations. And the weather is warming up, which could provide more chances to ride.

National Bike to Work Week is May 13-17. Bike to School Day is May 8. Bike to Work Day is May 17. NCTCOG is partnering with Dallas Area Rapid Transit and Bike DFW to reach out to bicyclists on Bike to Work Day to provide information on safe riding techniques and encourage them to enter their alternative commutes at www.tryparkingit.com, the region's alternative-commute website.

NCTCOG encourages residents to commute by bike or other alternative transportation modes, in support of the national event initiated by the League of American Bicyclists. People who live far away from work may consider combining modes. Maybe they could bicycle to a transit stop and take a bus or train to the office. Buses and trains run by Dallas Area Rapid Transit, the Denton County Transportation Authority and Trinity Metro are equipped to carry bicycles.

For more information, visit www.nctcog.org/biketowork.

Jayden Crook wins 2019 NCTCOG transportation art contest

Congratulations to Jayden Crook, who won this year's NCTCOG transportation art contest, held annually to showcase the talents of students around the region. Jayden is the 6-year-old son of Chedel Townsend, who works in the Transportation Department's Aviation Program.

This year, we asked children of our staff to illustrate how neighborhoods are the building blocks of transportation. The entries were judged by a panel of Transportation Department staff and RTC officers.



Jayden's artwork will be featured in Progress North Texas 2019, which will be published this spring. The report highlights progress in the transportation system over the past year, using data and performance measures to demonstrate how the region is meeting the challenges posed by growth.

Other top finishers were: Andrew Wilson, 8, second place; Alexis Mize, 16, third place; and Keira Mize, 11, honorable mention.

All four students' artwork will appear in Progress North Texas 2019. The report will be available online at www.nctcog.org/ourregion.

VW SETTLEMENT

Workshop to discuss grants set for May 16

The first of several workshops to discuss the Volkswagen Environmental Mitigation Trust funds is scheduled for May 16 at NCTCOG's Arlington Offices.

Dallas-Fort Worth is expected to receive more than \$33 million as part of the Volkswagen settlement.

Grants can replace or repower on-road local freight trucks, refuse haulers, school buses, transit/shuttle buses or port drayage trucks.

The grants will fund up to 80% of repair or repower of government-owned assets. Non-government vehicles can be repowered or replaced with electric at up to 50%, repowered with any fuel at up to 40%, and replaced with any fuel at up to 25%. (Drayage trucks are covered at up to 50%.)

Grants for port cargo-handling equipment or airport ground support equipment can fund replacement or repowering with electric at up to 80% for government-owned projects or at 50% for non-government projects. This includes the cost of charging infrastructure.

Visit www.TexasVWFund.org for the latest updates and workshop information.

REGIONAL News

Collaboration to help students with transit

The RTC approved two new pilot projects related to students with Tarrant County College, the Arlington Independent School District and the University of Texas at Arlington.

One project, which provides Trinity Metro transit passes for Tarrant County College students, has been funded by Trinity Metro, but with the RTC's assistance, the current funding can be used to help provide additional scholarships. The RTC will provide \$300,000 over two years for the transit passes.

The RTC is providing \$500,000 for the second project, which involves providing transit in Arlington among Arlington ISD campuses, TCC, UTA and park-and-ride lots.

NCTCOG staff met with the Secretary of Housing and Urban Development Dr. Ben Carson and Tarrant County College Chancellor Dr. Eugene Giovannini last year to discuss the importance of transportation in the success of students from disadvantaged populations.

The collaboration resulted in a commitment to a more holistic approach to assist those in poverty on numerous fronts. This includes housing, health and wellness, transportation, and education.

Both projects are consistent with the programs and policies in Mobility 2045, as well as Access North Texas.

Union Station renamed to honor Johnson

Union Station in Dallas has a new name. The DART board voted last month to rename the building Eddie Bernice Johnson Union Station.

Johnson, who is a member of the US House Transportation & Infrastructure Committee, has been a major proponent for DART and public transportation during her time in Washington, DC. Eddie Bernice Johnson Union Station is served by DART, the Trinity Railway Express and Amtrak.

Additionally, two TRE stations in downtown Fort Worth have new names. The Intermodal Transportation Center, or ITC, is now known as Fort Worth Central Station. The Texas & Pacific Station, or T&P, will now be called Fort Worth T&P Station.

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

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

\$800,000

Amount of money approved by the RTC for two projects to help students with transit.

PUBLIC *Involvement*

Public to hear transportation updates May 13

NCTCOG will host a public meeting in May to provide updates on several transportation planning efforts across the region.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 6 pm Monday, May 13.

The Unified Planning Work Program for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2020

and Fiscal Year 2021

UPWP will be presented for public review and comment.

Public Meeting Details
Monday, May 13, 2019, 6 pm NCTCOG 616 Six Flags Drive Arlington, TX 76011

Additionally, staff will present a recommended summary of projects to receive funding as part of a 2019 Transportation Alternatives Set-Aside Program Call for Projects.

The National Highway System is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings, major military installations and intermodal facilities.

In 2018, the Federal Highway Administration initiated a universal review of the NHS for the first time since its inception. Draft recommendations for the Dallas-Fort Worth area from this review will be presented.

Proposed modifications to the FY2018 and FY2019 UPWP will be available online for review and comment. Educational material and information on how to report a smoking vehicle is available upon request. The Regional Smoking Vehicle Program allows North Texans to help improve air quality by anonymously reporting vehicles emitting visible smoke and pollution. To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.