

AGENDA

**Regional Transportation Council
Thursday, December 13, 2018
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 November 8, 2018, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Gary Fickes, RTC Chair
Item Summary: Approval of the November 8, 2018, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

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

2.1. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation
Presenter: Lori Clark, NCTCOG
Item Summary: Staff will request approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects (CFP).
Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. Staff completed review and emissions quantification of one additional application received since the last Council approval and recommends funding for this project. This CFP is funded through the Environmental Protection Agency’s National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.1.1](#) provides an overview of the call for projects. [Electronic Item 2.1.2](#) provides additional detail on recommended projects.

Performance Measure(s) Addressed:
 Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2.2. **Transportation Improvement Program Modifications**

Presenter: Ken Bunkley, NCTCOG

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

Background: December 2018 out-of-cycle revisions to the 2019-2022 TIP are provided as [Electronic Item 2.2](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

1:05 – 1:20

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

Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. 2018 Accomplishments and a Season of Giving
2. Recognition of 2018 Short Course Award Winners: Clean Sweep for the Dallas-Fort Worth Region
 - Dewitt C. Greer Award – Theresa Poer, Director of Transportation Operations, TxDOT Fort Worth District
 - Gibb Gilchrist Award – Ceason Clemens, Deputy District Engineer, TxDOT Dallas District
 - Luther DeBerry Award-Duane Milligan, Director of Construction, TxDOT Dallas District
 - Raymond E. Stotzer, Jr. Award – Tim Powers, Recently Retired from the TxDOT Dallas District
3. US 75 Correspondence ([Electronic Item 3.1](#))
4. Dallas Morning News Letter to the Editor by Michael Morris on Preston Center ([Electronic Item 3.2](#))
5. Census 2020 Participant Statistical Areas Program (www.nctcog.org/census2020psap)
6. 2019 Regional Transportation Council Meeting Schedule ([Electronic Item 3.3](#))
7. Transportation Development Credit Annual Report Correspondence ([Electronic Item 3.4](#))
8. Texas Department of Transportation Request for Proposals for FY2020 Traffic Safety Grants Due January 10, 2019 (www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html)
9. Metropolitan Transportation Plan Policy Bundle (www.nctcog.org/trans/plan/mtp/policy-bundle)
10. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)

- 11. Dallas-Fort Worth Clean Cities Events
(www.dfwcleancities.org/dfw-clean-cities-meetings)
- 12. Positive Train Control Implementation Update ([Electronic Item 3.5](#))
- 13. Update on Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program Related to Haslet Parkway
- 14. November Public Meeting Minutes ([Electronic Item 3.6](#))
- 15. December Online Comment Opportunity Notice ([Electronic Item 3.7](#))
- 16. Public Comments Report ([Electronic Item 3.8](#))
- 17. Recent Correspondence ([Electronic Item 3.9](#))
- 18. Recent News Articles ([Electronic Item 3.10](#))
- 19. Recent Press Releases ([Electronic Item 3.11](#))
- 20. Transportation Partners Progress Reports

1:20 – 1:30

4. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the proposed projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program. These projects are contained in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: Over the past several months, staff received requests for funding from agencies around the region. These requests were split into three categories. The first is Strategic Partnerships, which is comprised of projects that are leveraging non-RTC funds. The second category is Intersection Improvements. Finally, there is a category for project requests from agencies that were awarded TDCs through the MTP Policy Bundle Initiative.

The projects were broken down by project type (e.g., roadways, intersections, bicycle/pedestrian) and evaluated by North Central Texas Council of Governments staff on technical merit. [Electronic Item 4.1](#) contains the staff funding recommendation, organized by project type, as well as information on the scoring criteria. Additional details on the funding program can be found in [Electronic Item 4.2](#).

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Action will be requested to approve the draft Regional Transportation Council (RTC) Legislative Program for the 86th Texas Legislature and the draft 2019 RTC Principles for the Federal Surface Transportation Authorization.

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 2nd session of the 115th US Congress convened on January 3, 2018, and the 1st session of the 116th US Congress will convene in January 2019. The Texas Legislature is not in session but continues to hold hearings on interim committee charges. The 86th Texas Legislature will convene on January 8, 2019. The RTC Legislation and Finance Partnership Subcommittee met in November 2018 to review and provide direction on the draft federal and State legislative programs. [Reference Item 5.1](#) contains the draft 2019 RTC Principles for the Federal Surface Transportation Authorization. [Reference Item 5.2](#) contains the draft RTC Legislative Program for the 86th Texas Legislature.

Performance Measure(s) Addressed:

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

1:40 – 1:50

6. **Alternative Fuel Corridor Nomination**

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will present an overview of current alternative fuel corridor designations, along with updates on a recently adopted Texas Department of Transportation (TxDOT) policy regarding alternative fuel station signage, new infrastructure, and developments in hydrogen technology. Staff will request approval of corridor and signage recommendations to TxDOT.

Background: The Fixing America's Surface Transportation (FAST) Act included a requirement for the Secretary of Transportation to designate national electric vehicle charging, hydrogen, propane, and natural gas fueling corridors. The North Central Texas Council of Governments (NCTCOG) submitted an extensive statewide nomination in July 2016, much of which has been designated by the Federal Highway Administration (FHWA). In 2017, TxDOT took the lead for a statewide submittal. The Regional Transportation Council requested inclusion of several additional corridors in TxDOT's 2017 nomination. FHWA has released another request for nominations to add to the national corridor network. TxDOT is again coordinating a submittal for the State of Texas, and

NCTCOG staff has begun collaborating with TxDOT to identify appropriate corridors for submittal. Staff will provide technical support for TxDOT as needed. [Electronic Item 6](#) provides additional details.

Performance Measure(s) Addressed:

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

1:50 – 2:00

7. Trinity Railway Express Shuttle

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval for Trinity Metro to operate services between Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centreport Station and to provide funding from previously approved transit funding for this project to Trinity Metro for implementation.

Background: In August 2015, the Regional Transportation Council awarded Federal Transit Administration formula funds through the Transit Call for Projects to DFW Airport to provide shuttle service between the TRE Centreport Station and the Remote South Parking Lot at the airport. This project is a continuation of an existing shuttle service operated through a partnership with Dallas Area Rapid Transit (DART) and Trinity Metro. DFW Airport notified the North Central Texas Council of Governments in March 2018 that it will discontinue this service once TEXRail service is fully operational. In coordination with DFW Airport, DART and Trinity Metro, staff worked to identify replacement services through Trinity Metro to ensure this critical last-mile connection is maintained. Trinity Metro will assume responsibility for continued service in 2019. Additional details can be found in [Electronic Item 7](#).

Performance Measure(s) Addressed:

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

2:00 – 2:10

8. Volkswagen Settlement Update and Regional Input

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will present an overview of the final Beneficiary Mitigation Plan for Texas and will request approval of proposed comments for expenditure of funding.

Background: The Texas Commission on Environmental Quality (TCEQ) was designated by the Governor as the lead agency for administration of Texas' share of funds under the Environmental Mitigation Trust (Trust), which is approximately \$209 million. The Trust was established as part of the Volkswagen Clean Air Act Civil Settlements and requires each beneficiary to submit a Mitigation Plan. The TCEQ published

the Draft Beneficiary Mitigation Plan for Texas on August 8, 2018, and the Regional Transportation Council submitted formal comments on September 13, 2018. The TCEQ published the final Beneficiary Mitigation Plan for Texas on November 16, 2018. [Electronic Item 8.1](#) provides an overview of the Trust, a summary of changes to the final Beneficiary Mitigation Plan for Texas, and proposed comments. Staff will request approval of proposed comments addressing funding priorities for the Dallas-Fort Worth region, as requested by the TCEQ ([Electronic Item 8.2](#)).

Performance Measure(s) Addressed:

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

2:10 – 2:20

9. **Mobility 2045 Status, Transportation Conformity Determination, and Ozone Standards Update**

Action Possible Action Information Minutes: 10

Presenters: Kevin Feldt and Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an update regarding work efforts to implement Mobility 2045 including the recent Transportation Conformity determination by the United States Department of Transportation (US DOT). In addition, staff will provide and update on other air quality actions that impact North Central Texas.

Background: The Clean Air Act of 1990 requires metropolitan planning organizations with a nonattainment designation to perform an air quality analysis when a new metropolitan transportation plan is developed to ensure the multi-modal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB). Staff has conducted a successful transportation conformity analysis for the required MVEB analysis year (2018), the Metropolitan Transportation Plan horizon year (2045), and interim years (2022, 2028, and 2037). [Electronic Item 9.1](#) contains the US DOT conformity approval.

Updates on both the 2008 and 2015 ozone standards have been announced for the Dallas-Fort Worth region during the month of November. Additionally, the end of November concluded another ozone season. Staff continues to track information on the standards applicable to the region and exceedance days at each monitor and will provide summaries to the Council. [Electronic Item 9.2](#) includes further details.

Performance Measure(s) Addressed:

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

2:20 – 2:30

10. **Transportation Alternatives Set-Aside Program Call for Projects**

Action Possible Action Information Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will provide information and the schedule for the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects for the North Central Texas region.

Background: Approximately \$7.9 million is anticipated to be available to fund TA Set-Aside Program projects in the North Central Texas Council of Governments Metropolitan Planning Area. Projects eligible under this program include on- and off-road pedestrian and bicycle facilities, multimodal connections to public transportation, and pedestrian and bicycle infrastructure that will substantially improve safety. Staff will present a program overview, the amount of funding available in the eastern and western subregions, and the schedule for the call for projects. Additional information is provided in [Electronic Item 10](#).

Performance Measure(s) Addressed:

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

11. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- Local Motion ([Electronic Item 11.2](#))

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, January 10, 2019, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
November 8, 2018**

The Regional Transportation Council (RTC) met on Thursday, November 8, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Richard E. Aubin, Ceason Clemens (representing Mohammed Bur), Carol Bush, John F. Cordary (representing Loyl Bussell), Taylor Armstrong (representing Rickey D. Callahan), George Conley, Jim Wilson (representing David L. Cook), Theresa Daniel, Rudy Durham, Andy Eads, Charles Emery, Mike Hennefer (representing Kevin Falconer), Gary Fickes, Robert Franke, George Fuller, Sandy Greyson, Jim Griffin, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Jennifer S. Gates (representing B. Adam McGough), William Meadows, Steve Mitchell, Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Dennis Webb, Duncan Webb, B. Glen Whitley, and W. Jeff Williams.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Jason Aprill, David S. Arbuckle, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, George Behmanesh, Kenny Bergstrom, Natalie Bettger, Brandi Bird, Jonathan Blackman, Alberta Blair, David Boski, Bob Brown, Ian Bryant, Marrk Callier, Mario Canizares, Angie Carson, Michael Copeland, Ariana Cunven, Mike Curtis, Ingal Dedow, Cody Derrick, Chad Edwards, Sal Espino, Kevin Feldt, Brian Flood, Ann Foss, Mike Galizio, Ryan Garcia, Bob Golden, Lane Grayson, Alan Greer, Victor Henderson, Diana Hernandez, Matthew Holzapfel, Ivan Hughes, Amy Johnson, Tom Johnson, Kristy Keener, Dan Kessler, Greg Kidd, Tony Kimmey, Andy Kissig, Paul Knippel, Dan Lamers, April Leger, Ray Leszcynski, Eron Linn, Ramiro Lopez, Matt Lucas, Curtistene McCowen, Steve McCullough, Michelle McKenzie, James McLane, Cindy Mendez, Cliff Miller, Mindy Mize, Jim Moffitt, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Jeff Neal, Mark Nelson, Archie Nettles, Evan Newton, Mickey Nowell, Tim O'Leary, Kevin Overton, Johan Petterson, John Polster, James Powell, Vercie Pruitt-Jenkins, Michelle Raglon, Chris Reed, Kyle Roy, Steve Salin, Devin Sanders, Steve Schoenekase, Randy Skinner, Tom Stallings, Paul Stevens, Shannon Stevenson, Randy Stinson, Vic Suhm, Gary Thomas, Jonathan Toffer, Christopher Tolar, Joe Trammel, Duy Vu, Nicole Warhoftig, Amanda Wilson, Brian Wilson, Miles Wilson, Ed Wueste, Jing Xu, and Phil Yerby.

1. **Approval of October 11, 2018, Minutes:** The minutes of the October 11, 2018, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Jungus Jordan (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** Approval for funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects, as detailed in Electronic Item 2.1.2, were requested. An overview of the call for projects was provided in Electronic Item 2.1.1.
 - 2.2. **Federal Transit Administration's Access and Mobility Partnership Grant Opportunity:** Approval to submit an application to the Access and Mobility Partnership Grant for the Innovative Coordinated Access and Mobility Pilot Program was requested. Funding from this grant opportunity would address goals outlined in Access North

Texas and help improve regional mobility management in North Central Texas. The total grant budget will not exceed \$750,000. Additional information was provided in Electronic Item 2.2.

- 2.3. High-Speed Rail Study from Fort Worth to Laredo: Regional Transportation Council Local Funds: Approval was requested to swap funding for high-speed rail initiatives on the Fort Worth-Laredo project by instead funding the conceptual study with \$500,000 in Regional Transportation Council (RTC) Local funds with the Alamo Area Metropolitan Planning Organization (MPO) in San Antonio providing \$200,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the North Central Texas Council of Governments as part of the partnership. Sandy Greyson asked for clarification of the reason staff changed the \$500,000 to RTC local funds. Michael Morris noted that the RTC previously approved \$300,000 in Surface Transportation Block Grant Program funds and \$200,000 in local funds from partnering MPOs for the conceptual feasibility study for high-speed passenger rail technology between Fort Worth and Laredo. The Alamo Area MPO realized the mechanics of sending "local" funds from one region to another was difficult, as was the option to send planning funds. In 2019, the Alamo Area MPO will begin receiving CMAQ funds. Under State rule, a trade fair between regions is permitted to expedite projects so it was determined that the best way for it to meet its \$200,000 commitment was to provide CMAQ funds to the Dallas-Fort Worth region. As a result, staff proposed to use RTC local funds for the total funding amount of \$500,000.
- 2.4. Transportation Department Low-Emissions Vehicle: Approval of \$12,000 in Regional Transportation Council local funds to go towards lease payments and operational costs for the Transportation Department's low-emissions vehicle was requested. Action also included approval to direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved funding from the action.

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

3. **Orientation to Agenda/Director of Transportation Report**: Michael Morris introduced his new Executive Assistant, Angela Alcedo. In addition, he recognized Mike Cantrell for his years of service on the Regional Transportation Council (RTC). He also noted that Progress North Texas 2018 recently received the MarCom Platinum Award for Graphic Design and recognized Brian Wilson and Kristy Keener for their efforts in designing the publication.

Whitney Vandiver presented the 2017-2018 Air North Texas Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, City of Cedar Hill received the Outstanding Initiative award, City of Plano received the Outstanding Outreach award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award.

Members that represented the RTC at recent events were recognized. Air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle. An ozone season update was provided in Electronic Item 3.1, and an east/west equity update was provided in Electronic Item 3.2. The fall 2018 edition of Mobility Matters was distributed at the meeting. Electronic Item 3.3 contained the October public meeting minutes, and the November public meeting notice was provided in Electronic

Item 3.4. The Public Comments Report was provided in Electronic Item 3.5. Recent correspondence was provided in Electronic Item 3.6, recent news articles in Electronic Item 3.7, and recent press releases in Electronic Item 3.8. Transportation partner progress reports were distributed at the meeting.

4. **Performance Measures Target Setting:** Dan Lamers presented proposed regional targets for federally required performance measures. The Fixing America's Surface Transportation (FAST) Act requires that certain performance measures be included in the planning process, which was established by a series of four rulemakings. The Regional Transportation Council (RTC) previously took action on two performance measures: Transit Asset Management and Safety. Presented at the meeting for action were Pavement and Bridge and System Performance. For Pavement and Bridge, performance measures include the percentage of interstates, non-interstates, and bridges in good and poor condition. For System Performance, performance measures include the reliability of the interstate, non-interstate National Highway System (NHS), and truck travel time. Also included is peak hour excessive delay, percent of non-single occupancy vehicle mode share, and mobile source air quality emissions reductions. For pavement in both good and poor condition, staff recommended that the North Central Texas Council of Governments (NCTCOG) support the Texas Department of Transportation's (TxDOT) statewide 2022 targets. For pavement in poor condition, staff recommended to include a policy statement to collaborate with TxDOT to plan and program projects contributing toward accomplishment of pavement goals which include working with local governments to ensure that the off-TxDOT system pavements are improved at a rate faster than in the past. The TxDOT statewide targets recommended for support included: 66.4 percent interstate and 52.3 percent non-interstate in good condition; 0.3 percent interstate and 14.3 percent non-interstate in poor condition. Mr. Lamers noted that the percentage in poor condition indicates that in the Dallas-Fort Worth region almost 70 percent of the off-system pavements are in poor condition. In order to increase the State average, NCTCOG staff will work with local governments to find ways to reduce the percentage of pavement in poor condition. Included in the effort will be a review of the sample based data to determine the true percent in poor condition. Regarding bridge condition, it was proposed that NCTCOG also support TxDOT's 2022 statewide good and poor condition targets for National Highway System (NHS) bridges of 50.42 percent in good condition and 0.8 percent in poor condition. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of bridge goals, and NCTCOG will work with local governments to focus on expedited programming to improve NHS bridges in poor condition. In terms of the six additional System Performance targets, he noted the goal for each of these measures is to set all targets to improve over the historic trend. Recommendations included 2020 and 2022 targets for: interstate reliability (2020, 78.6 percent; 2022, 79.5 percent), non-interstate NHS reliability (2022, 71.1 percent), truck travel time reliability (2020, 1.71; 2022, 1.66), peak hour excessive delay [2022, 15 hours per capita (corrected since the mail out)], percent of non-single occupancy vehicle (SOV) mode share (2020, 19.9 percent commuter trips; 2022, 20.2 percent commuter trips) and emissions reduction (2020, 2,892.96 kg/day of NOx reduced; 2022, 5,062.68 kg/day of NOx reduced and 2020, 599.67 kg/day VOC reduced; 2022, 1,0179.4 kg/day VOC reduced). For non-SOV mode share and peak hour excessive delay, it is required that the region concur with the State's recommendation. He noted that Electronic Item 4.2 contains correspondence noting that TxDOT concurs with NCTCOG staff's proposed non-SOV mode share target to improve over the trend. Additional detail regarding the effort was provided in Electronic Item 4.1. He added that the information has been presented at public meetings and that no substantive comments have been received. In addition, the Surface Transportation Technical Committee recommended RTC approval at its October 26, 2018, meeting. Mr. Lamers review the draft RTC resolution

distributed at the meeting in Reference Item 4.3 that documents the RTC's action as requested by the Texas Department of Transportation. Section 1 states that the RTC adopts the proposed performance targets as reflected in Attachment 1, including the policy statements regarding the pavement and bridges in poor condition. Section 2 directs staff to transmit the approved targets in the format requested by TxDOT as reflected in Attachment 2. A motion was made to approve support of the Texas Department of Transportation's statewide targets as shown for the National Highway System Pavement and Bridge conditions, with focus on the improvement of regional National Highway System off-system arterial pavements and bridges in poor condition. Action also included approval to adopt the regional targets for interstate reliability, non-interstate reliability, truck travel time reliability index, peak hour excessive delay, percent non-single occupancy vehicle mode share, and emissions reductions. In addition, action included approval of the Regional Transportation Council Resolution R18-04, Resolution Approving Regional Targets for Pavement and Bridge Condition and System Performance Measures distributed at the meeting in Reference Item 4.3. B. Glen Whitley (M); Scott Mahaffey (S). The motion passed unanimously.

5. **Public Participation Plan Update:** Amanda Wilson presented proposed updates to the Public Participation Plan, last updated by the Regional Transportation Council (RTC) in 2015. The Public Participation Plan guides the Transportation Department's public involvement and fulfills basic public involvement requirements established by federal law. The document defines public involvement procedures and comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. The public participation requirements are outlined in laws and legislation regarding transportation funding, civil rights, environmental justice and limited English proficiency individuals. A copy of the current Public Participation Plan was provided in Electronic Item 5.1. A draft Public Participation Plan that includes the proposed revisions was provided in Electronic Item 5.2. Proposed revisions included: a revised stakeholder lists to reflect federal requirements, increased weight given to local comments, updates to demographics and the Language Assistance Plan, and refined evaluation procedures. The goal is to make the public meeting process more efficient by allowing citizens to participate on their own terms with formal public meetings not the only option for commenting. Proposed revisions also included increased outreach through existing community groups in order to receive comments earlier in the planning process, reducing the minimum required number of public meetings (with the option to hold more) and focusing on livestreaming. A summary of what will remain unchanged in the Public Participation Plan was provided. Public comment periods will remain at 30 days for most items, 45 days for the Public Participation Plan, and two 30 days periods for the Metropolitan Transportation Plan. Meetings will continue to be recorded and posted online. Regarding what will change, she noted there will no longer be a requirement to hold multiple public meetings although additional meetings can be held as needed. Meetings will be livestreamed whenever possible. In addition, a written summary of Unified Planning Work Program Modifications will continue to be posted, but staff proposed to remove the video summary requirement. Additional information on the proposed revisions was provided in Electronic Item 5.3. Ms. Wilson noted that no comments have been received on the proposed revisions to the Public Participation Plan and that the Surface Transportation Technical Committee recommended RTC approval at its October 26, 2018, meeting. A motion was made to approve the updates to the Public Participation Plan as outlined in Electronic Item 5.2. Jungus Jordan (M); Jim Griffin (S). The motion passed unanimously.

6. **2018 Metropolitan Planning Organization Milestone Policy Update:** Christie Gotti provided an update regarding the Metropolitan Planning Organization (MPO) Milestone Policy and presented the proposed recommendation for projects on the MPO Milestone Policy list that have not met their deadline. In June 2015, the MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) which addressed projects that were funded ten or more years prior to the policy but had not gone to construction. As part of the effort, North Central Texas Council of Governments (NCTCOG) requested new estimated start dates for projects to go to construction from implementing agencies, and in April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects. The policy stated that if a project did not go to construction by the established deadline, the project's funding would be removed. Staff has monitored projects over the last few years to ensure timely implementation, and this is the first year that there have been projects that are not successful. Staff sent reminder letters that highlighted each project and its associated deadlines to all of the agencies on the list in December 2016. Staff then highlighted the projects and their deadlines during the 2019-2022 Transportation Improvement Program (TIP) development process. For the projects that were deemed to have missed their deadlines for Fiscal Year (FY) 2018, letters were sent to the agencies detailing the plan of action and giving them an opportunity to provide any correspondence or information to explain the delay. A copy of the correspondence was provided in Electronic Item 6.4. Of the 57 projects on the initial list: seven were canceled for various reasons, 37 went to construction on time, and five projects did not meet the deadline and were listed in Reference Item 6.3. In addition, seven projects remain that have identified a timeline of FY2018 and must begin construction by September 2019. There is one project that does not have a deadline: IH 30 at Loop 12 Phase 2. She noted that this project will continue to be an unfunded project placeholder until funding is identified. Proposed projects for cancellation included: one project implemented by Dallas County, three projects implemented by the Texas Department of Transportation (TxDOT) Dallas District, and one project implemented by the City of Denton totaling approximately \$29 million. The updated Milestone Policy project list was provided in Electronic Item 6.2. As NCTCOG staff worked to develop a recommendation, the following issues were considered: all agencies had an opportunity to reset and establish their own schedule in 2016, RTC approved an additional one year extension to the revised schedules, some projects were canceled after implementing agencies determined that the projects were no longer warranted, these projects were selected from 1992-2005, 37 other projects were prioritized by the implementing agencies and successfully met the deadline, agencies with non-compliant projects still think their projects are needed, and each of the five project schedules have been delayed further in the last 12 months. Staff presented a recommendation to the Surface Transportation Technical Committee (STTC) and a counter proposal was approved at its October 26, 2018, meeting. The Committee's recommendation was that the RTC extend the deadline for all five projects to December 2019 and report each projects' status in April 2019. If a project misses the deadline, there would be no further action or discussion and the projects would be cancelled. Ms. Gotti noted two options for the RTC to consider for action: 1) the original stipulation from the MPO Milestone Policy to remove funding from projects that did not meet the deadline, or 2) STTC's commendation that RTC approve extending the deadline to December 2019. Details on the Milestone Policy and the new option were provided in Electronic Item 6.1. Andy Eads, RTC Vice Chair, expressed his appreciation to staff for their work on this effort. He noted that the City of Denton project is viable and that the revised deadline can be met. He asked the full RTC for its support of the recommendation to extend the deadline. A motion was made to extend the deadline for the five projects in Reference Item 6.3 to December 2019. Action also included direction for staff to continue monitoring projects that must let by the end of FY2019, to amend the

Transportation Improvement Program to incorporate the RTC action, and for staff to initiate a new round of 10-Year Milestone projects in 2019. Andy Eads (M); Charles Emery (S). The motion passed unanimously.

7. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program:** Christie Gotti presented the proposed projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. She noted that staff plans to begin the Assessment Policy Program in January 2019 and the Management and Operations, NCTCOG Implemented, and Regional/Air Quality Programs in December 2018. The purpose of the Strategic Partnerships Round 3 is to identify projects with multiple non-Regional Transportation Council (RTC) stakeholders/contributors in which local partners are contributing more than the standard 20 percent match or projects of strategic importance within/to the region. The Intersection Improvements portion of the program is a joint effort with local agencies and the Texas Department of Transportation to identify intersections that need safety and traffic flow improvements. Potential projects have been through a technical evaluation to identify projects with safety concerns, that have air quality benefits, and that are cost effective with consideration given to current volumes and level of service. The MTP Policy Bundle Program provides agencies with an opportunity to use MTP Policy TDCs as local match on federally eligible local projects that are of mutual interest to the agencies and the RTC. A similar technical evaluation was used to identify projects with safety concerns, that have air quality benefits, and that are cost effective with consideration given to current volumes and level of service. Ms. Gotti noted that projects were divided into the following types and evaluated for technical merit: roadways, intersections, bicycle/pedestrian, complete streets/context sensitive design, intelligent transportation systems/traffic signals, and strategic partnerships. The list of projects and staff funding recommendations were provided in Electronic Item 7.1. Staff then established proposed funding targets for each project category, noted in Electronic Item 7.2. Ms. Gotti also discussed the east/west funding distribution as a result of the projects recommended for funding. For CMAQ, the funding distribution target is 66 percent in the east and 34 percent in the west; within this program the distribution is 69.5 percent in the east and 30.5 percent in the west. For STBG, the funding distribution target is 68 percent in the east and 32 percent in the west; within this program the distribution is 60.1 percent in the east and 39.9 percent in the west. A timeline for the effort was reviewed. Action on the proposed projects for funding will be requested at the December Surface Transportation Technical Committee and RTC meetings. Members were encouraged to contact staff with questions or comments.
8. **Legislative Update and Regional Transportation Council Legislation and Finance Partnership Subcommittee Follow-up:** Jungus Jordan highlighted discussion from the Regional Transportation Council (RTC) Legislation and Finance Partnership Subcommittee meeting. He noted recent meetings with State House and Senate members from the North Texas legislation delegation and the draft RTC Legislative Program to be considered by the full RTC.

Amanda Wilson provided a federal legislative update. She discussed the recent elections and the impact to the make up of the North Texas delegation. Upcoming items will include Fiscal Year (FY) 2019 appropriations, a potential infrastructure bill, Fixing America's Surface Transportation (FAST) Act reauthorization, and a needed fix for the Highway Trust Fund which is expected to have a negative balance by 2020. Regarding FY2019 appropriations,

Congress did extend FY2018 appropriations levels through December 7. The House and Senate are working to resolve differences on a “minibus” bill in which transportation is included. Related to the budget, Congress must pass a “minibus” bill or another continuing resolution to extend appropriations into the new Congress. Looking towards reauthorization, current Chair of the United States House Transportation and Infrastructure Committee Bill Shuster is retiring and has released a discussion draft bill that sets the conversation for a new infrastructure bill. Key principles that he has challenged Congress to address included: creating a 15-person commission to present a proposal to Congress to keep the Highway Trust Fund solvent, strengthening investment through various methods to fund the Highway Trust Fund, utilizing innovative funding through a national vehicle miles travel pilot program, and accelerating project delivery by completing environmental reviews within two years. Members were asked to review draft federal legislative principles provided in Electronic Item 8.2 and to provide staff with comments, questions, or suggestions by November 30. Ms. Wilson also presented information regarding the Texas legislative outlook. She noted that there are several new members across the State who are new to the process and transportation legislation. In addition, there is a new Speaker of the House. All committees are expected to begin issuing interim reports in the coming months that will help staff understand the potential legislative direction for the upcoming session. Since staff last provided an update, Ms. Wilson noted that committees have been continuing their work on interim charges. Members were also asked to review the draft RTC Texas Legislative Program provided in Electronic Item 8.1 and provide staff with comments, questions, or suggestions by November 30. Action will be requested on both the federal legislative principles and the State RTC Legislative Program at the December 13, 2018, RTC meeting. Ms. Wilson also noted discussions from the RTC Legislation and Finance Subcommittee meeting. The Legislative Program is separated into three categories: 1) items to actively support, 2) items to maintain progress, and 3) broad areas of support. She specifically referenced the fourth bullet under items to actively pursue related to additional transportation revenue. For the last several legislative sessions, the RTC has provided potential options to identify additional revenue for transportation. Staff requested comments as to whether this is how the RTC would like to continue to proceed. In addition, she noted the eighth bullet related to transportation agencies having the authority to make property available and receive compensation for use in building out next generation communication networks. There was also significant discussion about air space over transportation corridors and whether this is something that could provide revenue to maintain these corridors over time. She also discussed the final bullet point under items to actively pursue related to technology that could disable use of cell phones, tablets, and in-vehicle information systems while driving. Andy Eads requested that staff create an infographic for members to use when discussing RTC legislative priorities with officials. Some members discussed previous legislative discussions on local option and the possibility of this issue arising during the upcoming legislative session.

9. **Regional 511 Program:** Natalie Bettger provided an update on enhancements that have been made to the 511DFW Traveler Information System. This initiative originally began through Dallas Area Rapid Transit as a component of the Dallas Integrated Corridor Management project. The 511DFW system was recently enhanced to improve the functionality. The system consists of two components: 511DFW is the public facing portion, and EcoTrafiX merges information from multiple agencies across the region and allows better operation of the system. Data is integrated from sources such as the Texas Department of Transportation, cities, Waze, HERE map data, transit information, and others. The main components on the public facing side include the website (www.511DFW.org), My511 (personalized website), the 511 interactive voice response system, and the mobile application. All of these components are available in Spanish as part of the enhancement.

Other components include data archives, shared performance measures, and an open application programming interface (API). Various displays from the system were highlighted and included freeway and arterial speeds, incident information, Waze events, transit rail stations and stops, and bus stops. Also highlighted were recent enhancements such as the addition of electric vehicle charging station locations, bicycle/pedestrian routes, and freeway motorist assistance availability. In the future, staff would like to add flood data, parking data, wrong way driving information, and marketing/outreach efforts to inform citizens of the uses for the system. A display of the 511DFW mobile application was also highlighted. Members were encouraged to access the system and provide comments to staff on items that would be useful to include as staff works to continue system enhancements. Additional details were provided in Electronic Item 9.

10. **Follow Up with the Federal Highway Administration Meeting on US 75 Technology**

Lanes: Michael Morris provided an overview of a recent meeting with the Federal Highway Administration (FHWA) on US 75 technology lanes. The US 75 corridor contains an antiquated high-occupancy vehicle (HOV) system. The Texas Department of Transportation (TxDOT) is three months away from constructing the new design of the facility, and the Regional Transportation Council (RTC) has already funded nearly \$100 million for the new interchanges and improvements that will be made on US 75 from IH 635 to the City of McKinney. North Central Texas Council of Governments (NCTCOG) staff has proposed to apply the technology lane concept from SH 161 on US 75 as an innovative way to move traffic on the congested corridor. Currently, there is not agreement on the permanent solution so it is critical that an interim solution is advanced as quickly as possible. While the concept of a technology lane is a potential solution, it is not permitted legally because the US 75 project was originally advanced as an HOV lane. Enforcement of the HOV lane is dangerous and as a result the corridor is often traveled by single occupancy vehicle (SOV) users which results in a facility that does not operate as an HOV. Section 166 and 116 of United States code provides that it is the operator's obligation to ensure that the managed HOV lane operate as originally intended. NCTCOG staff has been working to develop options to meet requirements for the HOV. Previously, it was proposed that a legislative change be pursued. However, because this option could be misinterpreted as an earmark a technical solution has been requested. The following options were presented to the FHWA: Option 1 A- pay \$15 million back to the federal government minus depreciation, Option 1B- pay \$15 million in Transportation Development Credits, Option 2A-terminate the HOV project due to design life, Option 2B-terminate the project due to three design exceptions that have not been resolved, Option 3-because of toll road equity issues in Collin County permit technology lanes to advance, Option 4-initiate a principle permitting FHWA to proceed with technology lanes because of federal requirements despite State restrictions, Option 5-differential price through HOV reward to address the requirement to address SOV users differently, Option 6-develop a permit for drive alone users to travel in the lane, Option 7-remove pylons and continue unenforceable HOV, Option 8-proceed with HOV reward program, Option 9-provide SOV minimum amount/hours of operation/direction to meet requirements, New Option 10-construct the project with non-federal funds, New Option 11- introduce new guaranteed transit from Plano along the LBJ Managed Lane, and New Option 12-request FHWA support of the priority of the federally required Congestion Management Process over the Section 166 requirements. Mr. Morris noted these options will be transmitted to the FHWA for their review and that NCTCOG staff will continue to review all potential options to advance the appropriate technology lane solution. Members discussed some of the options presented, and Mr. Morris noted that conversations will continue with FHWA regarding potential options. He added that only one option is needed in order to move forward, and once a viable option is identified it will be presented to the RTC for approval.

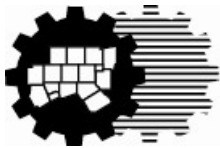
11. **Fort Worth to Dallas Core Express Service Initiative Update:** Michael Morris provided an update regarding recent efforts for the Fort Worth to Dallas Core Express Service high-speed passenger service. He highlighted Phase 1 (Conceptual Engineering) and Phase 2 (Environmental Document) details. The Federal Highway Administration (FRA) has agreed the North Central Texas Council of Governments (NCTCOG) should use its procurement process to hire a consultant for both phases. NCTCOG currently has an agreement with the Texas Department of Transportation to proceed with the project and staff is in the process of drafting the work scope. The Regional Transportation Council and Commission for High-Speed Rail in Dallas/Fort Worth will lead the conceptual engineering and continue to evaluate options, station locations, routes, and technologies to develop a more concise set of options for the FRA to take the lead on the Environmental Impact Study once a Notice of Intent is issued. Consultants will provide assistance to NCTCOG for Phase 1 and Phase 2 will be handled by consultants and the FRA. NCTCOG staff will be responsible for public outreach during Phase 1. The consultant will conduct public involvement for Phase 2, but will also be present during the Phase 1 public involvement so that the processes are similar. As part of Phase 1, NCTCOG is responsible for reducing the universe of options to the most feasible options for the next phase of study. This will be important since environmental clearance of projects is required to be completed within two years. He noted Phase 1 is anticipated to begin in January 2019, and it is NCTCOG staff's goal to complete Phase 1 in less than one year. Mr. Morris also noted that progress will be provided to the RTC and Commission for High-Speed Rail in Dallas/Fort Worth during the phases. In addition, the RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee will meet. The RTC will then be asked to approve a resolution providing the options from Phase 1 to the FRA with the approval of the Commission for High-Speed Rail in Dallas/Fort Worth.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, December 13, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.

Clean Fleets North Texas 2018 Call for Projects Funding Recommendations

**Regional Transportation Council
December 13, 2018**

**Lori Clark
Program Manager**



North Central Texas
Council of Governments



Available Funding

Sources: EPA National Clean Diesel Funding Assistance Program
TCEQ Supplemental Environmental Project Funds

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+\$109,127
Call For Projects Funds Available	\$2,109,160
Previously Approved Awards***	-\$1,538,023
Balance of Funds Currently Available	\$571,137

**Environmental Protection Agency (EPA) Award Included \$90,709 for Staff Administration. Denton County Transportation Authority has Declined Award Approved by Regional Transportation Council (RTC) in November 2017.*

***Additional funds received from the Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) have been added to this funding initiative. Any additional SEP funds received while this CFP is open will be added to this funding initiative.*

****City of Richland Hills withdrew their project.*

Project Eligibility

Eligible Entities: Local Governments; Private Companies Who Contract with Local Governments; and Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<p><u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up; Model Year 1995-2006; (Also Model Year 2007-2009 if Replacing with Electric)</p>	<p>45% Cost if New is Electric</p> <p>35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO_x Standards (Both Natural Gas and Propane Engines Currently Available)</p>
<p><u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary</p>	<p>25% Cost for All Others</p>

**All Old Vehicles/Equipment Must be Scrapped*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

Summary of Applications

Refer to Electronic Item 2.1.2 for More Details

Previously Approved	
Number of Applicants (All Public Sector)	7
Number of Activities	25
Funding Approved	\$1,538,023
Balance of Funds Currently Available	\$571,137
New Recommendations	
Number of Applicants (Public Sector)	1
Number of Activities	1
Funding Requested	\$175,000
Balance Remaining for Next Deadline if Current Recommendations Approved	\$396,137

Call for Projects Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	October 27, 2017
RTC Approval to Open CFP	November 9, 2017
CFP Opened	March 2018
Interim Application Deadlines (for Competitive Evaluation)	5 pm on Last Friday of Every Month Beginning April 27, 2018, Until End of CFP
STTC, RTC, and Executive Board Approval of Recommended Subawards	Monthly from May 2018 Until End of CFP
CFP Closes	January 2019 or When Funds Exhausted, Whichever Comes First
Project Implementation Deadline	December 2019

Fleet Funding Opportunities

Clean Fleets North Texas 2018 Call for Projects

Next Deadline: December 28 at 5 pm

TERP Light-Duty Motor Vehicle Purchase or Lease Incentive

Light-Duty Electric, Propane, or Natural Gas Vehicles

\$2,500 Rebate for Electric and Plug-In Hybrids, \$5,000 for Propane or Natural Gas

First-Come, First-Served through May 2019

TERP Texas Natural Gas Vehicle Grant Program

Medium- or Heavy-Duty Vehicles

Replacement or Repower of Diesel or Gasoline Vehicles With Natural Gas or Propane

Application Deadline: May 31, 2019

TERP Texas Clean Fleet Program

Fleets of 75 or More On-Road Vehicles, Must Replace at Least 10 Vehicles

Replace Diesel Vehicles with Alternative Fuel and Hybrid Vehicles

Application Deadline: February 18, 2019

Action Requested

Approval of Staff Funding Recommendations

**\$175,000 to the City of Benbrook to
Replace 1 Fire Truck**

For More Information

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Clean Fleets North Texas 2018 Call For Projects Funding

Balance Available \$ 571,137 \$ - \$ 571,137

Projects Recommended for Funding, Pending Approval

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information						New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*						
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)		Total Cost	EPA	SEP**	Total							Local Match					
1	10/26/2018	Pending	City of Benbrook	1	Onroad	Fire Truck	1996	ULSD	1,500	3,650	800	2019	ULSD	250	\$700,000	25%	\$ 175,000	\$ -	\$ 175,000	\$ 525,000	1.03	\$169,672	0.07	0.10	0.10	16.88					
Subtotal of New Project Approvals Requested																															
															\$700,000		\$ 175,000	\$ -	\$ 175,000	\$ 525,000	1.03	\$169,672	0.07	0.10	0.10	16.88					

Balance Remaining for Future Awards if Recommendations Approved \$ 396,137 \$ - \$ 396,137

Projects Previously Approved

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information						New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*		
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)		Total Cost	EPA	SEP**	Total							Local Match	
Projects Approved on November 8, 2018																											
1	9/28/2018	11/8/2018	City of Richland Hills***	1	Onroad	Fire Truck	2000	ULSD	2,000	8,000	800	2019	ULSD	1,000	\$550,000	25%	\$ -	\$ -	\$ -	\$ -	1.30	\$0	0.09	0.12	0.42	67.50	
Subtotal															\$0		\$ -	\$ -	\$ -	\$ -	0.00	\$0	0.00	0.00	0.00	0.00	
Projects Approved on October 11, 2018																											
1	8/31/2018	10/11/2018	City of North Richland Hills	1	Onroad	Fire Truck	1997	ULSD	1,429	10,000	30	2019	ULSD	600	\$1,200,000	25%	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50	
Subtotal															\$1,200,000		\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50	
Projects Approved on September 13, 2018																											
1	7/27/2018	9/13/2018	Denton ISD	1	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ -	\$ 26,673	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00	
2	7/27/2018	9/13/2018	Denton ISD	2	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ 14,239	\$ 12,434	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00	
Subtotal															\$213,382		\$ 14,239	\$ 39,107	\$ 53,346	\$ 160,037	1.02	\$52,177	0.08	0.21	0.48	270.00	
Projects Approved on August 9, 2018																											
1	6/29/2018	8/9/2018	City of Mineral Wells	1	Nonroad	Rubber Tire Loader	1999	ULSD	550	N/A	N/A	2018	ULSD	0	\$206,220	25%	\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00	
Subtotal															\$206,220		\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00	
Projects Approved on June 14, 2018																											
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	1.38	\$16,913	0.13	0.33	0.54	0.00	
2	4/27/2018	6/14/2018	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	0	\$92,000	25%	\$ 23,000	\$ -	\$ 23,000	\$ 69,000	0.74	\$30,889	0.08	0.19	0.27	0.00	
3	4/27/2018	6/14/2018	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.61	\$38,515	0.09	0.13	0.42	0.00	
4	4/27/2018	6/14/2018	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	4,986	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.40	\$39,882	0.12	0.33	0.73	336.56	
5	4/27/2018	6/14/2018	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	3,102	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.20	\$46,535	0.11	0.28	0.60	209.39	
6	4/27/2018	6/14/2018	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	3,085	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.09	\$51,120	0.09	0.26	0.55	208.24	
7	4/27/2018	6/14/2018	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	2,659	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.02	\$54,446	0.09	0.24	0.50	179.48	
8	4/27/2018	6/14/2018	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	2,456	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.91	\$61,068	0.08	0.22	0.44	165.78	
9	4/27/2018	6/14/2018	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.35	\$67,535	0.02	0.05	0.09	0.00	
10	4/27/2018	6/14/2018	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	1,781	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.80	\$69,524	0.07	0.20	0.37	120.22	
11	4/27/2018	6/14/2018	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	0	\$155,000	25%	\$ 38,750	\$ -	\$ 38,750	\$ 116,250	0.55	\$70,276	0.07	0.07	0.25	0.00	
12	4/27/2018	6/14/2018	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	1,527	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.61	\$91,152	0.06	0.15	0.28	103.07	
13	4/27/2018	6/14/2018	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	0	\$190,000	25%	\$ 47,500	\$ -	\$ 47,500	\$ 142,500	0.50	\$94,358	0.03	0.05	0.14	0.00	
14	4/27/2018	6/14/2018	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	998	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,181	0.06	0.14	0.23	67.37	
15	4/27/2018	6/14/2018	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	1,189	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,291	0.05	0.14	0.24	80.26	
16	4/27/2018	6/14/2018	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	1,337	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.53	\$106,032	0.05	0.13	0.24	90.25	
17	4/27/2018	6/14/2018	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	879	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,105	0.05	0.12	0.21	59.33	
18	4/27/2018	6/14/2018	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	1,249	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,239	0.05	0.12	0.23	84.31	
19	4/27/2018	6/14/2018	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	600	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.45	\$123,516	0.05	0.12	0.17	40.50	
20	4/27/2018	6/14/2018	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	0	\$290,000	25%	\$ 72,500	\$ -	\$ 72,500	\$ 217,500	0.51	\$141,823	0.06	0.06	0.22	0.00	
21	4/27/2018	6/14/2018	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	0	\$627,421	25%	\$ 156,855	\$ -	\$ 156,855	\$ 470,566	0.32	\$483,226	0.02	0.03	0.10	0.00	
Subtotal															\$3,704,494		\$ 1,063,102	\$ 70,020	\$ 1,133,123	\$ 2,571,372	15.08	\$75,133	1.44	3.35	6.80	1,744.74	
Total Projects Previously Approved															\$5,324,096		\$ 1,428,896	\$ 109,127	\$ 1,538,023	\$ 3,786,073	18.03	\$85,326	1.65	3.65	7.85	2,055.24	

	Total Funds Available	Funds Awarded	Balance Available Pending Approval
EPA	\$ 2,000,033	\$ 1,603,896	\$ 396,137
SEP**	\$ 109,127	\$ 109,127	\$ -
Total	\$ 2,109,160	\$ 1,713,023	\$ 396,137

EPA=Environmental Protection Agency; SEP=Texas Commission on Environmental Quality Supplemental Environmental Project
 NO_x=Nitrogen Oxides; PM2.5=Particulate Matter Less Than 2.5 Micrometers; CO=Carbon Monoxide; CO₂=Carbon Dioxide
 ULSD=Ultra-Low Sulfur Diesel; CNG= Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
 **Any additional funds received from the Texas Commission on Environmental Quality Supplemental Environmental Project while this CFP is open will be added to this initiative to fund school bus projects and will offset EPA funds.
 ***The City of Richland Hills withdrew their project.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED DECEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55037 **Facility:** FM 2514 **Location/Limits From:** NORTH OF DRAIN DRIVE **Modification #:** 2019-0215
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BROWN STREET
County: COLLIN **CSJ:** 2679-03-016
City: WYLIE **Desc:** WIDEN FACILITY FROM 2 LANE TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANE DIVIDED)
Request: REVISE SCOPE TO WIDEN FACILITY FROM 2 LANE TO 4/6 LANE URBAN DIVIDED

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	2679-03-016	SBPE:	\$0	\$820,000	\$0	\$0	\$0	\$820,000
2017	ROW	2679-03-016	S102:	\$12,640,000	\$1,580,000	\$0	\$1,580,000	\$0	\$15,800,000
2020	UTIL	2679-03-016	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2021	CON	2679-03-016	Cat 2M:	\$16,143,810	\$4,035,953	\$0	\$0	\$0	\$20,179,763
Grand Total:				\$30,383,810	\$6,635,953	\$0	\$1,780,000	\$0	\$38,799,763

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	2679-03-016	SBPE:	\$0	\$820,000	\$0	\$0	\$0	\$820,000
2017	ROW	2679-03-016	S102:	\$12,640,000	\$1,580,000	\$0	\$1,580,000	\$0	\$15,800,000
2020	UTIL	2679-03-016	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2021	CON	2679-03-016	Cat 2M:	\$16,143,810	\$4,035,953	\$0	\$0	\$0	\$20,179,763
Grand Total:				\$30,383,810	\$6,635,953	\$0	\$1,780,000	\$0	\$38,799,763

TIP Code: 14032 **Facility:** CS **Location/Limits From:** ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD **Modification #:** 2019-0217
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 35E
County: DALLAS **CSJ:** 0918-47-246, 0918-45-999
City: GLENN HEIGHTS **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED (ULTIMATE 6) WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS; UPDATE CSJ FROM 0918-45-999 TO 0918-47-246
Comment: LOCAL CONTRIBUTION PAID BY GLENN HEIGHTS, DALLAS COUNTY, AND FRANCHISE UTILITY COMPANIES; CMAQ FOR BICYCLE/PEDESTRIAN AND INTERSECTION IMPROVEMENTS ONLY

PROPOSED DECEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-45-999	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	ENG	0918-45-999	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$800,000	\$1,000,000	\$0	\$200,000	\$0	\$2,000,000
2021	ROW	0918-45-999	S102:	\$1,125,000	\$125,000	\$0	\$0	\$0	\$1,250,000
2021	ROW	0918-45-999	STBG:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
Phase Subtotal:				\$2,125,000	\$125,000	\$0	\$250,000	\$0	\$2,500,000
2021	UTIL	0918-45-999	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2022	CON	0918-45-999	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,925,000	\$2,925,000
2022	CON	0918-45-999	Cat 5:	\$6,320,000	\$1,290,000	\$0	\$290,000	\$0	\$7,900,000
2022	CON	0918-45-999	STBG:	\$7,340,000	\$0	\$0	\$1,835,000	\$0	\$9,175,000
Phase Subtotal:				\$13,660,000	\$1,290,000	\$0	\$2,125,000	\$2,925,000	\$20,000,000
Grand Total:				\$16,585,000	\$2,415,000	\$0	\$2,575,000	\$4,025,000	\$25,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-246	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	ENG	0918-47-246	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$800,000	\$1,000,000	\$0	\$200,000	\$0	\$2,000,000
2021	ROW	0918-47-246	S102:	\$1,125,000	\$125,000	\$0	\$0	\$0	\$1,250,000
2021	ROW	0918-47-246	STBG:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
Phase Subtotal:				\$2,125,000	\$125,000	\$0	\$250,000	\$0	\$2,500,000
2021	UTIL	0918-47-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2022	CON	0918-47-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,925,000	\$2,925,000
2022	CON	0918-47-246	Cat 5:	\$6,320,000	\$1,290,000	\$0	\$290,000	\$0	\$7,900,000
2022	CON	0918-47-246	STBG:	\$7,340,000	\$0	\$0	\$1,835,000	\$0	\$9,175,000
Phase Subtotal:				\$13,660,000	\$1,290,000	\$0	\$2,125,000	\$2,925,000	\$20,000,000
Grand Total:				\$16,585,000	\$2,415,000	\$0	\$2,575,000	\$4,025,000	\$25,600,000



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

November 29, 2018

Ms. Heather Dean
Congressional Liaison Specialist
Federal Highway Administration
1200 New Jersey Avenue, SE, 8th Floor
Routing Code: HPLS
Washington, DC 20590

Dear Ms. Dean:

Thank you for the meeting on October 22, 2018. Please extend my appreciation to everyone in headquarters for taking the time to brainstorm about Technology Lanes on US 75 in the Dallas-Fort Worth region. I also appreciate the Federal Highway Administration division staff being able to participate and aid in the discussion.

The purpose of this correspondence, in addition to giving my appreciation, is to inventory the latest list of options and to request a follow-up meeting or conference call to develop a potential path forward. My focus remains to solve this question through non-legislative options. I am more than happy to take on legislative solutions in the future, but remain hopeful an administrative solution can be found.

Enclosed is a list that has been updated and now includes a dozen options for discussion. Most remain the same, one was added at the meeting, and additional options have been added upon further reflection. The list includes a short description to aid in understanding the concept.

Please feel free to contact me with any questions at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads 'Michael Morris'. The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation

MM:al
Enclosure

cc: Achille Alonzi, Division Administrator, FHWA, Texas Division
Mo Bur, P.E., District Engineer, TxDOT Dallas District

Programmatic Options to Advance US 75 Technology Lanes in an Existing CMAQ-Funded HOV Facility

- Option 1A: Pay \$15 Million minus Depreciated Items
This has a project reimbursement foundation.
- Option 1B: Pay \$15 Million in Transportation's Development Credits
A project reimbursement foundation using the equivalency of FHWA issued Transportation Development Credits.
- Option 2A: Terminate HOV Project Due to Design Life
This option would have FHWA permit the HOV to be terminated due to the successful design life of the original concept.
- Option 2B: Terminate Project: Three Design Exceptions
This option would have FHWA terminate the project because US 75 has three design exceptions and FHWA wishes the project returned to its original design.
- Option 3: Equity of Tolling with Three Nearby Toll Roads
State and local elected officials are adamant that Collin County cannot handle any more facilities that have tolling. Because of equity issues and the balancing of benefits and burdens, FHWA would permit Technology Lanes to advance.
- Option 4: Federal Requirements with State Restrictions
The State Legislature has moved away from tolling as an option and currently restricts P3 concessions in Texas. This option initiates a State home rule principle permitting FHWA to proceed with our Technology Lanes.
- Option 5: Differential Price through HOV Reward
The region meets the requirements of Section 166 through a reward of HOV carpool behavior instead of the pricing of single-occupant vehicle users.
- Option 6: Develop a Permit for Drive Alone Users
Section 166 requirements are met through the pricing of permits and not through direct tolling of single-occupant vehicles.
- Option 7: Remove Pylons and Continue Unenforceable HOV
This option is presented for discussion purposes and not a plausible course of action.
- Option 8: Section 166 (introduction of price) Developed After HOV Award
FHWA approves the Technology Lanes since the project was funded previous to Section 166.

- Option 9: Price SOV Minimum Amount/Hours of Operation/Direction
Charge a minimal toll two hours southbound in the morning and two hours northbound in the afternoon in order to meet Section 166 requirements.
- New Option 10: Construct with Non-Federal Funds
The design of the project is occurring with State funds. FHWA approves the Technology Lanes replace the interim HOV facility since FHWA has no jurisdiction over non-federal funds and there would be no corrective action as a result of funding the construction with local or State revenue.
- New Option 11: Introduce New Guaranteed Transit from Plano along LBJ Managed Lane
Advance the new "Guaranteed Transit" that advances next generation transit vehicles on the Technology Lanes with direct access into the dynamically priced IH 635 project. The Technology Lanes would have single occupant cars, HOV, and transit.
- New Option 12: Federally Required Congestion Management Process is in conflict with Section 166
The MPO, in advancing the federally required Congestion Management Process that includes the Technology Lanes with improved congestion and safety impacts, is approved by FHWA. FHWA would support the priority of the Congestion Management Process over the Section 166 requirements.

Editorial: Don't let Preston Center become an anchor holding Dallas back

Nov. 30, 2018
Dallas Morning News

To understand the oddity that Dallas can be, we need look no further than Preston Center — that time-warp that anchors, in every sense, one of the city's greatest areas of potential.

Dallas has a well-earned reputation for ripping down whatever stands in the way of what's next, with a habit of substituting plaques for the meaningful places of our past.

But at Preston Center we are faced with a backward circumstance where so much energy and effort has gone into the permanent sustenance of ... a parking garage.

And not just any parking garage, but a parking garage that, in itself, symbolizes a suburban past that the corner of Northwest Highway and Preston Road should have left behind long ago.

Instead, because of a strange arrangement between the city and myriad stakeholders/investors/owners who control Preston Center, we have had stagnation that has stymied the potential to transform not just Preston Center but the larger Northwest Highway corridor into a truly urban part of Dallas, with all of the benefits that suggests: increased residential density, walkability, true transportation options and a boost to the tax base that could benefit all of us.

The issue is germane today because there are, at long last, signals that some compromise is brewing between the city — which owns the parking garage and is required to provide parking for the center — and the aforementioned stakeholders who have wielded veto power over anything other than just another parking garage.

City Hall has pushed, sensibly, against an effort to simply park another parking garage where the current version — aging and misdesigned — sits now. Instead, a proposal to use city funds to bury a new garage and place a useful public park atop it was floated to a less-than-enthusiastic cadre of stakeholders at Preston Center.

Unfortunately, that appears unlikely to be what the public will get. Instead, a hybrid plan that would see some sort of public space capped atop an above-ground garage appears to be gaining traction.

Should that come to pass, it would mark a missed opportunity to truly move forward with Preston Center. But it may be the only way to move any direction at all, so with grudging consideration, we would gingerly support a plan that provided a true public space. Design is critical, insofar as it incorporates this land as a usable public space that will enhance the Northwest Highway corridor and be a building block for a more urban future.

Which brings us to a couple of other concerns, one specific, one general.

The specific concern was raised in a recent column on these pages by Michael Morris, transportation director of the North Central Texas Council of Governments.

The NCTCOG was tasked with studying Preston Center and offering ways forward. Sensible ideas emerged that Morris has rightly promoted — including adding a Texas U-Turn on the Dallas North Tollway at Northwest Highway, better timing traffic lights to prevent backups and installing desperately needed pedestrian infrastructure.

But Morris also posited the following question: “Why not review Dallas North Tollway ramps that have been missing for generations to determine the appropriate balance of travel to and from the tollway on city thoroughfare streets?”

Inside the vagary here is the suggestion that Dallas should accept additional toll road ramps at Walnut Hill Road, just north of Northwest Highway and Preston.

This is exactly the opposite message that Dallas residents have been trying to send Morris for years. Dallas does not want its future to look like its past — with expanded highways pumping more traffic onto arterial streets. The sound rejection of the Trinity River toll road should have been lesson enough to Morris, the NTTA and anyone else who thinks the city should pave its way to the future with on/off ramps.

Which brings us to the bigger problem that Preston Center represents — the persistent opposition to change in an area where the market is calling for it. A master plan for the area completed two years ago with the input of a committee of residents reads more like a recipe for continued paralysis than a genuine vision for moving forward. It concludes that traffic must be addressed before redevelopment can commence.

That’s the wrong way to approach this area.

The intersection of Northwest Highway and Preston Road is an opportunity for Dallas to embrace the sort of urban and urbane future that is probably inevitable anyway, but that is stymied and thwarted by a handful of opponents who would have us wait until circumstances are perfect to move forward. That’s great for those who prefer things just as they are — even when it is increasingly evident that things as they are aren’t working as they should.

The area’s future is in increased residential and commercial density that will increase values and create a neighborhood where above-ground parking garages are a poor value for the land they occupy and where people can get where they are going without a car.

The sooner that Preston Center’s stakeholders, as well as landowners up and down Northwest Highway, recognize that, the sooner Dallas will be able to build toward a better future.

<https://www.dallasnews.com/opinion/editorials/2018/11/30/dont-let-preston-center-become-anchor-holding-dallas-back>

**REGIONAL TRANSPORTATION COUNCIL
2019 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 10, 2019

February 14, 2019

March 14, 2019

April 11, 2019

May 9, 2019

June 13, 2019

July 11, 2019

August 8, 2019¹

September 12, 2019

October 10, 2019

November 14, 2019²

December 12, 2019

Dates are subject to change.

¹ This meeting date may be rescheduled for a different date in August to coincide with the annual Irving Transportation Summit.

² The 2019 National League of Cities City Summit is scheduled for November 20-23, 2019, and does not conflict with the RTC meeting schedule.



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

November 30, 2018

Mr. Loyl C. Bussell, P.E.
District Engineer
TxDOT Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

Mr. Mohamed "Mo" Bur, P.E.
District Engineer
TxDOT Dallas District
4777 US Highway 80 East
Mesquite, TX 75150

Mr. Noel Paramanatham, P.E.
District Engineer
TxDOT Paris District
1365 N Main Street
Paris, TX 75460

Dear Messrs. Bussell, Bur, and Paramanatham:

Enclosed is the 2018 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY 2018 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments and the RTC anticipate awarding additional TDCs in 2019. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2018, TDC annual report submittal. Should you need any additional information, please contact Christie Gotti, Senior Program Manager, or me at 817-695-9240.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with the first name "Michael" being more prominent than the last name "Morris".

Michael Morris, P.E.
Director of Transportation

CD:tw
Enclosures

cc: James M. Bass, Executive Director, TxDOT Austin
Brian Ragland, Chief Financial Officer, TxDOT Austin
Nick Page, MPO Coordinator, Transportation Planning & Programming Division, TxDOT Austin
Latrica Good, Accountant, TxDOT Austin



U.S Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
www.transportation.gov/briefingroom

News

November 21, 2018
Contact: FRA Public Affairs
Tel.: (202) 493-6024
FRAPA@DOT.gov

Railroads' Quarter 3 PTC Status Reports Show Continued Progress

PTC systems are in revenue service demonstration or operation on nearly 41,000 miles of track

WASHINGTON – The Federal Railroad Administration (FRA) today released the 2018 Quarter 3 Positive Train Control (PTC) data, showing railroads' continued progress toward meeting the year-end deadline for fully implementing PTC systems or qualifying for an alternative schedule.

"The progress made over the last year is a testament to what can be accomplished with proper focus and attention. We encourage any railroads seeking an alternative schedule to submit their formal requests in a timely fashion," said FRA Administrator Ronald L. Batory.

The Quarter 3 data as of September 30, 2018, shows 24 railroads have installed 100 percent of the PTC system hardware required for implementation. Eleven other railroads have installed between 95 and 99 percent of the required hardware. All railroads using radio spectrum-based PTC have acquired sufficient spectrum. In part due to efforts from FRA, Quarter 3 data shows a 67 percent decrease in the number of "at-risk" railroads, down to five from 15 at the end of 2017. This is also a 44 percent decrease in at-risk railroads since Quarter 2 of 2018.

On August 24, 2018, FRA announced \$203 million in grant awards for PTC implementation to 28 projects in 15 states. As of September 30, 2018, PTC is in operation on 71 percent of freight railroads' required route miles, and 26 percent of passenger railroads' required route miles.

FRA considered any railroad that had installed less than 95 percent of its PTC system hardware to be at risk of not meeting either the congressionally-mandated deadline of December 31, 2018, or the statutory criteria necessary to qualify for an alternative schedule. Hardware installation is an initial phase of implementation and only one of six statutory criteria required for an alternative schedule, which has a deadline of no later than December 31, 2020.

The five at-risk railroads as of Quarter 3 are the Capital Metropolitan Transportation Authority, Altamont Corridor Express, New Jersey Transit, Peninsula Corridor Joint Powers Board (Caltrain), and National Railroad Passenger Corporation (Amtrak). Together, they own or control approximately 1,302 route miles of the 58,000 route miles subject to the statutory mandate.

FRA is tracking at-risk railroads' progress on a month-by-month basis, and this information is posted at <https://www.fra.dot.gov/Media/File/1326>. Updates that railroads submitted at the end of October show further significant progress. Members of FRA's senior staff will continue to work with railroads, helping them meet PTC requirements.

To view FRA's detailed infographics regarding railroads' progress toward fully implementing PTC systems as of September 30, 2018, please visit <https://www.fra.dot.gov/ptc>.

###

MINUTES**Regional Transportation Council
PUBLIC MEETING*****Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC
Funding Program******Air Quality: Year in Review******High-Speed Rail Update*****Meeting Dates and Locations**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Tuesday, November 13, 2018, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Christie Gotti, Senior Program Manager, moderated the meeting, attended by seven 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. Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Funding Program – presented by Brian Dell
2. Air Quality: Year in Review – presented by Jenny Narvaez
3. High-Speed Rail Update – presented by Kevin Feldt

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***Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC
Funding Program presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/11/Strat-Partner-Pres.pdf>

Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/11/Strat-Partner-Handout.pdf>

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection has occurred in stages throughout 2017 and 2018.

The purpose of the strategic partnerships portion of the Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Funding Program is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-RTC funds and advance project development. Eligible projects for this portion must have local partners contributing more than a 20 percent match, and the project must be of strategic importance to the region.

The purpose of intersection improvements is to coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements. Selection criteria considered for this portion of the program include air quality benefits, cost effectiveness and current traffic volumes.

The purpose of the metropolitan transportation plan (MTP) policy bundle transportation development credit (TDC) funding is to provide agencies with an opportunity to use MTP policy bundle TDCs on federally eligible local projects. Projects must be new and eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of the US Code. Selection criteria considered include current traffic volumes, air quality benefits, cost effectiveness and whether or not additional lanes are warranted.

Staff is proposing to allocate more than \$225 million in funding through this program to various projects in the region. All details will be finalized before the RTC takes action on the Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Funding Program in December 2018.

Air Quality: Year in Review presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/11/AQ-Review.pdf>

Ten counties in North Texas violate federal standards for having high concentration of ground-level ozone, according to designations set forth by the Environmental Protection Agency (EPA). This designation is known as nonattainment.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The attainment deadline for the 2008 standard was July 20, 2018. The region did not meet the standard, and therefore, its air quality status has been reclassified as serious. The nonattainment deadline for the 2015 standard is August 3, 2021.

NCTCOG staff completed many initiatives in 2018 to help improve air quality, including contracting with the EPA to award \$2 million to replace diesel vehicles and equipment, streamlining alternative fuel vehicle purchasing and facilitating collaborations and partnerships. Additionally, the AirCheckTexas Program assisted consumers in repairing and replacing more than 55,000 vehicles, while the Dallas-Fort Worth Clean Cities Coalition helped reduce more than 23 million gallons of petroleum use. NCTCOG also hosted its own National Drive Electric Week (NDEW) event at the Grapevine Mills, where over 169 EVs gathered. It was the 2nd largest NDEW event in the country behind San Diego.

High-Speed Rail Update presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/11/HSR-Pres.pdf>

There are several types of high-speed rail. Regional rail and intercity rail are conventional passenger rails that operate at up to 79 mph. Higher speed rail operates at between 70 and 110 mph while high-speed rail operates at more than 110 mph.

The Hyperloop, a new mode of transportation that moves passenger and cargo vehicles through a near-vacuum tube using electric propulsion, is another technology being incorporated into high-speed rail studies throughout the region.

There are currently three major high-speed rail projects in North Texas: Dallas-to-Houston, Fort Worth-to-Dallas and Fort Worth-to-Laredo. The Dallas-to-Houston project is being managed by Texas Central. A Dallas station location has been identified for this particular project, and coordination efforts among the Texas Central project, City of Dallas Station Zone Assessment, Dallas Area Rapid Transit (DART), TxDOT and NCTCOG are ongoing. Current activity highlights include a draft environmental impact statement and construction activity preparation.

Fort Worth and Arlington station area studies have been completed for the Fort Worth-to-Dallas project. A Dallas station area study is currently being conducted, and NCTCOG staff completed a preliminary alignment analysis. The next step for this project is consultant procurement for the federal environmental impact study, which will last approximately 36 months. The main goal of this study is to attain a record of decision from the Federal Railroad Administration (FRA).

TxDOT attained a planning-level record of decision from the FRA for the Fort Worth-to-Laredo project. NCTCOG staff is revisiting DFW alignment alternatives, investigating Hyperloop technology applicability, refining the project for an environmental study and coordinating with all MPOs involved in the project.

ORAL COMMENTS RECEIVED AT MEETING

Air Quality: Year in Review

Gary Hennessey, Citizen

- A. Factors included in air quality studies

Question: Do the air quality studies consider certain emitters such as dry cleaners? If not, is there another organization that analyzes those types of sources?

Summary of response by Jenny Narvaez: Our studies focus on modes of transportation, but yes, the Texas Commission on Environmental Quality (TCEQ) does analyze other sources of pollution.

High-Speed Rail Update

Gary Hennessey, Citizen

- A. High-speed rail collaboration with airlines

Question: High-speed will be in direct competition with all the airlines. There are dozens of flights back and forth between Dallas and Houston. Is there any possibility of collaboration between high-speed rail and some of the airports?

Summary of response by Kevin Feldt: Yes, it is possible, and the airlines seem to actually prefer not to offer the shorter distance flights because they aren't as profitable. Southwest and American Airlines seem to be in favor of the high-speed rail.

Other

Gary Hennessey, Citizen

A. Current transportation studies

Question: Do we have any current studies going on?

Summary of response by Kevin Feldt: Yes, we are conducting a study in Dallas on how to connect services. We have a section in Mobility 2045 on people movers, and we want to incorporate multimodal transportation into the region's system. We want to be able to provide people with choices.

Nick Norman, Citizen

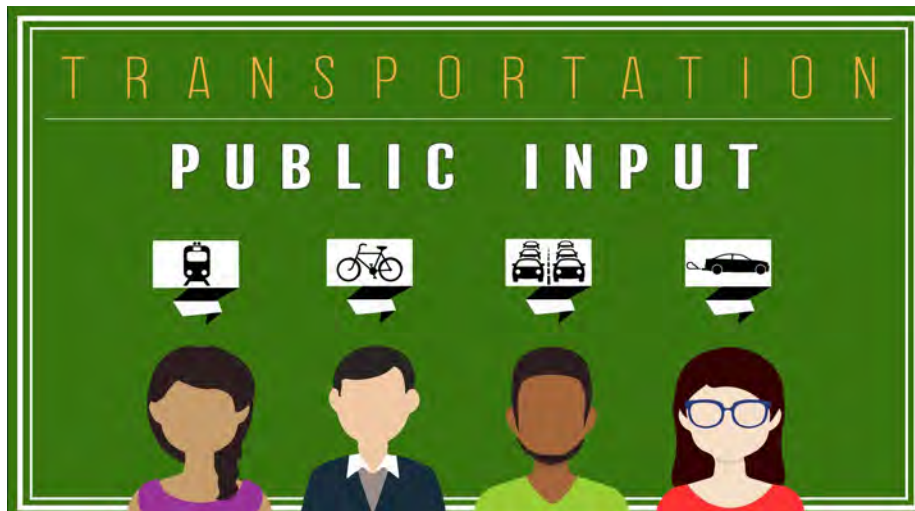
A. Connecting different transportation modes

Comment: The River Legacy Park trail was just extended and it's almost to Highway 360. It would be nice to be able to ride a bike to the train terminal.

Summary of response by Christie Gotti: We have actually funded this initiative. It's part of the Regional Trail corridor project connecting five participating cities: Arlington, Dallas, Fort Worth, Grand Prairie and Irving. They funded the last connections for the project at our October RTC meeting.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

No public comments were received via website, email or social media.



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment Dec. 10, 2018 - Jan. 8, 2019. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Proposed Modifications to the List of Funded Projects
A comprehensive list of funded transportation projects through 2022 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis. To view the current set of project modifications, visit www.nctcog.org/trans/tip/.

RESOURCES AND INFORMATION

- AirCheckTexas Drive a Clean Machine:
www.airchecktexas.org

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, are seeking public input.

Submit comments and questions to NCTCOG:
Email: transinfo@nctcog.org
Website: www.nctcog.org/input
Fax: 817-640-3028
Phone: 817-695-9240
Mail: P.O. Box 5888
Arlington, Texas 76005

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

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Saturday, October 20, through Monday, November 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. The majority of comments received were about the Texas Mobility Summit hosted October 28-30 in partnership with TxDOT, UTA and the City of Arlington.

Air Quality

Twitter –

1. The Office of Environmental Quality & Sustainability won the Arlo Ambassador Award. Arlo has asthma & loves playing outdoors. We sent #airquality SM messages featuring him & he's in a Clean Air Action Day video made at Mindbender STEAM Camp. See it at @dallas_air. @NCTCOGtrans – Green Dallas (@GreenDallas)



2. Great job OEQS/@GreenDallas! @cmjsgates @LeeforDallas #airquality #outreach @NCTCOGtrans @CityOfDallas – James McGuire (@JamesBMcGuire)



Alternative Fuels

Twitter –

1. Don't miss out on the Oct 30th #PROPANE #AUTOGAS LUNCH & LEARN in #Arlington TX hosted by @PropaneCouncil & @NCTCOGtrans Discover how you can reduce your fuel costs & emissions, see vehicles options & learn about grants Register at <http://ow.ly/XgX730mnef6> #transportation #fleet – Propane:FuelingTexas (@FuelingTexas)



2. Don't miss out on the Oct 30th #PROPANE #AUTOGAS LUNCH & LEARN in #Arlington TX hosted by @PropaneCouncil & @NCTCOGtrans Discover how you can reduce your fuel costs & emissions, see vehicles options & learn about grants Register at <http://ow.ly/XgX730mnef6> #transportation #fleet – PropaneCouncilofTX (@LPGCouncilofTX)



Autonomous Vehicles

Twitter –

1. On behalf of @TrinityMetro attending Demo Day of Texas Mobility Summit in @CityOfArlington. Rode an autonomous vehicle for 1st time from Texas Live to the Arlington Conv Ctr & back. The @Drive_AI vehicles can seat three passengers. @ctruaustin @CityofFortWorth @TarrantCountyTX – Sal Espino (@SAL_FW)

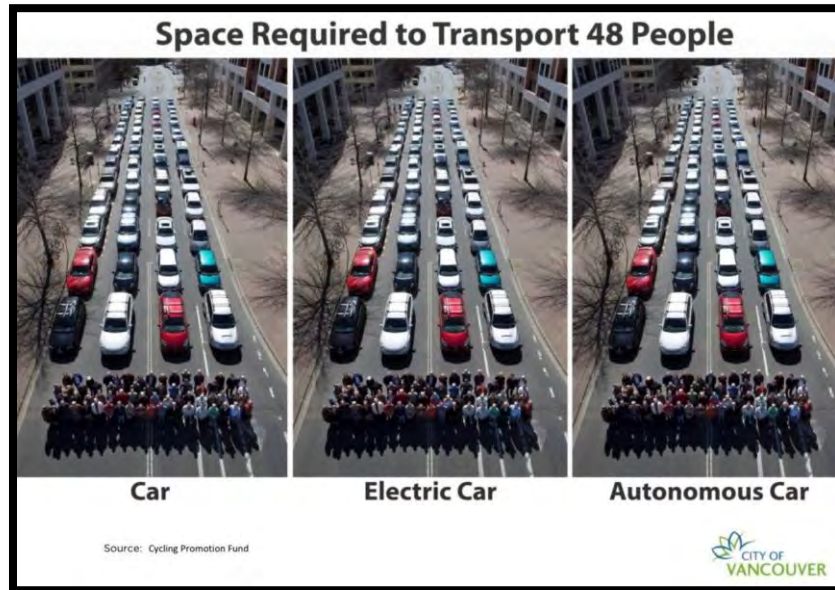


Sounds fun! What did you think? – NCTCOGTransportation (@NCTCOGtrans)

Autonomous vehicles are like the best student drivers in driver's ed :). Good experience. – Sal Espino (@SAL_FW)

AV's will not solve our congestion problems. If the ride-share experiment is any indication, AV's will only make congestion worse.

We need better high-capacity transit & more walkable communities in which we can live-work-play! – Loren S. (@txbornviking)



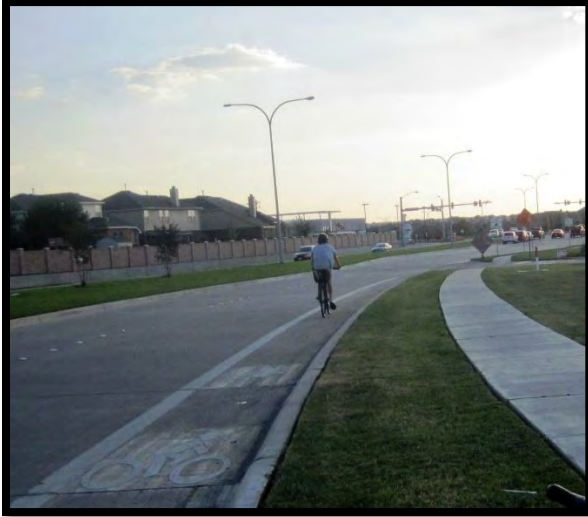
2. @NCTCOGtrans is investing in Autonomous vehicles responding to rapid growth in the industry. @TomBamonte said with that rapid growth the council wants to prepare the metroplex region for the technology. [http://www.theshorthorn.com/news/autonomous-vehicle-growth-drives-investment-from-regional-council/article_f0a49d6e-df03-11e8-9925-53d7119d0f4a.html?utm_medium=social&utm_source=twitter&utm_campaign=user-share ...](http://www.theshorthorn.com/news/autonomous-vehicle-growth-drives-investment-from-regional-council/article_f0a49d6e-df03-11e8-9925-53d7119d0f4a.html?utm_medium=social&utm_source=twitter&utm_campaign=user-share...) via @utashorthorn – Kyle R Cotton (@KyleRCotton)



Bicycle & Pedestrian

Twitter –

1. Build it and they will come. The closer North Texans live to a bicycle facility the more likely they are to ride a bicycle, according to our Bicycle Opinion Survey. More results from the survey: <http://www.nctcog.org/bikesurvey>. – NCTCOGTransportation (@NCTCOGtrans)



This would have been really great with an infographic, a visual illustration of the data. – Stina (@christnamorex)

2. Attn: Dallas Cyclists! We saw this survey on @BikeDFW where @TxDOT & @NCTCOGtrans seek your input about bicycling in the region & what they can do to improve the bike transportation system across the Metroplex! Go to <https://dfwbike.metroquest.com> 🚲🚲🚲🚲 – EmmittSmithGranFondo (@EmmittSmithGF)



High-speed Rail

Twitter –

1. Great to meet with our Japanese partners providing critical financing at @TexasCentral. Jack Matthews and team will partner to build a transformative high speed rail station. All our residents will benefit. @NCTCOGtrans @CityOfDallas @DallasCountyTx – Judge Clay Jenkins (@JudgeClayJ)



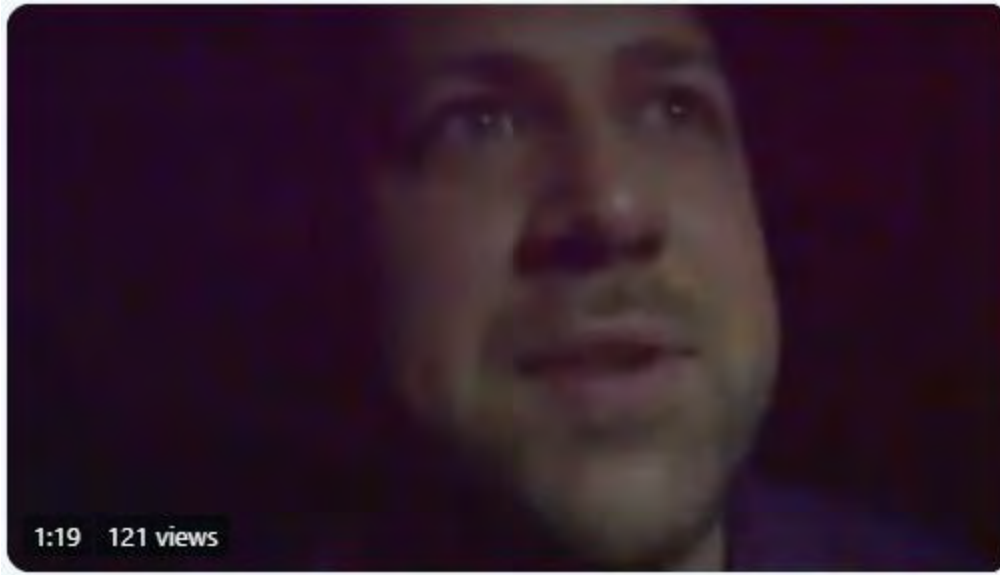
2. Looking forward to the next Arlington On Tap with guest speaker Michael Morris, transportation director of @NCTCOGtrans His topic: Is this Bullet Train for Real? Come find out Nov. 13 from 6-8pm. #bullettrain #dfw – Urban Alchemy (@UrbanAlchemyBar)



Programs

Twitter –

1. This week, a video camera was found along the empty stretches of Six Flags Drive. This found footage contains proof of a program that many thought was too good to be true. The truth has finally been revealed. Watch it if you dare! #HappyHalloween – NCTCOGTransportation (@NCTCOGtrans)



Great 👍 parody of Blair Witch Project 🎃 – Shawn Eric Gray (@ShawnEricGray)

Thank you! 🎃😂 – NCTCOGTransportation (@NCTCOGtrans)

Project Planning

Twitter –

1. On Tuesday city council approved an application of federal grant money for several street projects in FW, including a Complete streets project on Horne Street in the Como neighborhood.
– Fort Worth Urban (@UrbanFortWorth)



Have you seen any renderings of the University Dr complete street proposal? – Tbak (@hondotex03)

Right here! – Fort Worth Urban (@UrbanFortWorth)

University Drive Complete Streets Project

Cultural Gateway



Landscaping and signage to improve aesthetics and support future management along corridor



Landscaping used to provide screening along parking lot, buffer from public right-of-way



Public art screenings and high-visibility signage along University Drive and enhance access to cultural activities



Connecting sidewalks on both sides with signage connections from B&E and Shady Park



Enhanced entry with pedestrian oriented signage design and support connectivity to and movement of District facilities





Repair tree within Shady Park



Connect Shady Park and air



Provide pedestrian screening of building facade to connect to Business Corridor



The west-facing to reduce bicycle and pedestrian access to Community Center on Old University Drive and Shady Park entrance




Reconstruct median curb and sidewalk within the segment

Commercial Core



Improve treatment and distribute under bridge area



Adjust the overall landscape with trees and landscaping when appropriate access to light



Lighting scheme to light up the sidewalk under the structure at pedestrian or vertical view light in design context



Provide improved treatment of street at road entrance



Provide a variety of outdoor space to meet with walk, food and provide access management support



Limerick Walking & Cycle Design @LkCycleDesign

Replying to @DavidHembrow @Diagonalec and 2 others

Have added another option that I will call the 'Assen' roundabout. The central island for cyclists on each arm should provide enough space for cyclists to stop safely.

Loren S. (@txbornviking)

2. Northaven Trail at US 75 <https://youtu.be/31O4ZsmZmgc> via @YouTube – Lee M. Kleinman (@LeeforDallas)



Impressive. Is TxDOT funding this 100%? – 🍰 (@1DaIM)

\$16mm in collaborative funding by @TxDOTDallas @NCTCOGtrans @DallasCountyTx @CityOfDallas @DallasParkRec – Lee M. Kleinaman (@LeeforDallas)

3. #DoThisNow #FixTheStreets #DallasStreets #FixTheRoads #RoadFixDallas #DallasRoads @TxDOTDallas @CityOfDallas @NCTCOGtrans @NCTCOGenv @USDOTFHWA @FTA_DOT @CommerceGov @TTITAMU – Shawn Eric Gray (@ShawnEricGray)

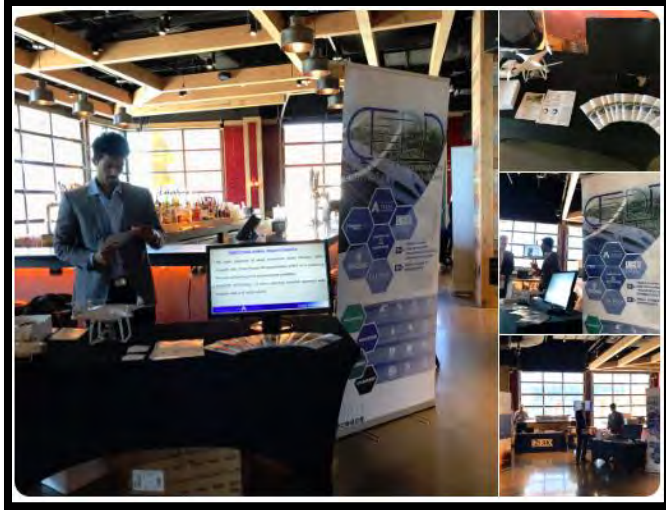


Public Meetings & Forums

Twitter –

1. @TxDOTFortWorth and @NCTCOGtrans to hold public hearing in North Richland Hills on Monday, Oct. 29, on district transportation projects and programs that might affect bicycle use. <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/102918.html> ... – North Richland Hills (@CityofNRH)

2. Ready & Excited to kick off the #TexasMobilitySummit #Open4Innovation make sure to visit @C__TEDD booth demoing drone's use in asset management @UTAcappa @utarlington @NCTCOGtrans @CityOfArlington – CTEDD (C__TEDD)



3. "Arlington downtown is home to the state's #1 growing University both in size and quality"
Mayor Jeff Williams' opening remarks #texasmobilitysummit #Open4Innovation
@CityOfArlington @NCTCOGtrans @utarlington – CTEDD (@C__TEDD)



4. #TexasMobilitySummit #Open4Innovation Demo day was the best to get some #cscfootprints
shots @BirdRide @jump_rides @C__TEDD @NCTCOGtrans @CityOfArlington – z-ahoura
(@ahoura_z)



5. An honor to speak at the welcoming reception of #TexasMobilitySummit with Mayor Williams @CityOfArlington, Director Morris @NCTCOGtrans and Councilwoman Willemon @C__TEDD @UTAShorthorn @UTAcappa @utarlington looking forward to a great Summit – Shima Hamidi (@hamidi_shima)



6. Excited about the 2018 Texas Mobility Summit! #Innovate #Develop #Network @TrinityMetro @TarrantCountyTX @CityofFortWorth @NCTCOGtrans @CTRUTAustin – Sal Espino (@SAL_FW)

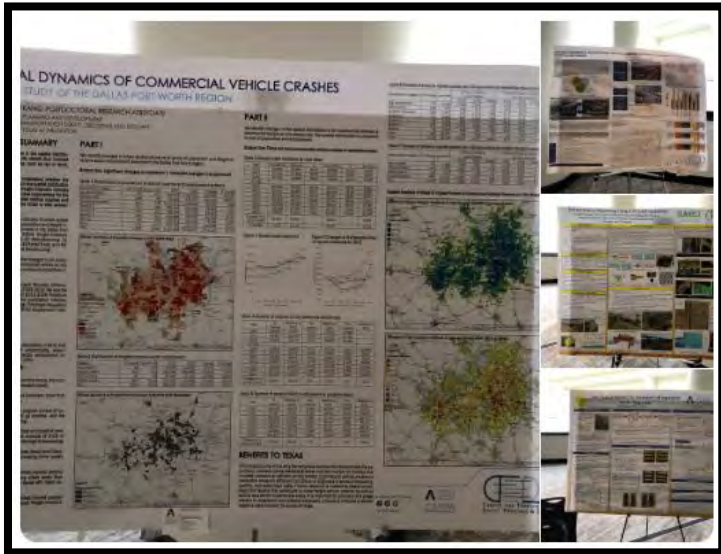


7. Looking forward to hearing reports from 1st full day of #TexasMobilitySummit; below are pics from #DemoDay @tx_live with @txdotdarran @NCTCOGtrans @CityOfArlington @TomBamonte #open4innovation @utarlington – James Bass (@TxDOTCEO)

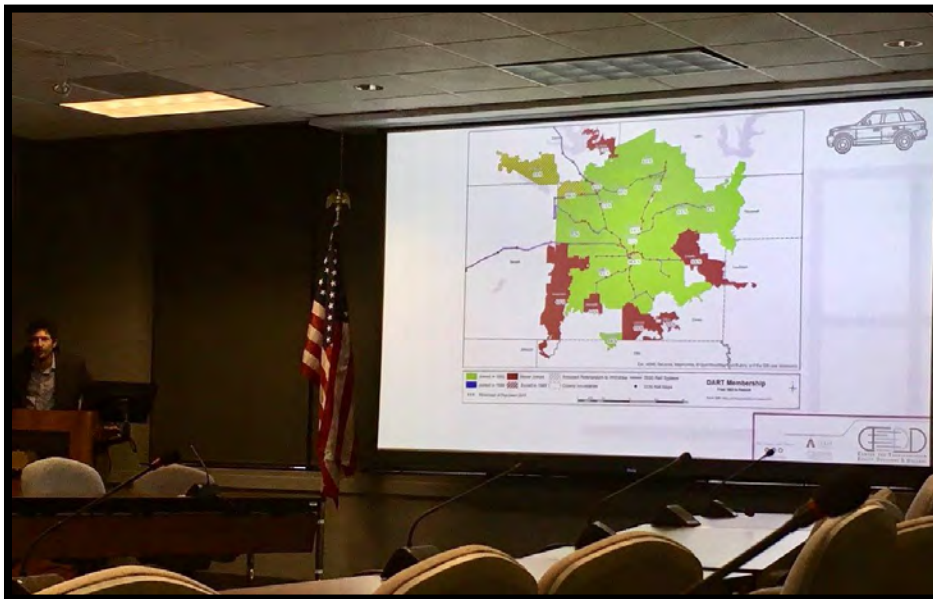


8. Excited about Day Two of the 2018 Texas Mobility Summit! #Innovate #Develop #Network @TrinityMetro @TarrantCountyTX @CityofFortWorth @NCTCOGtrans @CTRUTAustin – Sal Espino (@SAL_FW)

9. Make sure to attend the poster exhibition, demoing 10 research projects. #TransportationEquity #AffordableHousing #EconomicDevelopment #Infrastructure #AssetManagement #PublicHealth #texasmobilitysummit #open4innovation @CTRUTAustin @utarlington @NCTCOGtrans – CTEDD (@C__TEDD)



10. Yesterday Dr. Weinrich from @C__TEDD presented @NCTCOGtrans #mobilityondemand working group ongoing research on need for regional integration of such services in #texas #innovation in transit @dartmedia @FTA_DOT @RideDCTA @startransitsac – Amruta S (@SakiArch)



11. @DallasParkRec @CityOfDallas @cmjsgates @AdamMcGoughD10 @Mike_Rawlings @DallasCityMgr @NCTCOGtrans @DallasCountyTx @TxDOTDallas @NorthavenTrail @whiterockdallas @TheLoopDallas Please attend @dallasarboretum & support Option 2. Head of WRTrail, @FoSFT , and soon, WR Creek Tr – JohnyAlamo (Johnyalamo)

 **SH 78 (Garland Road/East Grand Ave.) at Gaston Avenue**
Intersection Improvement
Public Hearing - Tuesday, November 13, 2018
6:00 to 7:00 P.M. Open House | 7:00 P.M. Formal Presentation

Directions To:
Dallas Arboretum - Rosine Hall, 8525 Garland Road, Dallas, Texas 75218

STUDY LOCATION MAP



From the South (Gaston Avenue/Garland Road Intersection):

- Take Garland Road north to the Main Entrance near Whittier Avenue
- Turn left at the stoplight at Gate 1 - Main Entrance
- Pass the ticket booth on the left and continue easing to the left
- Parking lot is to your left - main lot near Gate 1*
- Follow signs to Rosine Hall

PUBLIC HEARING LOCATION MAP - ROSINE HALL



No admission or parking fees will be charged. This is a free event.

From the North (Garland Road/Backster Blvd (Loop 12)):

- Take Garland Road south to the Main Entrance near Whittier Avenue
- Turn right at the stoplight at Gate 1 - Main Entrance
- Pass the ticket booth on the left and continue easing to the left
- Parking lot is to your left - main lot near Gate 1*
- Follow signs to Rosine Hall

How to reach Rosine Hall: Enter through the main entrance to the Arboretum and immediately turn to the left. The entrance to Rosine Hall will be through the double doors just to the right of the Gift Shop entrance.



* For convenient access to Rosine Hall, TxDOT recommends parking in the main lot instead of the parking garage.

Transit

Twitter –

1. Great ribbon cutting event for new transit service for City of Forest Hill. Thank you Forest Hill, Comm @RoyCBrooks, @NCTCOGtrans, & Team @TrinityMetro for great partnership. Kudos to O.D. Wyatt HS Band for playing at event. @FortWorth_ISD @TarrantCountyTX #RideTrinityMetro – Sal Espino (@SAL_FW)



2. Gran evento del corte de listón para servicio de transito en la Cd. de Forest Hill. Gracias Forest Hill, Com. @RoyCBrooks, @NCTCOGtrans, y equipo de @TrinityMetro por esta colaboración. Gracias a la banda de O.D. Wyatt HS! @FortWorth_ISD @TarrantCountyTX #UtilizeTrinityMetro – Sal Espino (@SAL_FW)



3. In effort to improve service at peak times @ridewithvia in @CityOfArlington is supplementing its standard vans with branded personal vehicles. Worked today with vehicle waiting for disembarking #TRE train riders. @NCTCOGtrans – Thomas Bamonte (@TomBamonte)



We need real and robust public transport. Not limited services like these. How about a bus network to start? – J_M_M (@J_M_M)

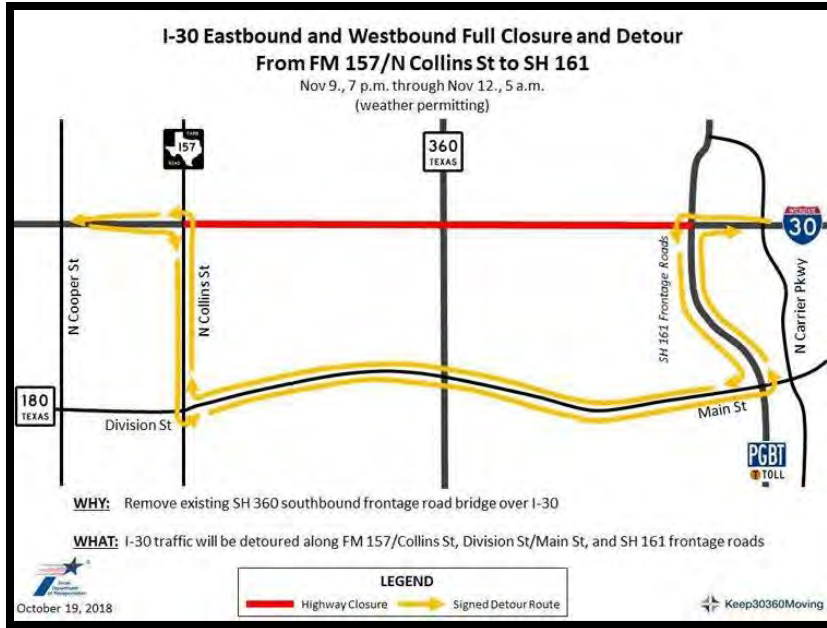
4. Team @TrinityMetro at the recent @trtcmobility Annual Meeting & Luncheon. Looking good team! Working hard to move transit forward in our community & region. @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



Other

Twitter –

1. I-30 will be closed between FM 157/Collins Street & President George Bush Turnpike from 7 PM Fri. Nov. 9, through 5 AM Mon. Nov. 12. Traffic will be detoured along FM 157/Collins Street, SH 180/Division Street/Main Street & President George Bush Turnpike: <http://ow.ly/ITMi30my1Fm> – City of Arlington (@CityofArlington)



2. Does it mean #DFW unis don't develop talents/workforce?! Or workforce development hubs (unis, colleges, etc.) are not the accessible regional destination nodes? #Mobility2040 .@NCTCOGtrans if graduates enjoy good regional mobility options, why should they leave the region? – z-ahoura (@ahoura_z)

Wylie H Dallas @Wylie_H_Dallas
 If talent trumps all for Amazon HQ2, will Dallas have enough of it?
dallasnews.com/business/amazo...

Facebook –

1. From the Communications Team of the Transportation Department, we hope you have the best and safest Halloween PEZible! 🎃 – NCTCOG Transportation Department



Iron man is very handsome! – Laura Bergstrom

NCTCOG Always fun groups of people! Hi Christy Kristy Libotte Keener, Pamela & Mindy Hutensky Mize. I don't recognize the rest but maybe they are hidden behind their masks. – Marian Pardue

Hi Marian! – Kristy Libotte Keener

Marian Pardue, the others are all hired since you left! – Barbara Maggi

Barbara Maggi I figured but there were a lot of hidden faces. – Marian Pardue

2. A good way to prevent drowsy driving is by getting a good night's rest. Most adults need 7-9 hours of sleep every night to be alert at the wheel. Count those sheep, then go to sleep! – NCTCOG Transportation Department



Hilary Nguyen !!! Can't blame me – Daniel Thanh Tran

3. We all have a responsibility to help save lives. It's as simple as obeying traffic laws.
#EndtheStreakTX – NCTCOG Transportation Department



If it was simple, we wouldn't be pushing for automation. How about "car-oriented development is filling Texas graveyards?". – Andy Richardson

4. As we begin to see more cold mornings and commutes, remember that it's not necessary to wait for your car to warm up. Don't idle, just drive! #TheMoreYouKnow – NCTCOG Transportation Department



Follow the instructions on the user manual. – Pak Meng Cham

Pak Meng Cham no one ever opened this book I read it with every car I owe not to proud. – Rolland Semrau

ORIGINAL

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214/749-3278

October 22, 2018

Mr. Michael Morris, P.E.
North Central Texas Council of Governments
P. O. Box 5888
Arlington, TX 76005-5888

Re: Interlocal Agreement Concerning the Transit Related Improvement Program (TRIP)
Funding Strategy

Dear Mr. Morris:

The Dallas Area Rapid Transit (DART) Authority is in the process of negotiating a Federal Railroad Administration (FRA) Railroad Rehabilitation and Infrastructure (RRIF) loan agreement. One of the important components of this negotiation includes securing the federal funding currently programmed in the Transportation Improvement Program (TIP)/State Transportation Improvement Program (STIP) for our project.

In accordance with Article II: Funding Strategy and Transfer Sections 2.1 and 2.2 of the referenced ILA, DART would like to formally request that the \$7.025 million and the additional \$10.0 million in federal funds programmed be transferred for our Cotton Belt project. These funds are proposed to be transferred from the Federal Highway Administration (FHWA) to the Federal Transit Administration in Fiscal Year 2019. We understand that upon written notification to DART by the North Central Texas Council of Governments (NCTCOG) that these funds have been transferred from FHWA to FTA, DART must transmit \$10 million in local funds within 60 days to NCTCOG.

Thank you for your assistance with this important funding transfer. If there are questions, please contact Beverly Adler at 214.749.3053.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary C. Thomas", is written over a horizontal line.

Gary C. Thomas
President/Chief Executive Officer

c: Joseph G. Costello, Sr. Vice President, Finance
Todd Plesko, VP, Service Planning and Scheduling
Beverly Adler, Assistant Treasurer

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OCT 29 2018

TRANSPORTATION



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

November 13, 2018

Mr. James M. Bass
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

Dear Mr. Bass:

Please find attached the Regional Transportation Council (RTC) Resolution Approving Regional Targets for Pavement and Bridge Condition and System Performance Measures (R18-04) approved at the November 8, 2018, RTC meeting. With this action, the RTC has established targets within the 180-day deadline triggered by the State's June 21, 2018, notification (attached) to the Federal Highway Administration.

If you have any questions, please contact Dan Lamers, NCTCOG Senior Program Manager, Transportation Planning, at (817) 695-9263.

Sincerely,

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

Michael Morris, P.E.
Director of Transportation

KK:al
Attachments

cc: Peter Smith, P.E., Director, Transportation Planning and Programming Division, TxDOT
Michael A. Chacon, P.E., Director, Traffic Operations Division, TxDOT
Gregg A. Freeby, P.E., Bridge Division Director, TxDOT
Dan Stacks, P.E., Maintenance Division Director, TxDOT
Eric L. Gleason, Director, Public Transportation Division, TxDOT
Peggy Thurin, P.E., Systems Planning Section Director, TxDOT
Lori Morel, Transportation Planning and Programming Division, TxDOT
Tonia Norman, Government Affairs Division, TxDOT
Brian Barth, P.E., Transportation Program Officer, TxDOT
Mo Bur, P.E., District Engineer, TxDOT Dallas
Loyl Bussell, P.E., District Engineer, TxDOT Fort Worth

**RESOLUTION APPROVING REGIONAL TARGETS FOR PAVEMENT AND BRIDGE
CONDITION AND SYSTEM PERFORMANCE MEASURES
(R18-04)**

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 (RTC), 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, under Title 23 Code of Federal Regulations (CFR) Part 490, States and MPOs must coordinate to develop targets for federally required performance measures; and,

WHEREAS, on June 21, 2018, the Texas Department of Transportation (TxDOT) established targets for pavement and bridge condition (i.e., PM2) and system performance measures (i.e., PM3) and provided notice to MPOs across the State, which triggered a 180-day deadline for MPOs to establish their own targets or support TxDOT targets; and,

WHEREAS, the RTC has considered the establishment of targets for pavement and bridge condition and system performance measures for the North Central Texas region.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council adopts performance targets for the federally required PM2 (pavement and bridge) and PM3 (system reliability, excessive delay, and air quality) performance measures as reflected in Attachment 1, including the policy statements regarding the pavement and bridges in poor condition.

Section 2. The Regional Transportation Council directs staff to transmit the approved targets in a format requested by the Texas Department of Transportation as reflected in Attachment 2.

Section 3. This resolution shall be in effect immediately upon its adoption.



Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant 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 November 8, 2018.



Roger Harmon, Secretary
Regional Transportation Council
County Judge, Johnson County

RTC Position on Pavement Condition Targets

Good

NCTCOG Supports TxDOT Statewide 2022 “Good Pavement Condition” Targets for National Highway System Facilities

Poor

NCTCOG Supports TxDOT Statewide 2022 “Poor Pavement Condition” Targets for National Highway System Facilities

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Pavement Goals will also Include the Following Action: NCTCOG will Work with Local Governments to Focus on Improvement of National Highway System Off-System Arterials in Poor Condition



Roadway Pavement Condition Targets

Roadway Categories	Total Network	2018 Baseline	2022 Target
STATE of TEXAS			
Good Pavement Condition			
Interstate National Highway System (NHS)	19.19%	66.80%	66.40%
Non-Interstate National Highway System (NHS)	80.81%	54.40%	52.30%
Poor Pavement Condition			
Interstate National Highway System (NHS)	19.19%	0.30%	0.30%
Non-Interstate National Highway System (NHS)	80.81%	13.80%	14.30%
North Central Texas Region			
Interstates (on-system) ¹	25.90% ²	5.81% ³	7.99% ³
Non-Interstate Freeway (on-system) ¹	13.40% ²	6.76% ³	8.93% ³
Toll Roads (off-system)	6.70% ²	8.43% ³	9.32% ³
Arterials (on-system) ¹	30.30% ²	18.52% ³	18.39% ³
Arterials (off-system)	23.80% ²	73.66% ³	69.82% ³

¹ On-system refers to the TxDOT System

² Mobility 2045 Plan – 2018 Baseline Network Lane-Miles

³ Based on 5-year moving average



RTC Bridge Condition Targets

NCTCOG Supports TxDOT Statewide 2022 “Good/Poor Condition” Targets for National Highway System Bridges

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Bridge Goals will also Include the Following Action: NCTCOG will Focus on Expedited Programming to Improve National Highway System Bridges in Poor Condition

State of Texas		
Bridges*	2018 Baseline	2022 Target
Good Bridge Condition		
All National Highway System Facilities	50.63%	50.42%
Poor Bridge Condition		
All National Highway System Facilities	0.88%	0.80%

*Based on total deck area



RTC System Performance Targets

Performance Measure		Historical Trend	Baseline (2016/2017)	2020 Target	2022 Target	Target Strategy
Interstate Reliability (% Person Miles Travelled)		Improving	77.3%	78.6%	79.5%	Targets Set to Improve Over Trend
Non-Interstate NHS Reliability (% Person Miles Travelled)		Worsening	71.1%	N/A	71.1%	
Truck Travel Time Reliability Index		Improving	1.74	1.71	1.66	
Peak Hour Excessive Delay (Hours per Capita)*		Worsening	15.5	N/A	15.0	
Percent Non-SOV Mode Share (% Commuter Trips)*		Improving	19.5%	19.9%	20.2%	
On-Road Mobile Source Emissions Reductions (Cumulative)	NOx (kg/day)	Improving	2,410.80	2,892.96	5,062.68	
	VOC (kg/day)	Improving	499.72	599.67	1,079.40	

*Regional Transportation Council and TxDOT must agree on a single regional target concurrence from TxDOT agreeing to NCTCOG proposed targets has been received



TxDOT Established (PM2) Pavement and Bridge Performance Measure Targets

Federal Performance Measure	Baseline	2020 Target	2022 Target
Pavement on IH			
% in “good” condition	66.80%	N/A	66.4%
% in “poor” condition	0.30%	N/A	0.30%
Pavement on non-IH NHS			
% in “good” condition	54.40%	N/A	52.30%
% in “poor” condition	13.8%	N/A	14.3%
NHS Bridge Deck Condition			
% in “good” condition	50.63%	N/A	50.42%
% in “poor” condition	0.88%	N/A	0.80%

DFW MPO Established (PM3) System Performance Measure Targets

Federal Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
IH Level of Travel Time Reliability	77.3%	78.6%	79.5%
Non-IH Level of Travel Time Reliability	71.1%	N/A	71.1%
Truck Travel Time Reliability	1.74	1.71	1.66
Annual Hours of Peak Hour Excessive Delay per capita			
Dallas-Fort Worth*	15.5	N/A	15.0
% Non-SOV Travel			
Dallas-Fort Worth*	19.5%	19.9%	20.2%
Total Emission Reduction			
NOX	2,410.80	2,892.96	6,509.16
VOC	499.72	599.67	1,399.23

*Regional Transportation Council (MPO) and TxDOT agreed upon regional target



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

June 21, 2018

Mr. Al Alonzi
Division Administrator
Federal Highway Administration
300 East Eighth Street, Suite 826
Austin, Texas 78701

Attention: Michael Leary

Dear Mr. Alonzi:

Pursuant to Title 23 Code of Federal Regulations (CFR) 450.206 (c), the state must select and establish performance targets in coordination with the MPOs. These measures are established under 23 CFR 490.

Over the past year, the Texas Department of Transportation (TxDOT) has been working with the MPOs through the Association of Texas Metropolitan Planning Organization's on the establishment of targets. Safety targets were established in August, 2018 and reported to the Federal Highway Administration in the State Highway Safety Plan. The remaining targets have now been set and are provided for your information.

These targets are also being provided to the MPOs and will begin the 180 day time-clock for the MPOs to set their own or to support TxDOT's targets.

If you have any questions or need further assistance, please contact Peggy Thurin at (512) 486-5024.

Sincerely,

James M. Bass
Executive Director

Enclosure

cc: Peter Smith, P.E., Director, Transportation Planning and Programming Division, TxDOT
Michael A. Chacon, P.E., Director, Traffic Operations Division, TxDOT
Gregg A. Freeby, P.E., Bridge Division Director, TxDOT
Dan Stacks, P.E., Maintenance Division Director, TxDOT
Eric L. Gleason, Director, Public Transportation Division, TxDOT
Peggy Thurin, P.E., Systems Planning Section Director, TxDOT
Lori Morel, Transportation Planning and Programming Division, TxDOT
Tonia Norman, Government Affairs Division, TxDOT

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OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

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Performance Measure	Baseline	2020 Target	2022 Target
Pavement on IH			
% in "good" condition			66.4%
% in "poor" condition			0.3%
Pavement on non-IH NHS			
% in "good" condition	54.4%	52.0%	52.3%
% in "poor" condition	13.8%	14.3%	14.3%

Performance Measure	Baseline	2020 Target	2022 Target
NHS Bridge Deck Condition			
% in "poor" condition	0.88%	0.80%	0.80%
% in "good" condition	50.63%	50.58%	50.42%

Performance Measure	Baseline	2020 Target	2022 Target
Transit Asset Management			
% revenue vehicles at or exceeding useful life benchmark			<15%
% service vehicles (non-revenue) at or exceeding useful life benchmark			<15%
% facilities rated below 3 on condition scale (TERM)			<15%
% track segments with performance restrictions			NA

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Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
HI Level of Travel Time Reliability	79.6%	61.2%	56.6%
Non-HI Level of Travel Time Reliability			55.4%
Truck Travel Time Reliability	1.50	1.70	1.79
Annual Hours of Peak Hour Excessive Delay per capita			
Dallas-Fort Worth			15
Houston-Galveston			16
% Non-SOV Travel			
Dallas-Fort Worth	19.60%	19.21%	19.01%
Houston-Galveston	20.10%	19.70%	19.50%
Total Emission Reduction			
NOYODG NOX	2,410.80	2,892.96	6,509.16
VOC	499.72	599.67	1,399.23
HGAC NOX	403.22	806.44	1,612.87
VOC	267.86	535.72	1,071.44
El Paso CO	580.24		891.11
PM 10	0.97		13.71
Statewide NOX	2814.02	3699.4	8122.03
Statewide VOC	767.58	1135.39	2470.67
Statewide CO	580.24		891.11
Statewide PM 10	0.97		13.71

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Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

November 19, 2018

Achille Alonzi, Division Administrator
Federal Highway Administration, Texas Division
300 E. 8th Street, Rm 826
Austin, Texas 78701

Subject: Transportation conformity review and concurrence

Dear Mr. Alonzi:

Thank you for the opportunity to review the *2018 Transportation Conformity* report and associated documents submitted by the North Central Texas Council of Governments (NCTCOG) for *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas* and the *2019-2022 Transportation Improvement Program for North Central Texas*. The purpose of this conformity analysis was to determine if the NCTCOG's 2045 metropolitan transportation plan (MTP) and the 2019-2022 transportation improvement program (TIP) are consistent with area emissions requirements for the ozone National Ambient Air Quality Standard (NAAQS). A 10-county area in the Dallas-Fort Worth (DFW) region is designated nonattainment for the 2008 eight-hour ozone NAAQS: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. A nine-county area in the DFW region is designated nonattainment for the 2015 eight-hour ozone NAAQS: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise Counties. This conformity demonstration addressed both NAAQS.

To demonstrate conformity, projected nitrogen oxide (NO_x) and volatile organic compound (VOC) emissions from the area's MTP and TIP must be no greater than the applicable motor vehicle emissions budgets (MVEB) for NO_x and VOC, as required under Title 40 Code of Federal Regulations (CFR) Part 93, Subpart A. Regional transportation emissions were projected for analysis years 2018, 2020, 2028, 2037, and 2045 and then compared to the NO_x and VOC MVEBs established in the *Dallas-Fort Worth 2008 Eight-Hour Ozone Nonattainment Area Attainment Demonstration State Implementation Plan Revision for the 2017 Attainment Year*. The MVEBs in the applicable state implementation plan revision were found adequate for transportation conformity purposes by the United States Environmental Protection Agency (EPA) effective November 23, 2016. The NO_x MVEB is 130.77 tons per day (tpd), and the VOC MVEB is 64.91 tpd.

The NCTCOG demonstrated transportation conformity for both the 2008 and the 2015 eight-hour ozone NAAQS. For both NAAQS, NCTCOG projected emissions for the larger 10-county 2008 eight-hour ozone NAAQS nonattainment area for which the applicable MVEBs were set. This demonstration method is allowed under 40 CFR §93.109(c)(2)(ii)(B) when there are adequate or approved MVEBs for a previous ozone NAAQS nonattainment area and that area is larger than and, geographically, fully encompasses the nonattainment area for a new ozone NAAQS.


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Mr. Alonzi
November 19, 2018

Texas Commission on Environmental Quality (TCEQ) staff reviewed the transportation conformity determination documents submitted by the NCTCOG. All issues with the conformity analysis were addressed and resolved in a series of meetings, consultative calls, and emails with the NCTCOG, the Federal Highway Administration, the EPA, the Texas Department of Transportation, and the TCEQ. The TCEQ is satisfied that all requirements have been met and transportation conformity has been demonstrated. If you have any questions about our review, please contact Ms. Jamie Zech of my staff at 512-239-3935 or jamie.zech@tceq.texas.gov.

Sincerely,



for Donna F. Huff, Director
Air Quality Division
Texas Commission on Environmental Quality

DFH/jz

Cc: Jose Campos, Federal Highway Administration
Guy Donaldson, U.S. Environmental Protection Agency
Carlos Swonke, Texas Department of Transportation
Peter Smith, P.E., Texas Department of Transportation
Michael Morris, P.E., North Central Texas Council of Governments



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

November 28, 2018

Mr. J. Todd Inman
Deputy Chief of Staff
Director of Operations
United States Department of Transportation
W90-321
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Mr. Inman:

It was a pleasure meeting you at the dinner hosted by Ms. Mary Cook on Sunday, October 28, 2018. During this dinner, there were discussions about funding for transportation related projects in the medical district in Dallas. We have confirmed that none of the communities in the area have made a request for funding through a federal discretionary funding call for projects. It is our understanding that funding requests are being made directly to Members of Congress for the type of project discussed during the dinner.

As the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region, several planning studies and construction projects have been funded through the Regional Transportation Council. A map and accompanying table (colors in the table correspond to colors on the map) are enclosed to indicate projects funded through the MPO process. Our region will pay close attention for upcoming federal discretionary funding opportunities that may present an opportunity for additional funding in the Dallas medical district.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation

AW:tmb
Enclosures

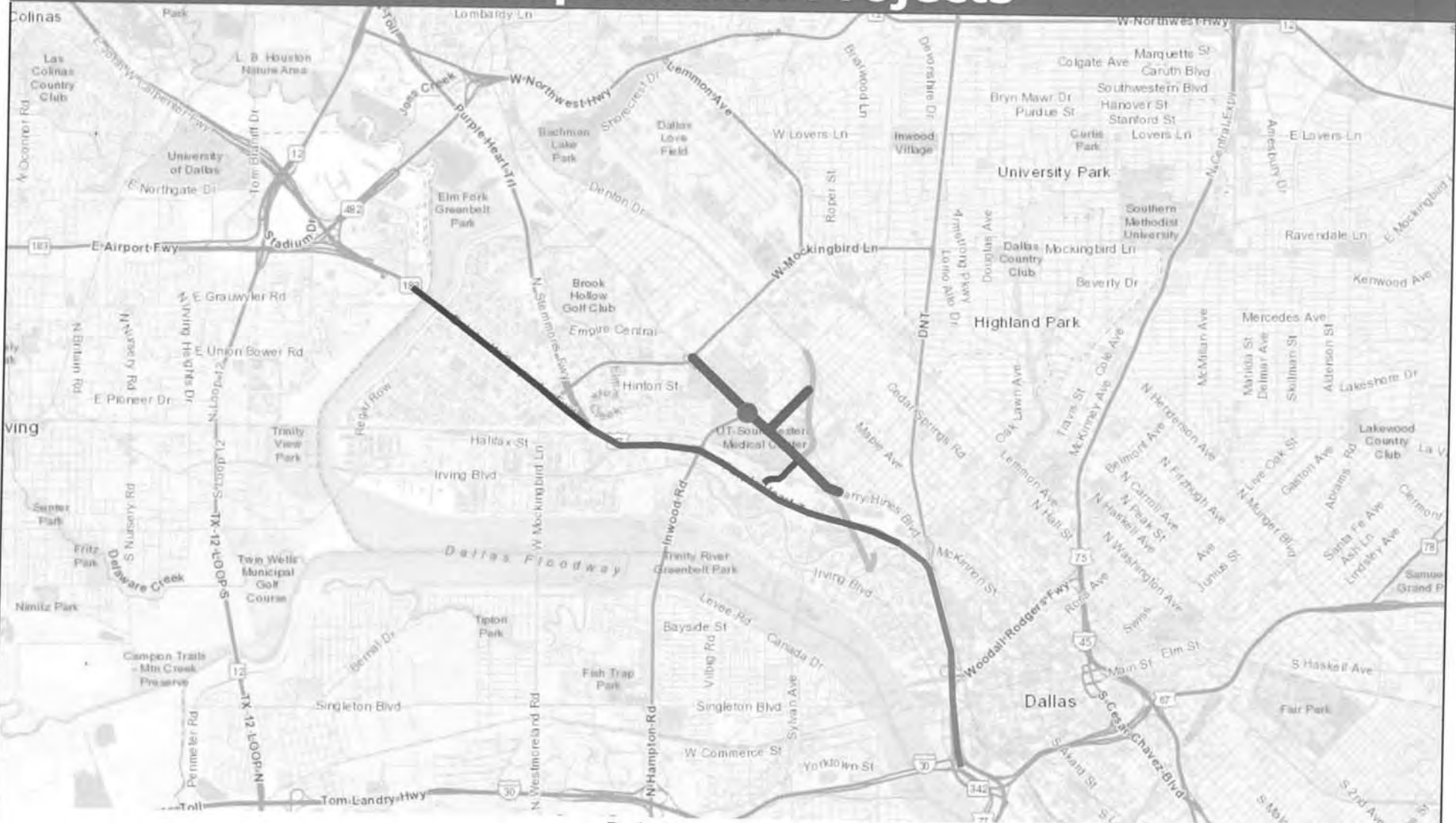
cc: Ms. Mary Cook
Mr. Dan Patterson

Harry Hines/Southwest Medical District Funding Summary

Project	Scope	Cost	CMAQ Federal Funds	STBG Federal Funds	Category 1 Funds	Category 2 Funds	Category 12 Funds	Transportation Alternatives - Set Aside Funds	Congressional Earmark Funds	TxDOT SBPE Funds	TxDOT S102 Funds	City of Dallas Funds	Dallas County Funds	Transportation Development Credits	Private Funds	Total Funds	Notes	
Harry Hines Corridor Conceptual Study and Preliminary Design	Perform corridor analysis and develop master plan for Harry Hines corridor with emphasis on sustainable development, providing multimodal transportation needs, technical options for additional capacity, intersection improvements, and land use/trans components; Includes NCTCOG staff time and may include consultant assistance	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	200,000	\$ -	\$ 1,000,000	RTC approved federal funds in July 2017	
Harry Hines from Mockingbird Lane to Lucas Street/Market Center	Complete Street Improvements (Specific scope TBD)	\$ 32,556,322	\$ 3,000,000	\$ -3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000	\$ -	\$ -	\$ 19,056,322	\$ 32,556,322	NCTCOG funds to pay for improvements from curb to curb (street reconstruction, signals); RTC approved federal funds in October 2017	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Based on cost estimates provided by Texas Trees Foundation in October 2017; Private sector funds being raised	
Butler Street from Maple Avenue to Harry Hines	Pedestrian improvements (Specific scope TBD)	\$ 10,459,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	Based on cost estimates provided by Texas Trees Foundation in October 2017; Private sector funds being raised
Medical District Drive from IH 35E to Harry Hines	Reconstruct and widen from 4 lane to 6 lane divided	\$ 25,402,452	\$ -	\$ 14,970,000	\$ -	\$ -	\$ -	\$ -	\$ 4,406,490	\$ -	\$ -	\$ -	\$ 6,025,962	\$ -	\$ -	\$ 25,402,452		
Trinity Street from Phase 2 from Intersection of Market Center Blvd & Turtle Creek Blvd to Inwood/Lewis Field QART Station	Construct bicycle and pedestrian improvements including shared use paths, on street bikeway, bicycle/pedestrian signals, crosswalks, signage, and bicycle/pedestrian traffic count equipment	\$ 7,074,496	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 2,074,496	\$ -	\$ -	\$ -	\$ 7,074,496		
IH 35E from IH 30 to Oak Lawn Ave	Construct 0 to 3/4 collector distributor, reconstruct 1/3 lane SB frontage roads and ramp modifications for operational improvements	\$ 115,685,890	\$ -	\$ -	\$ 5,685,890	\$ -	\$ 80,000,000	\$ -	\$ -	\$ 10,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ 115,685,890	Part of Lowest Stemmons	
SH 183 from West End of Elm Fork Trinity River Bridge to IH 35E	Reconstruct and widen 6/8 to 6/8 GP lanes, 2 to 4/6 HOV/Managed lanes, and reconstruct 4/6 discontinuous to 4/8 lane continuous frontage roads (ultimate)	\$ 90,000,000	\$ -	\$ -	\$ -	\$ 50,000,000	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 32,000,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000,000	Part of the SH 183 Ultimate Project	
IH 35E from North of Oak Lawn Ave to SH 183	Reconstruct existing 10 general purpose lanes, construct 2 reversible managed lanes, and reconstruct existing 4/8 lane frontage roads	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	Lower Stemmons; Project funding is for engineering phase only	
		\$ 294,946,160	\$ 3,000,000	\$ 18,970,000	\$ 5,685,890	\$ 50,000,000	\$ 80,000,000	\$ 5,000,000	\$ 4,406,490	\$ 21,000,000	\$ 52,000,000	\$ 9,574,496	\$ 6,025,962	200,000	\$ 19,056,322	\$ 274,719,160		

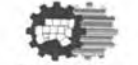
Notes: Colors correspond with the projects on the associated map

Harry Hines/Southwest Medical District Transportation Projects



Projects

- Harry Hines at Inwood
- Harry Hines Corridor Conceptual Study and Preliminary Design
- Harry Hines from Mockingbird Lane to Lucas Street/Market Center
- Trinity Strand Trail Phase 2
- Butler Street from Maple Avenue to Harry Hines
- Medical District Drive from IH 35E to Harry Hines
- SH 183 from West End of Elm Fork Trinity River Bridge to IH 35E
- IH 35E from North of Oaklawn Ave to SH 183
- IH 35E from IH 30 to North of Oaklawn Ave



Urban Planning Guru Says Driverless Cars Won't Fix Congestion

Oct. 27, 2018
By John Markoff
New York Times

MOUNTAIN VIEW, Calif. — Peter Calthorpe thinks Silicon Valley has it all wrong. He rejects the ideas of tech industry visionaries who say personal autonomous vehicles will soon be the solution to urban problems like traffic congestion.

Mr. Calthorpe is a Berkeley-based urban planner who is one of the creators of New Urbanism, which promotes mixed-use, walkable neighborhoods. His designs emphasize the proximity of housing, shopping and public space.

He is not opposed to autonomous vehicles. Mr. Calthorpe's quarrel is with the idea that the widespread adoption of personally owned self-driving cars will solve transportation problems. In fact, he worries it will lead to more urban congestion and suburban sprawl.

"One thing is certain: Zero- or single-occupant vehicles," even ones that can drive themselves, "are a bad thing," he and the transportation planner Jerry Walters wrote in an article last year in *Urban Land*, an urban planning journal. "They cause congestion, eat up energy, exacerbate sprawl and emit more carbon per passenger-mile."

Mr. Calthorpe believes that in trying to solve a very hard technical problem, Silicon Valley is ignoring an easier application for autonomous technology that has the potential to quickly change mass transit and help solve the Valley's housing crisis. It starts with backing away from solo car trips.

A popular claim by the advocates of self-driving cars is that not only will they be safer than human-driven cars, but they will lead to fewer cars, faster commutes and a radical rethinking of cities where finding a place to park is no longer a priority.

But Mr. Calthorpe, citing a range of transportation studies, has simulated through computer models the impact of self-driving vehicles in urban settings. He argues that if they are used the way today's vehicles are — carrying a single individual in most cases — they will lead to more congestion.

"The key distinction is the number of people per vehicle," said Mr. Walters, a principal at Fehr & Peers, a transportation consultancy in Walnut Creek. "Without pretty radically increasing the number of people per vehicle, autonomous systems will increase total miles traveled."

When it is easier to travel in a city in self-driving cars, Mr. Calthorpe said, everyone will want to do so. And when self-driving vehicles are more affordable — which could take years to happen — people who currently rely on public transit while running their errands will instead send their cars to pick up the groceries and the dry cleaning, adding significantly to what Mr. Walters and other urban planners call "total vehicle miles."

This year, Mr. Calthorpe challenged Silicon Valley to take another look at its housing and transportation problem in a proposal in which he asked: "Can one street solve the San Francisco Bay Area housing crisis?"

In addition to his planning consultancy, Mr. Calthorpe has created Urban Footprint, a company that offers a software design tool for planners, architects and environmental analysts who want to model different kinds of development in urban and regional settings.

He used his software to show that by changing just commercial zoning to permit higher density along El Camino Real — the 45-mile boulevard that stretches through the heart of Silicon Valley from San Francisco to San Jose — it would be possible add more than a quarter-million housing units.

The Valley's housing crisis can be explained in data that shows that since 2010, the region has added 11 jobs for every new home built; the median home price has reached \$934,000; and rents have gone up 60 percent since 2012. One of the consequences of the growing imbalance between housing and jobs is the increasing traffic and congestion, according to an Urban Footprint report.

To avoid congestion, the plan requires efficient mass transit. Mr. Calthorpe has proposed an alternative — autonomous rapid transit, or ART — using fleets of self-driving vans in reserved lanes on main arteries like El Camino Real. Those lanes would allow the vehicles to travel faster and require a lower level of autonomous technology. And the vans could travel separately or be connected together.

A recent study that Urban Footprint did in collaboration with Fehr & Peers determined that an autonomous rapid transit system, which could be built today, would be twice as fast as a conventional bus and cost a little more than half as much to operate.

Mr. Calthorpe's plan is an evolution of the concept of "transit-oriented development" he pioneered while teaching at the University of California, Berkeley, in the late 1980s. It focuses on designing urban communities that encourage people to live near transit services and decrease their dependence on driving.

The idea has attracted the attention of public transit activists in Southern California.

"Autonomous rapid transit's greater capacity combined with lower cost could really be the stimulus for the housing development," said Denny Zane, executive director of Move LA, a group that has built broad community support for funding improvements in transportation. "We need to integrate autonomous technologies in a setting that will enhance transit use."

Mr. Zane said the ART technology would dovetail nicely with a planning idea called Grand Boulevards, which has been funded by two ballot propositions in the Los Angeles region and has until now been focused on a human-driven system known as bus rapid transit.

Most recent Silicon Valley start-ups have focused on personal vehicles rather than mass transit. But in July, Waymo, the self-driving car unit of Google's parent company, Alphabet, announced a partnership with Valley Metro in the Phoenix region to develop a transportation system that would look very much like Mr. Calthorpe's ART concept.

To gain broad acceptance for his idea, however, Mr. Calthorpe needs to convince city officials like Lenny Siegel, the mayor of Mountain View, where Google is based.

Mr. Siegel is a veteran community activist whose focus is on the imbalance between jobs and housing and the impact of the long commutes made by people who work in the city. He also has expressed concerns about anything that will affect the flow of conventional automobile traffic.

Mountain View is trying to plan for a future that will require moving as many as 40,000 people back and forth each day from the CalTrain railroad corridor that runs between San Francisco and San Jose to workplaces like Google. Currently, city planners envision an autonomous system like the one that Mr. Calthorpe envisions, but on an elevated track.

Mr. Calthorpe insists that planners need to take bold steps and argues that rethinking major boulevards like El Camino by filling in with denser housing and adding a more efficient autonomous transit system is the best place to start.

“You have to redesign the street itself,” he said. “You need to add autonomous transit, and you need to get rid of parallel parking and put in bikeways and better sidewalks.”

<https://www.nytimes.com/2018/10/27/technology/driverless-cars-congestion.html?action=click&module=Discovery&pgtype=Homepage>

Three Policies for Making Driverless Cars Work for Cities

November 6, 2018 By Emily Hamilton

Some urbanists have become skeptical about the future of autonomous vehicles even as unstaffed, autonomous taxis are now serving customers in Phoenix and Japan. Others worry that AVs, if they are ever deployed widely, will make cities worse. Angie Schmitt posits that allowing AVs in cities without implementing deliberate pro-urban policies first will exacerbate the problems of cars in urban areas. However, cars themselves aren't to blame for the problems they've caused in cities. Policymakers created rules that dedicated public space to cars and prioritized ease of driving over other important goals. Urbanists should be optimistic about the arrival of AVs because urbanist policy goals will be more politically tenable when humans are not behind the wheel.

To avoid repeating mistakes of the past, policymakers should create rules that neither subsidize AVs nor give them carte blanche over government-owned rights-of-way. Multiple writers have pointed out that city policymakers should actively be designing policy for the driverless future, but few have spelled out concrete plans for successful driverless policy in cities. Here are three policies that urban policymakers should begin experimenting with right away in anticipation of AVs.

Price Roadways

Perhaps the biggest concern AVs present for urbanists is that they may increase demand for sprawl. AVs may drastically reduce highway commute times over a given distance through platooning, and if people find their trips in AVs to be time well-spent, when they can work, relax, or sleep, they may be willing to accept even more time-consuming commutes than they do today. As the burden of commuting decreases, they reason, people will travel farther to work. However, the looming increase in sprawl would be due in large part to subsidized roads, not AVs themselves. If riders would have to fully internalize the cost of using road space, they would think twice before moving to far flung suburbs.

Now is the time for cities and states to implement congestion pricing policies to manage the demand for scarce road space. Congestion pricing programs in Virginia and London provide potential models. And Singapore provides a model of using congestion pricing not just for highways, but arterial roads as well. Broad-based pricing for road space would encourage a ridesharing model rather than individually-owned AVs, allowing riders to spread the cost of road use over multiple passengers.

<http://marketurbanism.com/2018/11/06/three-policies-for-making-driverless-cars-work-for-cities/>

In downtown areas, the arrival of AVs will mean a from curbside parking to curbside loading zones. And just as underpriced curbside parking contributes to congestion by causing drivers to cruise for parking, passengers getting in and out of cars will cause traffic if curb space is priced too low. City policymakers should begin exploring options for reallocating curbside parking to loading zones and pricing curb space for short stops. Washington, DC has already started a trial program.

Donald Shoup's principles for managing curb parking apply to pick ups and drop offs as well; policymakers should set prices high enough so that there's at least one available pick up/drop-off spot on each block at all times. Since taxis, rideshare vehicles, and delivery trucks are currently the primary users of short-term curb services, cities could begin enforcing prices just for these vehicles using a payment mechanism like EZ-Pass.

Adopt Shared Streets

The adoption of driverless technology presents an opportunity to reform policies designed to support car traffic in dense urban areas at the expense of other road users. Stephen Smith pointed out years ago that AVs will struggle to move in areas that are crowded with pedestrians because walkers will lose their fear of being hit if they step out into slow-moving traffic. Without drastic changes to pedestrian traffic rule enforcement, pedestrians may take over the streets in areas where sidewalks are crowded and in places where there's a steady stream of people crossing streets. And that's wonderful! It provides an opportunity to return busy city streets to multi-use spaces that are safe for all types of road users.

Absent policy intervention, driverless cars — or just widespread automatic braking — could turn streets with lots of pedestrians and cyclists into de facto woonerfs. A key promise from AV boosters is that time spent in AVs can be time spent working or doing something fun, so there should be less need to speed AVs through urban areas relative to cars today. AVs are not yet at woonerf-level navigation ability — they would probably come to a complete standstill in a crowded woonerf rather than moving at a walking pace. But testing in San Francisco and Tokyo shows that more difficult environments for navigation may not be far behind.

Cities should ramp up experimentation with shared streets and pedestrian-only streets now to begin determining how to adapt their bus systems to having some streets where traffic moves at a walking pace. Solutions could include grade-separated bus lanes within otherwise shared streets, or rerouting buses to major arterials that have lower pedestrian density.

Most potential woonerfs are in large cities or vacation destinations, and they're disproportionately in Manhattan. New York policymakers in particular should continue their woonerf and car-free pilots and should plan to adapt public transit accordingly. Places that should begin experimenting with woonerfs outside New York include Georgetown and Chinatown in DC, the French Quarter and Marigny in New Orleans, and State Street in Chicago.

<http://marketurbanism.com/2018/11/06/three-policies-for-making-driverless-cars-work-for-cities/>

The vast majority of American streets do not have crowded sidewalks or even a steady stream of pedestrians. Without drastic changes to land use, they won't be reasonable candidates for woonerfs. In these places where pedestrians are sparse, today's traffic laws may continue working fine even with widespread adoption of driverless cars. Without high pedestrian density, AVs will generally be able to proceed when they have the green light.

Eliminate Parking Requirements and Auction Public Parking

Parking is one of the biggest obstacles to walkability in American cities. With AVs, it will be possible to dramatically reduce car storage in urban areas. Rather than parking when not in use, autonomous ridesharing cars can continuously drop off and pick up passengers. Individuals who own AVs can send them home while they're at work or to a far flung parking lot that doesn't take up space in an urban core. Simultaneously eliminating the dead space in parking lots and parking garages and adding more urban residents and destinations would dramatically increase walkability.

Parking requirements — ill-advised at any time — are particularly damaging in a time when it's foreseeable that parking cars in center cities will continue becoming less important. Now is the time for municipalities to eliminate parking requirements and to sell off city-owned parking for potential redevelopment. Requiring new buildings, with lifespans of several decades, to include space for car storage in places where real estate is valuable is mandating an enormous waste of space and resources as demand for parking decreases.

The private sector is already developing podium parking that is designed to be converted to indoor space once their buildings require fewer parking spaces. Developers are aware that their customers in center cities will increasingly use transportation options other than driving their own cars, and they are building space with the hope of being able to take advantage of reduced parking requirements in the future.

Eliminating parking requirements and selling off government-owned parking lots and garages is the simplest change cities can make right now to for adaptation to a world with less parking and much less center city parking. The introduction of AVs will give policymakers another shot to get this right when they'll face less constituent pressure for convenient parking.

Driverless Politics

There are a few reasons to believe that the switch to driverless will move politics in a pro-urban direction. The legal system will likely take deaths, injuries, and property damage caused by autonomous vehicles much more seriously than it takes those caused by human drivers. Courts have failed consistently to hold drivers responsible for killing other road users through

<http://marketurbanism.com/2018/11/06/three-policies-for-making-driverless-cars-work-for-cities/>

negligence or reckless driving. Because most judges and jurors drive cars, they can easily imagine themselves in the position of having injured or killed a pedestrian or cyclist. As a consequence, drivers rarely face criminal charges or even traffic tickets for their actions, and victims and their families rarely receive the type of compensation they could expect if their injuries came from a negligent corporation.

While autonomous vehicles are forecast to be much safer than human drivers, some rate of collisions will remain inevitable. But judges, juries and policymakers will be unlikely to show software or car companies anything like the leniency they've shown human drivers. After an Uber test car in autonomous mode hit a pedestrian in Phoenix, Arizona state policymakers banned the company from further testing. If a human had been at fault, they likely would have faced no consequences.

Similar politics may help deprioritize the speed of AV traffic in densely populated areas. When drivers are no longer behind the wheel, or even in their own car, politicians and citizens will likely be more open to ideas to level the playing field between cars and other forms of transportation. Cliff Winston and Quentin Karpilow point out that during the period of technological upheaval, when many people will be transitioning from paying for their own car to paying for ridesharing, is a politically opportune time to introduce congestion pricing with the least opposition.

Regardless of the AV industry's progression, there's little to now downside risk in pricing roads, trying out woonerfs, and eliminating parking requirements. With these policies in place, AVs present an opportunity to move toward urbanist goals and more walkable cities

Collin County voters say yes to \$750 million in bonds for road projects

Nov. 7, 2018

By Valerie Wigglesworth and Nanette Light
Dallas Morning News

Collin County voters were headed toward approving \$750 million in transportation bonds to kick-start planning for more freeways and help cities fund major thoroughfares.

All three bond propositions were passing by wide margins late Tuesday. The bulk of the bond money — about \$600 million — would go toward the Collin County Outer Loop, U.S. Highway 380 corridor and the southeast part of the county. Another \$140 million will go toward improving other major roadways, including city thoroughfares. The remaining \$10 million will be spent on parks and open space.

Collin County Judge Keith Self said he expected support to hold throughout the night as votes continued to be tallied.

"I'm delighted that the citizens of Collin County have stepped up to make a major commitment to the transportation infrastructure," he said.

Plans to improve U.S. 380 and relieve traffic jams in fast-growing Collin County have been controversial as the proposals for where to build the highway have pitted cities and neighborhoods against one another.

"Most Collin County citizens understood this is far bigger than that one road," said Self, who lives in the Tucker Hill neighborhood along the roadway that potentially could be affected. "This is the start of a commitment decades into the future."

Based on totals late Tuesday, Republicans appeared to hold steady in county-level offices in the GOP stronghold. Democrats' best claim for making inroads in Collin County was having more candidates on the ballot than they've had in several decades.

Neal Katz, executive director of the county's Republican Party, said he was pleased by the early numbers Tuesday.

But Collin County Democratic Party Chairman Mike Rawlins said the GOP no longer will be able to boast that it's Texas' reddest county.

"We are definitely on the map," he said. "Things are moving our way."

Former Collin County Commissioner Chris Hill, a Republican, was leading newcomer Danyell Lanier. Incumbent County Commissioners Duncan Webb and Cheryl Williams also were headed toward their third terms in office over Democratic challengers.

In Hill's previously held Precinct 3 commissioner seat, political newcomer Darrell Hale was leading over Democrat David Azad.

Voters also chose to re-elect incumbents for district clerk, county clerk and three justices of the peace precincts. In Justice of the Peace Precinct 3-2, Republican Mike Missildine was leading over Democrat Ramona Brumfield.

Princeton voters gave their overwhelming approval to allow the sale of mixed beverages in restaurants.

<https://www.dallasnews.com/news/collin-county/2018/11/06/collin-county-voters-say-yes-750-million-bonds-road-projects>

Denton, other cities seek greater voice on DCTA board

Nov 5, 2018
By Peggy Heinkel-Wolfe Staff Writer
Denton Record-Chronicle

The Denton County Transportation Authority board of directors could change significantly next year if the Texas Legislature goes along with a plan being developed by the three cities that underwrite DCTA with millions of dollars in sales tax.

Denton, Lewisville and Highland Village city leaders may seek to reduce the size of the DCTA board, according to Mayor Chris Watts. DCTA was created in 2001 by the Legislature and approved by Denton County voters in a special election. It is governed by a 14-member board of directors, a majority from cities not paying into the system.

Watts told fellow Denton City Council members Monday a proposed plan to reduce the board to five members — two at-large and one each from Denton, Lewisville and Highland Village — has support from DCTA and the member-city mayors. Council members agreed during a luncheon meeting the proposed change to DCTA could be added to the city's legislative agenda for the coming biennium.

The Texas Legislature meets once every other year for 140 days. The next biennium begins Jan. 8. Representatives from Focused Advocacy, the city's lobbyist, told council members to expect a tough session with some legislators and business groups working against cities on local control and property tax reform.

Watts said he became concerned about DCTA in January when he started taking a closer look at the service being delivered in Denton, especially when compared to Arlington. Two issues became sticking points, he said. First, DCTA's new 10-year contract with the University of North Texas triggered questions about the true costs of bus service and whether Denton is being served fairly. Second, DCTA has reported several years of declining ridership even as sales tax revenue — at least from Denton — nearly doubled from 2011 to 2018, Watts said.

DCTA took over Denton's and UNT's bus service soon after the agency formed. DCTA recently signed a 10-year agreement with UNT to run buses seven days a week, with late-night service from Lyft. The first year, UNT pays about \$3.5 million for 24 buses, according to DCTA documents.

Meanwhile, DCTA operates 19 buses at peak in Denton with an estimated \$12 million in Denton sales tax revenue, Watts said.

The comparison isn't quite apples-to-apples, since DCTA also operates the A-train and the Access bus for people with disabilities. Yet to boost A-train ridership, DCTA started offering free rides to UNT students this fall. (More than 2 million students board DCTA buses each year.)

Looking at it another way, Watts said, DCTA also served more riders in Denton in 2012 with less money. In 2012, Denton sent an estimated \$8 million in sales tax to DCTA, and about 470,000 people got on a city bus that year — 30,000 more boardings than this past year.

"There's a divergence in the ridership and the sales tax contribution," Watts said.

He described frustration in not knowing how the costs are allocated and whether member cities are subsidizing DCTA's third-party contracts.

Not only does DCTA provide service at UNT, but also it has contracts to serve cities in Collin County, too.

The member cities briefly looked for ways to opt out of DCTA, Watts said.

“I would call that the nuclear option,” Watts said. Instead, they stepped back and said, “Let’s see if we can’t find a way to work together.”

Until recently, Arlington was the largest U.S. city without any public transit. Arlington began a ride-sharing service called Via in December. Watts said he learned more about it at the U.S. Conference of Mayors meeting in January.

Ten six-passenger vans travel the city in Arlington’s pilot program. Via reported providing 11,800 rides for \$3 each between the time the service launched in December and the end of March.

Arlington is contributing \$322,500, about one-third the cost of Via’s one-year pilot project in the city. A grant from the Federal Transit Administration is paying for the rest of the program.

DCTA has been experimenting with on-demand style service. The agency canceled its demand-scheduled bus in Highland Village and replaced it with a contract with Lyft. The system reported 40 rides in September.

The agency has not yet reported ridership numbers for its new on-demand service for a zone around Denton Enterprise Airport. The bus route takes riders between Fouts Field, at UNT, and several major employers on Denton’s west side. Drivers report providing fewer than 10 rides since the free service began a month ago.

Watts and City Manager Todd Hileman both said they are looking forward to a cost analysis coming soon from DCTA that more precisely explains how the sales tax funding is allocated.

The member cities may be able to receive sales tax refunds from DCTA and do more local transportation projects once those numbers are known, Hileman said.

https://www.dentonrc.com/news/denton-other-cities-seek-greater-voice-on-dcta-board/article_6e917f22-a711-5992-b37c-df78277e6aa0.html

Infrastructure spending rises up US political agenda

Nov. 8, 2018

Kiran Stacey and Andrew Edgecliffe-Johnson
Financial Times

Infrastructure spending and drug-price reform have risen up the US political agenda, as legislators look for policy proposals that can be salvaged from Tuesday's divisive midterm elections.

Speaking on Wednesday, President Donald Trump identified those two issues as potential areas for collaboration as he switched from attacking his Democratic opponents to speaking warmly— at times — of a “beautiful bipartisan type of situation”.

Despite the fact that the two houses of Congress will be controlled by different parties, some are hoping that the president's self-professed dealmaking skills might help avoid legislative stasis over the next two years.

“The one good thing as far as legislative progress goes is that Mr Trump does not have any deep philosophical policy principles that would prevent him striking a deal if he thought it was good for him,” said Mark Peterson, professor of public policy at the University of California, Los Angeles.

One of the possibilities for Mr Trump would be to resurrect proposed legislation that would allow for a huge increase in public spending on infrastructure such as rail and roads.

Under plans he unveiled this year, the government would spend more than \$200bn over the next 10 years repairing parks, building roads and improving public transport. That bill died as campaign politics took over, with the administration becoming distracted by other matters and the Democrats unwilling to give the president a victory so close to the vote.

Joshua Bolten, chief executive of the Business Roundtable, said: “Divided government sometimes creates opportunities that were not as substantial as during one-party government, and I think infrastructure would be at the top of the list.”

Agreeing funding for the plan, however, is likely to be the biggest hurdle, with fiscal hawks in the Republican party already concerned about the rapidly rising federal deficit.

While Mr Trump has advocated public-private partnerships and user payments as a way to help fund his plans, experts say the government would still have to commit to tens of billions of dollars in funding to make them happen.

On healthcare, the most obvious area for collaboration would be to bring down drug prices, something both Mr Trump and the Democrats have talked about.

Mr Trump's preferred solution is to base what the US government pays for drugs under its Medicare programme on the prices charged by companies in other countries. Most global pharmaceuticals companies charge premium prices in the US.

While such a move does not require congressional approval, the industry is likely to lobby members of Congress heavily to find a less intrusive way of dealing with the issue.

Holly Campbell, deputy vice-president of public affairs at Phrma, the drug industry lobbying organisation, said the industry wanted to see “market-based reforms that would help make medicines more affordable”.

A less radical answer would be to force drug companies to be more transparent in what they charge, for instance by making them justify price increases above a certain level.

Mark Wilson, chief economist at the American Health Policy Institute, said: “Both sides agree that drug prices are a problem, but increased transparency might be the only solution they can agree on.”

Despite the bitter campaign rhetoric, immigration reform also might turn out to be an unexpected area on which the Republicans and Democrats can find common ground. Some in business circles hope Mr Trump can agree a deal that would see tougher action against illegal immigration coupled with a new programme to allow “dreamers” — undocumented migrants who entered the US as minors — to enter the workplace.

Referring to similar plans that were almost passed during the administrations of Barack Obama and George W Bush, Mr Bolten said: “This is an area where you can see the same outlines of a deal that has almost got across the finish line before.”

<https://www.bizjournals.com/dallas/news/2018/11/08/infrastructure-spending-rises-up-us-political.html>

Racial and economic segregation in Dallas is getting worse

Nov. 8, 2018

Written by Myriam Igoufe, Contributor
Dallas Morning News

In 2015, the Obama administration announced a federal rule, Affirmatively Furthering Fair Housing, requiring communities to address patterns of segregation. As a result, the U.S. Department of Housing and Urban Development established a process called an Assessment of Fair Housing (AFH), requiring federal grantees to identify, evaluate and address fair housing issues.

In 2016, municipalities and public housing entities nationwide began their efforts. For the North Texas Regional Housing Assessment, seven cities and 15 public housing agencies agreed to develop a regional study, establishing the largest AFH group in the country. The University of Texas at Arlington conducted the study, and I was the lead researcher.

In January 2018, the Trump administration announced it would delay enforcement of AFH requirements until 2020, pausing many AFH efforts. Despite this shift in the regulatory environment, the North Texas Regional Assessment was completed.

What the AFH study found in Dallas is that racial and economic segregation is growing, and racially and ethnically concentrated areas of poverty persist.

One of the tools HUD created to help lower-income families secure affordable housing is the Housing Choice Voucher program. The AFH shows us that Dallas voucher families tend to live in the most segregated areas. Furthermore, landlords who refuse to accept vouchers are concentrated in North Dallas, where there is a greater white population that has a higher socio-economic status.

Despite federal Fair Housing regulations, Texas state law explicitly permits landlords to deny housing to voucher families who can pay the rent, satisfy the tenant selection criteria, and for whom there are no legitimate business reasons not to accept as tenants.

Affordability of basic needs such as transportation were also considered. I conducted a transportation equity analysis, which documents the cumulative barriers faced by low-income families. The study shows that 75 percent of voucher families cannot afford a car and 54 percent cannot afford a monthly regional transit pass for the adults in their household, which costs \$160 per pass. A majority of voucher families in Dallas do not have sufficient resources to meet basic transportation needs.

The duty to Affirmatively Further Fair Housing extends to all programs relating to housing and urban development, including economic development, housing, transportation, and so forth. As such, the AFH examined the extent to which the city of Dallas' Comprehensive Housing Policy impacts persistent segregation challenges.

The policy that the city adopted this past May identifies focus areas to "overcome the concentration of poverty and segregation." Yet, the AFH study shows that the areas targeted for city investment leave behind a majority of neighborhoods that are designated as "racially and ethnically concentrated areas of poverty." Now that we have this data, can the city's housing policy adapt to ensure low-income families don't get left behind?

While the AFH study reflects an unflattering image of segregation in Dallas, we are proud that the city had the courage to initiate the research and is learning from it. The City Council discussed the study this week and expressed commitment to find bold ways to tackle these complex issues.

The adage that integrity is doing the right thing even when no one is looking applies. Though we are no longer required to complete AFH studies, those who have already performed the work should use it.

Some of the key recommendations from the North Texas AFH to address these segregation issues include: challenging the Texas law prohibiting municipal source of income protection ordinances; proactively locking in affordable housing in gentrifying areas; and developing strategies to retain expiring Low-Income Housing Tax Credit projects as affordable housing.

We hope other cities have the same courage as Dallas. This great city is leading the way forward for all of North Texas, and the nation. Now it's time to roll up our sleeves and turn the data into sustained action.

Myriam Igoufe is a University of Texas at Arlington researcher in urban planning. She wrote this column for The Dallas Morning News.

<https://www.dallasnews.com/opinion/commentary/2018/11/09/fair-housing-studies-can-help-dallas-address-segregation>

Column: We can free Preston Center from the 1960s

Nov. 12, 2018

Written by Michael Morris, Contributor
Dallas Morning News

In 2016, the City of Dallas invited the North Central Texas Council of Governments to explore strategies to unlock the handcuffs on the Preston Center community that have been applied for 50 years. In fact, if you go to Preston Center, you can almost see the year in which time stopped.

After extensive community meetings, a mature and innovative neighborhood development strategy was recommended. The neighborhood center has a disproportionate share of office employees compared to residents. Office employees often reside in areas outside of the neighborhood center, which increases vehicle traffic on a Northwest Highway that is already carrying more than its fair share of regional traffic. In fact, nearly 60 percent of the traffic on Northwest Highway has no functional relationship to the land-use in the area.

This is a bad combination of regional traffic and peak-period traffic to Preston Center, and it results in a roadway space that can't support sidewalks, bicycles, safe crossings, landscaping and adequate stormwater drainage.

The neighborhood proposed an idea that advances additional development in the area that is more residential than office, creating a better balance of traffic originating in the neighborhood and attracted by the neighborhood. The neighborhood proposed a green space on top of a new underground parking garage. An opportunity to reduce the lanes on Northwest Highway by providing underground access to the new parking facility also is in the mix.

As a result of this comprehensive view and the dream to reduce travel on Northwest Highway, space could then be developed for sidewalks, landscaping, pedestrian crossings, signal improvements and areas for stormwater control.

In addition, we would have commitments for transportation funds to partner with this new land-use focus. That is what the Regional Transportation Council has done. Add to the mix transportation improvements, such as a Texas U-turn on the south side of Northwest Highway connecting office travelers back to the south on Dallas North Tollway without accessing Northwest Highway.

Why not review Dallas North Tollway ramps that have been missing for generations to determine the appropriate balance of travel to and from the tollway on city thoroughfare streets?

The focus of debate at this point should not be criticism of any one idea. The focus should be on creating a common vision to remove the handcuffs on a neighborhood center and inspire developers to work in a new and innovative way to bring a balance of land-use with transportation improvements.

Funding of planning studies, engineering studies, use of parking garage experts, Texas U-turns, sidewalks, landscaping, advanced parking technology and a correctly sized Northwest Highway may be the key to unlock historical constraints.

Michael Morris is director of transportation at the North Central Texas Council of Governments. He wrote this column for The Dallas Morning News.

<https://www.dallasnews.com/opinion/commentary/2018/11/12/can-free-preston-center-1960s>

Cornyn: Road-funding system needs repairs

Federal highway trust archaic and outdated,' senator laments in FW

Nov. 10, 2018
By RAY LESZCZYNSKI Staff Writer
Dallas Morning News

FORT WORTH - If Congress is looking to show a spirit of bipartisanship on the heels of the midterm elections, highway funding is a great place to start, U.S. Sen. John Cornyn said Friday.

"Transportation is still something that's a nonpartisan issue," Texas' third-term senator said after headlining the Tarrant Regional Transportation Commission's annual luncheon. "Everybody loves improving infrastructure. Now, if we can come up with the money..."

A major challenge, Cornyn said, is to overhaul the system by which highways are funded, somehow getting away from dependency on gas taxes that neither federal nor state leaders have touched for decades or are willing to touch.

As cars became more fuel efficient and inflation mounted over those decades, Cornyn said, the Highway Trust Fund became "archaic and outdated. It simply doesn't serve its purpose."

And as Texas leaders, including Gov. Greg Abbott, have noted, Texas has lost billions in highway funding because under the formula, it is a "donor" state. On Friday, Cornyn pointed a finger at the year 1789, when the Senate was created with two members per state.

"When we're trying to get allocations, those small states gang up on the big states," Cornyn said. "I say that with all goodwill, but it's true. And I resent it. We only get 92 cents for every dollar we send with the gas tax."

As they worked toward their legislative goals for 2019, regional transportation officials said the federal highway fund is on a path to be insolvent.

"And in Texas, we need \$150 billion over the next 20 years just to stay even," said Gary Fickes, a Tarrant County commissioner and RTC chairman. "We've got close to 500 people a day moving to the North Texas region. It's every day, and they're bringing two cars to a family."

Cornyn noted that with North Texas' economic momentum, "if you don't build it, they're still going to come," leading to infrastructure nightmares.

He praised Texas' creation of new means of highway funding under former Gov. Rick Perry, specifically the type of public-private partnerships that are part of President Donald Trump's infrastructure plan.

"It introduced a controversial thing — toll roads in Texas. It wasn't very popular, but it's an important tool," Cornyn said, adding that he is excited by North Texas' innovations. "Don't depend on the federal government to take the lead on innovation. We need your input."

Texas' new ideas include what voters approved as Prop 1 and Prop 7. In 2014, voters dedicated taxes from oil and natural gas production to transportation projects. The next year, another statewide election put some sales and use tax revenue into transportation.

But in recent years, Austin officials have become wary of tolls. Local officials worry that if public-private partnerships are part of Washington's solution, the state might be shortchanged.

"Trump's infrastructure thoughts were 20 percent federal and 80 percent state or private sector," Fickes said. "And that's kind of the formula that Texas used over the last decade. We can't replicate that again without the tools we were able to use to do that."

The RTC — 44 locally elected officials who distribute state and federal transportation dollars — will vote on its legislative agendas next month.

Among the draft recommendations to meet transportation and air quality needs are to authorize the use of public-private partnerships for specific projects and to have the state clarify the difference between toll roads and managed lanes — which are alongside free lanes in highway builds, but give drivers an option to pay a toll for faster travel.

At the federal level, the RTC would like a six-year bill to provide stability for transportation planning and to implement a pilot program in which taxes are generated based on miles driven.

A former judge, Cornyn said Friday that he's not interested in the new U.S. attorney general vacancy, rather that he can serve best on issues like transportation from the Senate seat he's occupied for 16 years.

"He's in a position to really make a difference, and I know he's extremely concerned about transportation," Fickes said. "There's no Democratic highways or Republican highways. We've got highways."

Why so many college students are (seemingly) suddenly riding Trinity Metro buses

November 13, 2018
BY GORDON DICKSON
FORT WORTH STAR-TELEGRAM

FORT WORTH – Alexandra Lopez is taking a full load of classes at two Tarrant County College campuses.

It's an aggressive schedule that she might not be able to keep if it weren't for the free rides she gets each day on Trinity Metro buses.

"My main transportation is the bus," said Lopez, a sophomore who lives on Fort Worth's Southside and is studying social work. She takes classes at TCC's Trinity River campus in downtown Fort Worth and also at the Southeast campus in Arlington.

"I work at the TCU bookstore, and I can take the bus there," she said. "I take the bus wherever I need to go."

The number of TCC students using Trinity Metro buses has skyrocketed in recent months.

In May, Trinity Metro (formerly the Fort Worth Transportation Authority) began offering the bus rides free for students. Their fares are paid by TCC.

Ridership gradually rose during summer months, but quickly began rising when fall classes began. In September, TCC students logged more than 11,000 rides.

In October a whopping 14,130 student rides were logged on Trinity Metro buses. That's roughly the equivalent of 3 percent of all passengers on Trinity Metro buses.

For many college students, the cost of buying and maintaining a car is impractical. TCC Chancellor Eugene Giovannini is a big believer in the importance of providing easy access to classes.

"It is gratifying to see what a major impact our partnership with Trinity Metro already is having on our students as they work to pursue their higher education goals," Giovannini said. "Providing our students with free transportation to every TCC location through our Ride On Program furthers our goal of being a student-ready institution and removes a significant barrier to completion for many of our students."

To initiate the service, TCC and Trinity Metro collaborated earlier this year to come up with a student identification card with a magnetic strip. Students swipe the card as they board a Trinity Metro bus.

TCC is billed \$1.50 per ride (a 25 percent discount over the full-price fare), up to a maximum of \$60 per month. After that threshold is reached each month, the students can continue to ride the buses as much as they want for free.

"Because TCC students enjoy unlimited rides, they also benefit by having convenient options for getting to the grocery store, medical appointments or weekend entertainment," said Paul

Ballard, Trinity Metro president and chief executive. “The success we’re seeing so far shows that the program is working.”

More than 100,000 students take classes at TCC, making it one of the 20 largest colleges in the United States. The two-year college was established in 1965 and has six campuses in the Fort Worth area.

Lopez said her goals include earning an associate’s degree at TCC, then pursuing a bachelor’s degree and possibly a master’s degree at the University of Texas at Arlington.

At some point in the next year or two, she said she will probably invest in a car.

But for now, she doesn’t need to worry about finding a ride to class.

<https://www.star-telegram.com/news/traffic/your-commute/article221358025.html>

North Texas developers hope to use Amazon 'roadmap' to snag next big thing

Nov. 13, 2018

By Karen Robinson-Jacobs and Steve Brown
Dallas Morning News

North Texas developers embraced a glass-half-full approach Tuesday after being passed over for Amazon's highly-prized HQ2, with some saying saying that the Seattle giant's arrival could have sucked all the oxygen from the room.

"As amazing a company as Amazon is, I am glad we did not win," said developer Lucy Billingsley, a partner with Billingsley Company. "Amazon's hunger to hire people will chase away other great corporations. I love the diversity of Dallas-Fort Worth's businesses and I want every other corporation that is aiming to hire the best employees to come here."

Missing out on the biggest economic development prize in modern history may be a blessing in disguise, real estate developers said, as the region learns from the rejection and uses the lessons to attract other large corporations.

The Amazon economic development beauty contest began more than a year ago as a free for all, with 238 communities in the U.S. and Canada making a play for a promised \$5 billion investment from Amazon and up to 50,000 jobs over the course of 10 years.

In January, that list was whittled down to 20 finalists, and Dallas was said to be in the top five, according to Dallas Mayor Mike Rawlings.

At stake was a market-changing project with the power to attract an entire e-commerce ecosystem.

From a pool of nearly 60 sites in 23 cities across the Dallas-Fort Worth metro area, Amazon narrowed its focus down to three, all near downtown, Rawlings said.

Among them was the site of the old Oak Farms Dairy on Zang Boulevard, offered up by Cienda Partners. In addition to tremendous views of the Dallas skyline, the site is adjacent to the new Oak Cliff streetcar line with at least two DART stops nearby.

"Cienda is really happy to have participated as one of the downtown sites," said Philip Wise, principal of the firm. "It's a little disappointing not to be selected, but it's been a very healthy process for the city.

"Dallas always competes well in the cost of living," he added. "For those companies ... that need to attract talent, Amazon gave us a great roadmap. That roadmap focuses on quality of life factors ... and the quality of our education system.

"There are going to be other companies that want to come to Dallas and we now know where to put our resources. It's now [up to] us to make the hard decisions to commit the funds in those areas to make us more competitive."

An Amazon nod would have resulted in at least 5,000 jobs -- the level assigned to third-place finisher Nashville. Two East Coast communities, in the New York and Washington D.C. areas, will split the top prize.

The Seattle-based company said Tuesday it will divvy up \$5 billion to build second and third headquarters for as many as 25,000 new employees in each city over the next decade and beyond.

Even without an Amazon-sized project, North Texas has seen a flood of new recruits.

Total nonfarm employment in the Dallas-Fort Worth-Arlington metropolitan statistical area rose by nearly 115,000 between August 2017 and August 2018, according to the U.S. Bureau of Labor Statistics.

Amazon is a very large project "but there are dozens of others in the works I'm sure," said Robert Decherd, chairman, president and chief executive of A. H. Belo Corporation, the parent of The Dallas Morning News. The former home of the newspaper, at 508 Young St., was one of the downtown properties on Amazon's short list.

"Dallas-Fort Worth has benefited in the last five years from similar processes that have resulted in enormous investments by large companies and developers. Those decisions were not made by happenstance," Decherd added. "That's why we should feel good about where we are as a city and as an economy."

Since September 2017, when the HQ2 search was launched, 40 corporations have announced relocations and expansions within the D-FW region, according to the Dallas Regional Chamber. That includes Core-Mark, Louis Vuitton, Paycom, Peloton, Smoothie King, and Vistaprint.

Unlike the smaller newcomers, Amazon would have likely snapped up much of the region's tech talent. And that caused some of the region's current employers to fret.

"I've met with some companies and they were kind of worried that if Dallas was chosen by Amazon, what will happen to that labor pool?" wondered developer Fehmi Karahan, whose Legacy West project in Plano has attracted marquee employers including the North American headquarters of Toyota.

"Certainly there is pressure in today's market in the Dallas area to find employees and I hear [of] companies poaching from one another... So I think if you had that kind of a demand in our labor market it could have [an] impact."

Several developers said even without the win, the exhaustive introspection needed to craft the North Texas bid will yield dividends for Dallas in the future, including pointing out areas such as education in which the region and state could use some improvement.

"We are a more informed community and economic development team for all we have done together, and we've learned a lot of about our city's strengths and opportunities for growth in this process," said Mike Hoque, who, together with developer KDC, offered up land near downtown included among Amazon's final three local options.

"This is very good for Dallas and we will ... keep building and growing for everyone to benefit."

<https://www.dallasnews.com/business/real-estate/2018/11/13/north-texas-developers-hope-use-amazon-roadmap-snap-next-big-thing>

SH 130 is the fastest highway in the nation. It's also deadly

Was the \$100 million incentive for an 85 mph speed limit on SH 130 worth it?

Nov. 12, 2018
By Sarah Rafique and Jody Barr
KXAN

AUSTIN – Officers told Albert Sanchez he didn't want to go anywhere near the scene of a fatal accident on State Highway 130.

Sanchez saw pictures of the wreck on the news earlier that day and suspected a worn tire combined with the highway's 85 miles per hour speed limit contributed to the crash. Authorities later confirmed a blowout caused the driver to lose control.

The SUV was on its roof when first responders arrived to the scene in August 2015. Five of Sanchez's family members, including a 4- and a 14-year-old, died on SH 130, the fastest highway in the nation.

"Speed was absolutely a factor," Sanchez said. "They had way better chances of still being here today had they not been going that fast."

\$100 million for 85 mph

At least 37 people have died on the 80 and 85 mph portions of SH 130, according to the Texas Department of Transportation. Sixteen of those deaths were on the 85 mph section, which opened in 2012.

Although the state had the option of opening the toll road at a lower speed – 80 or 70 miles per hour – TxDOT took advantage of a \$100 million payment the private toll road company promised in exchange for an 85 mph speed limit. Details of the \$100 million payment were tucked inside a lengthy contract, signed years before the highway opened.

Sen. Lois Kolkhorst, R-Brenham, said it was a contract TxDOT fought to keep secret in 2011.

She told KXAN that even after lawmakers sent open records requests and reached out to the Texas Attorney General's office, "the legislature couldn't even get their hands (on a copy) to read the contract."

"We were at, what I feel like, a very bad time with that agency (TxDOT) who seemed to be somewhat rogue in doing their own thing," she said. "I don't believe we were doing the right thing in signing these private equity contracts."

But, six years after that private portion opened, a KXAN investigation reveals it may not have been worth it. The speed limit, along with problematic driver behavior, has contributed to accidents on the toll road. Meanwhile, lower-than-forecast traffic projections in drivers caused the private operator to file for bankruptcy.

"Lower speeds seem to be more conducive for safety," said Dr. Randy Machemehl, a professor at the University of Texas' Department of Civil Engineering. "They may not be more conducive for saving time or more conducive for attracting toll users, but nevertheless, one would have a very hard time arguing that one is safer at 85 than at 70 or 60."

Faulty traffic projections

As the Central Texas population increased, officials hoped SH 130 would be Austin's solution to congestion on Interstate 35.

Ahead of SH 130's opening, TxDOT reported that then-Gov. Rick Perry called the transportation commissioners "true visionaries" for using "innovative financing" for the project. The privately-operated highway would come at practically no cost to local taxpayers, although a federal taxpayer loan of \$500,000 was used to build the highway.

The private company, a joint venture between Spanish-based Cintra and the San Antonio-based construction company Zachry, said it expected to make back millions of dollars in investments based on tolls collected over the years.

It didn't. A U.S. Department of Transportation report from December 2016 shows revenue was 60 percent lower than the initial forecasts.

Within a few years of opening, the private company was at risk of defaulting on its loans and SH 130 Concession Company filed for bankruptcy in 2016.

"The original traffic projections were wildly overstated. The company did a couple of additional traffic projections and still missed," current SH 130 Concession Company CEO Andy Bailey told KXAN.

Bailey joined the company after the bankruptcy filings.

Toll discounts for commercial vehicles add to the problem

TxDOT also offered millions of dollars in toll discounts to commercial vehicles to help divert traffic from I-35 to SH 130. But, a KXAN investigation shows that created a public safety problem since commercial vehicles drive at a slower rate with cars zipping past them at 85 mph, or sometimes, even higher.

"If you're driving 80,000 pounds, you don't want cars blowing by you at 85 miles an hour and you're going 65. That's approaching you too quickly," said John Esparza, president of the Texas Trucking Association. "And that's the challenge with it. There's greater risk of safety when you have greater disparities of speed between any objects out there."

The number of crashes on the 80 and 85 mph portions of SH 130 were up in 2013. They also increased by 44 percent from 2015 to 2016 and remained high in 2017 – all years TxDOT incentivized truckers to drive on the toll road. TxDOT says the majority of crashes occurred in the 80 mph section of the highway.

In 2013, TxDOT processed a total of \$10.5 million in discount reimbursements for truckers driving SH 130 that year. The program picked up again in 2016 and 2017 when more than \$11.3 million in discounts were given.

Esparza said it's an industry standard for truck drivers to only travel between 65 and 70 miles per hour. Larger companies typically have devices on their commercial vehicles preventing them from exceeding those limits.

"You have to move lanes safely; you're checking your blind spot, there could be someone right on your tail," Esparza said. "That's just a dangerous position to be in and when that closing speed is that quick, it's even more dangerous."

Rep. Jason Isaac, R-Dripping Springs, who has previously worked in the trucking industry, said although his constituents are happy SH 130 is easing some traffic on I-35, smaller vehicles need to be mindful of tractor-trailers traveling at much slower speeds.

"(If) you're coming up on a truck going 20 to 25 miles an hour faster than (them), that could be a case where you just run into the back of it because it happens so quick," he said.

Need for speed

Bailey doesn't drive 85 miles per hour.

But, as CEO of SH 130 Concession Company CEO, his company oversees the fastest highway in the nation, and he's fine if other drivers do.

More than 1,000 people have been accused of speeding on SH 130 so far this year, according to the Texas Department of Public Safety. That doesn't include tickets from other agencies, like local police departments and sheriff's offices who also stop violators traveling at unsafe speeds.

On average, drivers speeding in zones marked with an 85-mph sign travel about 98 mph, according to an analysis of DPS data. Last year, more than half of speed-limit violators on the toll road were clocked going 95 mph or faster, and 115 people were alleged to be driving 100 mph or faster on the toll road. Those DPS records showed one driver going 143 mph.

But, even when drivers are traveling at the posted 85 miles per hour speed limit, experts say that's not necessarily the safest option either.

"If you ask, 'Is a driver safer traveling 85 or traveling 70?,' I think it's pretty obvious that safety is inversely proportional to speed," Machemehl said. "The faster the driver's going, the less time the driver has time to react to unexpected things along the roadway."

Mustang Ridge Police Chief Leonard Cantu said his agency tries to monitor SH 130 often, but resources don't allow them to provide 24/7 patrol of the highway.

"We do have the fastest highway in the nation," Cantu said. "So, when there are accidents out here, more than likely there's going to be some injuries. That's one thing that we see all the time at these speeds."

Path to 85 mph

Texas Transportation Commissioner Jeff Austin said he trusts the TxDOT engineers who deemed the highway safe. That's why he voted to approve the 85 mph speed limit in August 2012.

KXAN asked Austin, the only sitting member who voted to put the 80 and 85 mph signs along SH 130, if the \$100 million incentive impacted his vote.

"I am deeply offended by that question because one life in a fatality is way too much. Any road, period," Austin told KXAN. "I resent to this state, to this agency, that question insinuating that we would take money to put a higher speed limit."

Others, though, say revenue may have come before driver safety on SH 130, at least as it relates to the 85 mph speed limit.

Kolkhorst told KXAN increasing revenue was a motivating factor for lawmakers to keep part of a law that allows speed limits up to 85 miles per hour. She said revenue — like the \$100 million incentive TxDOT agreed to — was seen as "vital" in 2011.

The Texas Transportation Commission first allowed an 85 mph speed in 2003 after lawmakers approved a bill supporting a 4,000-mile project known as the Trans-Texas Corridor. But, no 85 mph speed limits were set in Texas after that bill was passed.

TxDOT and the private company signed an agreement for SH 130 in 2007. In 2011, Kolkhorst filled a bill that ended plans for the Trans-Texas Corridor. But because the first leg of the corridor, SH 130, was already under construction, Kolkhorst said TxDOT urged her to keep the portion of the bill that allows the Texas Transportation Commission to set 85 mph speed limits.

"I very reluctantly put it in," Kolkhorst told KXAN. "My original draft didn't have the 85 mile an hour speed limit, but there were also contractual issues that had already been signed with some of the incentives they received to keep it at 85 miles an hour."

SH 130 remains the only highway in Texas to utilize the ability to have an 85 mph speed limit.

Setting the limit

The Texas Transportation Commission approves dozens of speed limits across the state every month during its scheduled meetings.

But they didn't do any extra safety studies, or take extra precautions, when approving the highest speed limit in the nation, according to records TxDOT provided to KXAN.

State law sets the maximum speed limit at 70 miles per hour, except in instances where the Texas Transportation Commission approves a higher limit based on engineering studies that say the speed is reasonable and safe.

The highway opened at 85 miles per hour in October 2012, months after an interim study said the highway was safe enough for those speeds.

However, that interim study didn't include an 85th percentile measurement, which is an industry standard used to set speed limits. It measures the "speed at or below which 85 percent of people drive at any given location under good weather and visibility conditions," according to TxDOT's Procedures for Establishing Speed Zones.

About eight months after the toll road opened, commissioners approved a speed study with an 85th percentile test, indicating the 85 mph was appropriate based on TxDOT's analysis.

But, because the toll road opened at 85 mph, instead of the standard 70 mph limit, it's possible the results of the secondary study were impacted as drivers traveled at the posted speed.

“If a speed limit is 60 miles an hour, I’m not going to be driving 75. I may be really frustrated that the speed limit is 60 miles an hour and there’s a wide-open highway, but I’m not going to risk getting a ticket going 75 miles an hour,” said Rep. Isaac, whose district is on the outskirts of SH 130.

In the six years since the speed limit was set at 85 mph, our investigation found TxDOT hasn’t conducted another speed study looking at whether it needs to be changed, despite having the authority to do so.

“If crash data or enforcement issues are now indicating that these speeds are unsafe, then TxDOT should use their existing powers in law to conduct an investigation and reduce the speed if necessary,” Kolkhorst said.

Because TxDOT says most crashes were due to driving under the influence or poor driver behavior — and not speed — they said they have no reason to go out and reevaluate it.

“SH 130 was designed for high-speed travel and if drivers obey the speed limit and adhere to all other traffic laws ... then we wouldn’t be seeing these crashes,” a TxDOT spokesperson said in a statement to KXAN.

But, the family of five people who died on SH 130 want to make sure people take extra precautions when traveling on the fastest highway in the nation.

“We think about it a lot,” Sanchez said. “You know, what could we have done differently to prevent that accident from happening.”

Sidebar: Internal TxDOT emails

KXAN filed an open records request for internal communications about the 85 mph speed limit and \$100 million incentive. TxDOT provided 16 emails from 2012, many dealing with questions about the speed, and even on how the \$100 million payment would be spent.

The agency tried to keep some emails from the public, claiming an “attorney-client” exemption. The Texas Attorney General’s Office said TxDOT could withhold those emails. The agency released five heavily-redacted emails to KXAN.

In one of those emails, dated Sept. 11, 2012, Bill Meadows, the chairman of Dallas-area insurance company Hub International, wrote, “Let’s look at a couple of ways to educate the driving public in Texas how to safely operate vehicles on our higher speed facilities in the state.” TxDOT redacted the rest of that email.

<https://www.kxan.com/news/investigations/was-the-100m-incentive-for-a-85-mph-limit-on-sh-130-worth-it-/1581759554>

Amazon HQ2's lasting lesson for Dallas: You get what you pay for

Nov. 18, 2018

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

In business, as in life, failure can be a fine teacher — for those willing to absorb the lessons.

Last week, Amazon chose to put its second headquarters in New York City and Northern Virginia, near Washington. Dallas had been among 20 finalists for the so-called HQ2, one of the largest economic developments ever.

Amazon plans to add 50,000 jobs at an average salary of over \$150,000 and invest over \$5 billion in new facilities. Dividing that bounty in half, between Long Island in New York and Arlington, Va., each share is still several times larger than Toyota's new North American headquarters in Plano.

That's one reason it was so painful to fall short.

At that size, Amazon would have remade the southern side of downtown Dallas almost overnight. Its move also would have spurred a range of new amenities, including deck parks over Interstate 30, an Amazon U to fill up the talent pipeline and a lot more affordable housing.

As Mayor Mike Rawlings said after Amazon gave him the news: "I like to win, so my heart's broken today."

He and many others should hold on to that feeling, and not just because they worked on Amazon for over a year and believe they came oh, so close.

The competitive process exposed shortcomings in the region and provided a road map for improvement. To close the gap with global cities like New York and Washington, leaders will have to be brutally honest and persistent.

Those rivals are far ahead in attributes that take years to develop: quality education, public transit, a deep talent pool, and a sense of place that makes them a favorite for college grads.

The Amazon experience is reminiscent of the spring of 2001, when Dallas was a finalist for another prize from Seattle. That time, Boeing Co. chose Chicago for its corporate headquarters, in large part because its downtown was so vibrant and energetic. In contrast, Dallas' central business district was practically empty after dark, and the Boeing snub accelerated efforts to turn the city into a work-play-live environment.

The Dallas Arts District and downtown living took off. DART's light rail network became the nation's longest, and the Klyde Warren deck park developed into a local treasure.

Amazon could prove to be a similar catalyst, but only with strong leadership and political will.

Weighing the options

It must start with the premise that some things are worth paying for, even in a state that's always touting low taxes and low costs.

New York and Washington are among the most expensive places to operate in the country. Still, Amazon chose them because they have so many tech workers on hand and a deep pipeline for all kinds of talent.

Dallas' labor pool is more than respectable, ranking No. 4 in the U.S. for total tech talent. But the East Coast capitals are over 50 percent larger on that score, and nearby universities produce roughly twice as many graduates with technology degrees.

The Northeast corridor, from Boston to Washington, is packed with great research universities. Their advantage is not only in volume; they produce more cutting-edge workers in artificial intelligence, robotics and other emerging fields — skills highly coveted by Amazon and other top companies.

Texas has made significant progress in many education metrics, including the number of high school and college graduates. Universities in Dallas-Fort Worth had an 82 percent increase in technology degrees awarded from 2011 to 2016, the biggest surge among the top metros, according to CBRE's 2018 Scoring Tech Talent report.

But the state continues to underfund education, often ranking among the bottom tier of states. In the last decade, spending per K-12 student has declined 19 percent, after adjusting for inflation. And students from low-income families continue to lag their better-off peers.

State lawmakers have failed to reform school finance for years, and Rawlings challenged them to meet the issue head-on if Dallas and other major metros are to compete with the best.

"There's some soul-searching that's gonna take place this spring," Rawlings said.

Texas bargain

Dallas is a leader in attracting new companies, in part because it's less expensive to operate here. The cost of running a tech company of 500 workers would be almost 25 percent higher in New York and over 16 percent higher in Washington, according to estimates from CBRE.

With no state income tax and moderate housing costs, employees' money goes a lot further, too. Yet Amazon picked the high-priced cities over a Texas bargain.

"They pretty much threw all the criteria out the window and settled on: 'We need a lot of engineers and talented people — and a happening place,'" said Mark Zandi, chief economist at Moody's Analytics.

That last reference points to another shortcoming in Dallas: its sense of place. The city needs to create a stronger identity and invest in amenities that appeal to young and old alike, including parks, hiking trails, bike lanes and music festivals.

Despite progress in urban living and arts and culture, Dallas is still perceived as a big corporate town with booming suburbs. There are ways to expand that narrative and build on the current momentum, and the Trinity River and Fair Park projects have that kind of potential.

Improving public education, growing research universities, building a stronger sense of place — all of that takes money, and there's never enough.

But if Dallas wants to play in the same league as New York, Washington and Chicago, it must hear what Amazon really said: You get what you pay for.

<https://www.dallasnews.com/opinion/commentary/2018/11/18/amazons-lasting-lesson-dallas-things-worth-paying>

A final say: Debate over TxDOT's remake of East Dallas' '3G' intersection intensifies

Nov. 16, 2018

Written by Ray Leszcynski, Communities
Dallas Morning News

A \$9.4 million investment to improve the strange and outdated intersection of Gaston Avenue, Garland Road and Grand Avenue continues to await the 2 cents of all the people in East Dallas who want a say.

Hundreds showed for the latest public round of the "3G intersection" debate Tuesday at the Dallas Arboretum, many wearing green or red stickers to show loyalty, or lack thereof, for the Texas Department of Transportation plan.

While accepting public comment through Nov. 28, TxDOT remains committed to the "reverse T" design that emerged from six options over the course a discussion that dates to 2016.

In the "reverse T," traffic on Garland Road — the heaviest side of the rush-hour commute, coming over White Rock Lake — would make a left turn to continue onto Grand.

Garland and Grand, though, have been the straight shot through the intersection for decades. Together, Garland and Grand are State Highway 78, a connection to Interstate 30 and the official reason TxDOT is involved in a Dallas intersection.

Making people choose a left turn off Grand, critics of the plan believe, will funnel more downtown-bound traffic onto Gaston and through Lakewood. Residents there say they accept the fact Gaston is an arterial street but say that it's already overwhelmed.

And opponents, some of whom formed Lakewood Citizens for Responsible Traffic, fear overflow from Gaston will move deeper into their neighborhoods as a result.

"It creates an imbalance, funneling traffic and congestion onto Gaston," said Lakewood Heights resident Melanie Vanlandingham. "This is negligent and dangerous on what is already the most dangerous street in East Dallas."

"Option 2 [reverse T] is one of the worst. The Boy Scouts could have done better," said Little Forest Hills resident Robin Hawke.

Meanwhile, the uprising of opposition more recently led to pushback from some residents, who wore green stickers saying "Support Option 2. Keep East Dallas Connected."

"It was our choice," said Mike Nurre, who told the audience at the Dallas Arboretum that he represented the Greater Casa View Alliance in all the public meetings. "It's disingenuous to say that nobody heard. And we're here tonight because of a social media campaign."

Hooman Shamsa, who lives just south of the intersection, said street and traffic congestion are city issues, separate from TxDOT's project. He and others questioned whether siphoning traffic to I-30 was best, as numerous schools are in between.

"Just because a road was built for a state highway 50 years ago doesn't mean it is being used as a state highway today," Shamsa said. His neighbor Ed Zahra agreed, blaming the vibrant rebuild of East Dallas and the economic success downtown for traffic problems.

Tim Hopkins, a civil engineer who lives in the area, thanked TxDOT for "trying to do some very honest work on this" without trying to steer traffic to any of the neighborhoods. "To assume you

can drastically change how traffic flows today is flawed. The water's going to flow where it's going to flow."

A political intersection

The three streets also mark the convergence of three Dallas City Council districts and two state House districts. Like TxDOT, the elected officials are being flooded by an increasing number of calls and emails as the public input process gets closer to its finish line.

"No one can say they haven't been aware of the situation," council member Mark Clayton said. "We've let the public process play out."

However, a key component of the Lakewood Citizens for Responsible Traffic argument is that not everyone was invited to the table when the other options were on the board. While a feasibility study for the project started in 2015 and public hearings date to May 2016, the group's red and blue "Say NO" signs lining Gaston didn't appear until this year.

The first required stakeholder meetings, in May and September 2016, each drew about 70 members of the public, according to TxDOT. About 60 showed Dec. 12, 2016, as "reverse T" was designated the preferred option.

But in January this year, 135 showed at a follow-up meeting. The new interest caused TxDOT to extend the public input period — and more than 300 comments were recorded online and in person.

While TxDOT invited to the meetings all those in the vicinity of the intersection and anyone who has otherwise shown interest, concern about the project continues to broaden.

The 47 speakers at Tuesday's meeting came from areas west of White Rock Lake from Junius Heights and along Abrams Street on up the east side of the lake to Casa View. All testified about how 3G impacts their lives, miles away from their homes and businesses.

Clayton said Wednesday that although the majority of the people who came to the arboretum support the option on the table, remaining concerns might be addressed by enhancing the Grand-Garland connection to make it more enticing to drivers.

"There's a very minor change to option 2 that we think balances the needs of both sides," council member Philip Kingston told the crowd, saying he had worked with Clayton on the recommendation and submitted it to TxDOT.

But too much of a diversion would cause a new round of environmental study and debate, delaying the project. Currently, it's on a course for environmental clearance this winter and a one-year build starting in November 2020.

"It is time to respect the people's decision and move forward, together," state Rep. Eric Johnson said in a prepared statement Wednesday. "Democracy does not mean you always get your way; it means you always get your say."

<https://www.dallasnews.com/news/transportation/2018/11/15/final-say-debate-txdots-remake-east-dallas-3g-intersection-intensifies>

D-FW getting more funds

North Texas' share of Volkswagen settlement increases to \$33 million

Nov. 17, 2018
By JEFF MOSIER Staff Writer
Dallas Morning News

Dallas-Fort Worth will get \$4.3 million more in funding from the Volkswagen scandal settlement than previously expected, state officials announced Friday.

North Texas' cut of the money was increased from \$29 million to more than \$33 million in the final plan released Friday. The Texas Commission on Environmental Quality divvied up a portion of its \$209 million share of the Volkswagen cheating scandal money by region.

"This plan is an important step toward addressing the damage that Volkswagen's fraud caused to Texas airsheds," said TCEQ Chairman Jon Niermann in a statement Friday afternoon. "I appreciate the extensive public participation in the development of a plan that will, in concert with other programs, invest in emission reduction projects with the highest benefit to Texas."

The money will be distributed through grants to businesses and governments that have specific strategies to reduce air pollution. The proposals are likely to include the replacement of old diesel equipment with newer, less polluting models. Up to 15 percent of the money will also go toward electric car charging and hydrogen fuel cell fueling infrastructure.

In Friday's announcement, TCEQ officials said they would also allocate \$16.3 million to the Austin area and \$2 million to Bell County, both of which had been left off the previous list.

TCEQ officials previously said they were sending money to areas with the worst air quality, but there was a backlash, particularly in Austin.

"Gov. Greg Abbott responded to public feedback and allocated Volkswagen funds more fairly across Texas," said Adrian Shelley, director of Public Citizen's Texas office, in a statement Friday. "Austin residents purchased more polluting Volkswagens per capita than anywhere else in the state."

The losers in the final plan are the San Antonio area (down \$12 million), El Paso County (down \$5.1 million). The cuts allowed for the redistribution of the money.

Despite that cut, the San Antonio area is still getting the largest chunk of the settlement: \$61.6 million. The TCEQ plan said this funding "presented a unique opportunity to help Bexar county" meet federal ozone standards.

TCEQ set aside the money based on the percentage of violating Volkswagens in that region, ozone nonattainment status and based on where the funding is "more likely to make a difference."

The \$3 billion national settlement was the result of Volkswagen engineers and executives creating electronics that would fool emissions testing equipment. As a result, some Volkswagen diesel cars emitted far more nitrogen oxide, which contributes to the creation of unhealthy smog. Volkswagen's former CEO was indicted in the U.S. on federal fraud charges related to the cheating scandal.

Trinity Railway Express not alone in scramble to Dec. 31 deadline for federal safety upgrades

Nov. 19, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

Crunch time continues for the Trinity Railway Express, which is among a handful of commuter railroads nationwide racing to beat a deadline to avoid a federal shutdown over implementation of Positive Train Control safety equipment.

An extension of the Dec. 31 deadline for PTC will be requested for the TRE, which carries 6,500 passengers a day between downtown Dallas and Fort Worth.

While Dallas Area Rapid Transit believes it will be granted the extension, would would allow service to continue uninterrupted, it has a contingency plan for shuttle bus service. DART runs the TRE in partnership with For Worth's Trinity Metro transit agency.

Positive Train Control technology was the result of 2008 federal legislation. It requires commuter lines to be equipped to monitor and control train movements using GPS, Wi-Fi and high-band radio to reduce the chance of human error.

As of Oct. 31, PTC equipment has been fully installed on TRE cars and track segments. Radio towers are installed and requisite band spectrum is available. Four PTC-required tests have been completed since September.

But employee training is less than two-thirds complete and none of 32 miles of track were in actual PTC operation.

The federal mandate also calls for the TRE system to be interoperable with five other railroads that have access to the TRE corridor. That hasn't happened yet.

In a Sept. 13 Federal Railroad Administration update to Congress, nine commuter rail lines were listed as at-risk over PTC implementation issues. One is MetroRail, a service that features nine stops from Leander to downtown Austin.

Others at risk include Rail Runner Express in Albuquerque, Altamont Corridor Express and Caltrain in California's bay area, South Florida Regional Transportation Authority, Central Florida Rail Corridor, Maryland Area Regional Commuter and New Jersey Transit.

In a news conference Wednesday, officials with the American Public Transportation Association said about 15 percent of its members' 13,543 employees aren't yet trained and 6 percent of the on-board equipment isn't yet installed.

"One of the biggest challenges to PTC is that they're all interoperable," said Jim Derwinski, executive director of Chicago's Metra system, one of the most complicated in the nation with 13 railroads converging in the area. "Our PTC systems will have to work with all those other railroad companies."

The technology has cost the commuter rail industry \$4.1 billion, according to APTA. Major rail providers persuaded Congress to push the original 2015 deadline back three years due to implementation costs.

"Funding was a major challenge," said Matthew Tucker, executive director of the North County Transit District multi-modal system out of Oceanside, Calif. "The program came in at just under \$90 million. We have an annual operating budget of just over \$100 million."

That doesn't include \$80 million to \$130 million in annual costs to operate and maintain PTC technology nationwide, ATPA president Paul Skoutelas said. And that's for a mode of transit that's already 18 times safer than driving on city streets.

DART officials said Thursday that about \$34 million has been spent on PTC technology for TRE. The technical challenges are significant, Skoutelas said.

"A limited number of vendors are simultaneously in demand to develop, design and test this complex safety technology," he said. Then, there's the need to hire technical staff who aren't only on top of the new technology but are in demand by every railroad operator in the country.

Skoutelas said TRE and all other lines still in non-compliance will either be demonstrating working equipment to federal authorities, have applied to give a demonstration or have requested the two-year deadline extension.

As the Dec. 31 deadline draws closer, TRE is among five of 28 ATPA commuter lines that has yet to receive the extension.

"We've seen some amazing progress," Skoutelas said. "We have every reason to believe that momentum will carry to the end of the calendar year."

<https://www.dallasnews.com/news/transportation/2018/11/19/trinity-railway-express-not-alone-scramble-dec-31-deadline-federal-safety-upgrades>

Drone rules likely still years away, dragging on growth

Many agree drones need electronic licence plates; few agree on how they should work

Nov. 24, 2018
ANDY PASZTOR
Wall Street Journal

The Federal Aviation Administration is significantly behind earlier schedules for crafting airborne identification rules for drones, causing industry officials to worry the delay could stymie their most ambitious plans for years.

Federal authorities and advocates of unmanned aircraft agree that reliable remote-tracking methods are essential for rapid industry growth, in areas ranging from package deliveries to expanded industrial uses and video applications. Such features, expected to be a combination of hardware and software, would allow law-enforcement and national security officials to identify suspect or potentially hostile unmanned aircraft.

But despite extensive company government cooperation—spurred by White House pledges to fast-track decisions—trade association leaders now see final FAA regulatory action stretching past the end of the decade. Some experts say 2022 is more likely.

That would be up to three years later than some of the agency's initial projections, and many months longer than a revised timetable the FAA and its parent agency, the U.S. Department of Transportation, shared informally just months ago.

"I'm not happy about it," said Brian Wynne, president and chief executive of the Association for Unmanned Vehicle Systems International, the industry's leading trade group. The process needs to move forward, he said in an interview, because so many commercial applications are in a holding pattern until new rules are approved.

The industry's frustration, expressed in recent interviews and formal recommendations by an FAA-chartered advisory group, partly stems from technical challenges. Delays also result from skepticism among some law-enforcement and national-security agencies about the safety or reliability of proposed airborne-identification systems. Commercial rivalries further impede consensus, extending the timeline.

Until such issues are resolved, industry proponents worry many promising market segments—including potentially lucrative applications that depend on flights beyond the sight of ground operators—will remain off-limits for commercial drones.

"There has been a process of kicking the can down the road," according to George Mathew, chairman and chief executive of Kespry Inc., a drone startup specializing in industrial and other applications.

The FAA could propose standard regulations as soon as this month that would allow small drones to fly over crowds and populated areas, with a preliminary proposal for remote identification rules expected to follow within months.

But the entire process is likely to take years, industry leaders say. Many anticipate such flight over-people rules won't become final until in-flight identification requirements are issued. The situation, Mr. Wynne said, shows that the FAA's priorities are "a bit out of sequence."

An FAA spokesman said the rules will be designed to keep other aircraft and people on the ground safe.

“We have to get this right the first time,” the spokesman said. “We are moving as quickly as possible to address the complex issues.”

The FAA was convinced it was on a good path in late 2017, with the goal of wrapping up the entire effort in a year or so. But in spring 2018, after senior Federal Bureau of Investigation officials balked at proposed safeguards and demanded tougher requirements to identify potential terrorists or hostile operators, FAA managers had to recast their proposal.

Consultant Jim Williams, the former head of the FAA’s unmanned aerial systems office, compares identification standards to “an electronic license plate.” But he said industry arguments continue to simmer over whether the best approach is to rely on sensors embedded in drones or to develop a hybrid, low-altitude traffic-control system that includes ground-based elements.

Financing some of the proposals may be difficult. The Trump administration is aggressively pursuing a deregulation agenda, and Mr. Williams said “they don’t want any rules that will cost any money.”

According to Kenneth Quinn, a former federal regulator who now runs the global aviation practice at law firm Baker & McKenzie LLP, “The FAA is obviously struggling to satisfy all the stakeholders.”

Editorial: Has Fort Worth's vision for Panther Island exceeded its grasp?

November 22, 2018
FORT WORTH STAR-TELEGRAM

It's a short jaunt from boon to boondoggle. And no bridge is necessary.

Still, while many in Fort Worth are understandably condemning Panther Island as Fantasy Island, we all should hope that's not the case. The notion of re-routing the Trinity River and creating a kind of island for riverfront development on downtown's northern edge — 800 acres of former industrial space that is largely forlorn today — is a tantalizing idea. Even many who now question the viability of the project would love to see it come about.

Fourteen years after its rollout — and just months after this year's public vote of confidence, in the passage of a local \$250 million bond referendum — the \$1.16 billion vision has hit a huge sandbar: half a billion in federal funding, approved by Congress in 2016 and thought to be in the bank, was not included in the Trump administration's current spending plans or Army Corps of Engineers budget.

Since that revelation, several high-profile officials, including Fort Worth Mayor Betsy Price, have suggested scaling back the project and even auditing the Trinity River Vision Authority overseeing it.

It's important that in our grand vision we don't lose sight of the fact that the genesis and primary purpose of the Panther Island project is flood control. The Trinity River authority's own materials tout the need to shore up the 1960s-era levees and bolster them with the "1.5-mile bypass channel, three new flood gates, expanded storm water valley storage opportunities and a new dam."

While it's an enticing byproduct that we'd be creating "12 miles of publicly accessible waterfront consisting of a river promenade, riverwalk system and a 30-acre town lake as its centerpiece," and "doubling the size of downtown," the main mission is to protect the downtown that we already have.

We would encourage the Trinity River authority to look at an audit not as a rebuke, but as welcome scrutiny. Many of us want to believe in this project, and a successful financial review of it would go a long way toward restoring that belief.

The Trump administration's decision to withhold funding for the project should be seen as the reasonable, prudent challenge that it is: The feds appear to want an economic study proving the project's need. This is a hurdle we should want all government projects to clear.

Finger-pointing and recriminations won't get us anywhere, or get those already-under-construction Panther Island bridges off the ground.

Our task is clear, even if our vision isn't: It's time to buttress the audacious Panther Island plans with a persuasive cost-benefit analysis, and for the project's practicality to be tested by the sunlight of a financial review, the scope of which is now being drawn up. The review should include an assessment of the project's governing structure — and more importantly, whether federal money really can be expected.

Not all tension is bad, and the current questions and concerns over Panther Island will either demonstrate its endurance or protect the public from future failure.

Just as a bridge is stress-tested, the strength of Panther Island must be weighed.

<https://www.star-telegram.com/opinion/editorials/article222018360.html>

Freeways are the only fair way, say leaders in Collin County, where the last three highways have been fully tolled

Nov. 23, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

Between existing toll roads and a \$600 million commitment in a Nov. 6 bond election, Collin County residents are well-invested in their highways.

So invested, in fact, that their top elected official, County Judge Keith Self, says they're tired of paying as they go.

"We've got the highest concentration of toll roads anywhere in the state," Self said. "We've got people spending a lot of money to get places. We're not trying to get more toll lanes, we're trying to figure out how to build more freeways like everyone else has."

In their transportation bond presentations this fall, county leaders showed maps comparing Collin's limited-access highways to those of 1960s Dallas County, when it hit the 900,000-plus population threshold where Collin County sits today.

Dallas in the 1960s had interstates 20, 30 and 35 and Central Expressway as a new north-south freeway, and it was completing the Interstate 635 connector loop.

By the 1970s, Central had reached most of Collin. But today, some 50 years later, it remains the county's only free limited-access highway. The others — Dallas North Tollway, Bush Turnpike and Sam Rayburn Tollway — are full-on toll roads. And there are no limited-access roadways on the eastern half of the county, which is one of the nation's fastest-growing.

The comparison is not just of Dallas and Collin maps, but of government's shift in philosophy over the decades in its funding of roads and the increasing cost of transportation infrastructure.

"The state transportation budget has gone down from 33 percent of the state budget. It dipped as low as 7 percent," Self said. "That's a statement."

However, as he nears the end of his 12-year run as county judge in January, Self is also critical of the process — saying that Dallas and Tarrant counties get the bulk of the attention, and most available dollars through the Regional Transportation Commission.

The RTC is a metropolitan planning organization, assigned by federal law to allocate federal and state transportation dollars in the 12-county region. Its members are locally elected officials with seats divided according to population. Collin's five seats among 44 doesn't seem much to leaders of a county with a population of 900,000.

"We have to be on the radar," McKinney City Council member Chuck Branch said in criticizing the RTC at a recent work session to discuss U.S. Highway 380. "We don't really have a leg to stand on when it comes to representation."

The RTC operates in conjunction with the North Central Texas Council of Governments. The council of governments' executive board, of which Self is a member, has no authority to override RTC decisions. It answers to the Texas Transportation Commission in Austin.

"We have a regional legislature known as the RTC that has no oversight," Self said. "The process is broken because the metropolitan planning organization carries too much authority. The state has got to claw back."

That's exactly what happened, he said, when the RTC recommended that the LBJ East project be built with new tolled lanes through Lake Highlands, Garland and Mesquite. Through three legislative sessions, then two trips to Austin for Texas Transportation Commission votes, those who didn't want new toll roads pushed back. Today, the approved plan for LBJ East includes no new toll lanes.

Michael Morris, transportation director for the council of governments and staff liaison to the RTC, also cited LBJ East as a recent example of how state oversight worked to hone the process.

"There is nothing the RTC can do that the Texas Transportation Commission does not endorse," Morris said. On LBJ East, he said, the state commissioners stepped in to underline the sensitivities state leaders are showing regarding tolled roadways.

The process for LBJ East — a \$1.8 billion project — was seen as a model for how Texas mega-projects would be funded in the future. And Collin County has freeway needs that are even bigger projects. County leaders are adamant that those projects, including Highway 380 and the Outer Loop, be built as freeways.

"Everybody is short of money," Self said. "Government is, at its base, the allocation of scarce resources."

Morris said he gets the message and, with the help of RTC members including Duncan Webb, Self's colleague on the county commission, says significant dollars are set aside for Collin's next builds.

RTC allocates money based on congestion. Its formula indicates that Collin County accounts for 20 percent of the area's congestion. That translates to \$900 million in federal and state dollars set aside in 2016 for the county's future.

"The partnership we have with the state gives us 10 percent additional for right of way and 10 percent for engineering," Morris said. "With the Collin County bond, they're sitting on \$1.5 to \$2 billion. I personally know of no other place in the nation where there is \$2 billion waiting for non-tolled projects than Collin County."

Morris said that once cities reach a consensus on the route for Highway 380, it will be inserted into the Mobility 2045 plan and officially become a regional priority.

"It's unfortunate that 50 years ago, 380 wasn't built as a freeway," he said. "It would have been hard back then for people to have forecast the growth, but the spacing indicates that somewhere right where 380 is today needs to be a freeway facility."

<https://www.dallasnews.com/news/collin-county/2018/11/23/freeways-fair-way-say-leaders-collin-county-last-three-highways-fully-tolled>

Plano officials seek state funding to alleviate compounding congestion in Legacy business area

Nov. 21, 2018
By Gavin Pugh
Community Impact

A key proposal outlined in a city of Plano-commissioned mobility study that city officials expect would alleviate some future traffic congestion in the Legacy business area has hit a funding roadblock two years after the same study painted a grim portrait of projected traffic conditions.

As thousands of employees have taken to the roadways in recent years in the burgeoning employment center, efforts to seek funding to form a transportation management association, as recommended by Kimley-Horn & Associates in their 2016 mobility study, have been delayed.

The North Central Texas Council of Governments, the policy-making body responsible for coordinating the distribution of transportation funds from the state and federal government, informed the city of Plano in November of delays in the Texas Department of Transportation's approval of a funding agreement, according to the city. That delay is expected to push back the anticipated date of the disbursement of funds into 2019.

Even while factoring the city's planned road construction and expansion projects, the anticipated future congestion is expected to reach nearly 2 minutes of traffic delays during peak evening rush hour at several major intersections in the study area, according to the Kimley-Horn study. The delays could back traffic up through multiple intersections on Legacy Drive, the study said, causing gridlock at times around the new employment hub.

"Right now, we've been sort of stuck in a contracting loop with [the Texas Department of Transportation]," said Peter Braster, city of Plano director of special projects. "The money comes through TxDOT. ... As far as we know, everything is ready to go, it just hasn't been signed by someone at TxDOT."

A series of delays

The city of Plano first commissioned the Kimley-Horn study in late 2015—not long after Toyota had announced its plans to relocate its North American headquarters to Plano and before the unveiling of the now-bustling Legacy West corporate and mixed-use development.

At the time, the study highlighted the organization of a transportation management association, a voluntary coalition of employers working to alleviate congestion in a specific region, as one of the most viable options in mitigating future traffic issues in the Legacy business area.

Soon after the release of the study in November 2016, the city of Plano made contact with NCTCOG to be included in the council of governments' transportation improvement program, Braster said in an email.

"Unfortunately, the project agreement was not executed before the end of [fiscal year]2018, and it is not in the new state funding document, so it will have to be re-added," Christie Gotti, a senior program manager at NCTCOG, said in a statement. "We anticipate it would be re-approved in the late March, early April 2019 timeframe. At that point, the City can execute the agreement with TxDOT to gain access to the funds."

Meanwhile, companies like Liberty Mutual, Toyota, JPMorgan Chase & Co., NTT Data and FedEx Office have brought thousands of new employees, and consequently more vehicles, into the Legacy business area. Those five corporations alone have added roughly 15,000 new employees to the area, according to recent employee tallies provided by the companies to Community Impact Newspaper.

As city officials continue their work to secure funding for the future TMA, some of the corporations in the area have already begun working to provide their employees flexible transportation options.

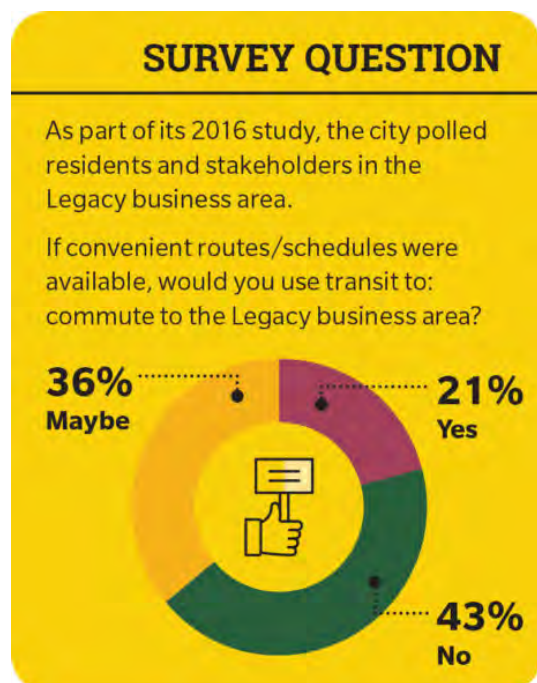
“We have a flexible work policy, where team members and managers have a handful of options they can work with to help accommodate easier travel into work, but still meet daily business needs,” Toyota spokesperson Karen Nielsen said in an email. “We’ve also taken significant steps to ensure our campus is environmentally friendly as possible. As a part of that effort, we support—and are continually looking at—alternative transportation options, including carpooling and ridesharing.”

Seeking corporate buy-in

Even if the city of Plano funded multiple proposed road-improvement projects recommended in the study, Kimley-Horn’s traffic models showed only marginal reductions in future traffic delays.

According to an NCTCOG presentation highlighted in the study, the result of a successful TMA goes beyond potential remedies for traffic conditions, but also includes improving regional air quality, decreasing parking demands and reducing transportation costs for employees. NCTCOG points to partnerships with transit agencies as one method of achieving those goals.

Dallas Area Rapid Transit has recently expanded its services in the Legacy business area to include on-demand shuttle services, and Tarrant County’s Trinity Metro has partnered with dozens of employers to offer more appealing transit options.



Still, expanding transit services is just one component of alleviating traffic, and it remains unclear if stakeholders in the Legacy business area would be willing to alter their transportation habits. In a Kimley-Horn survey of Legacy-business-area commuters, only 21 percent of respondents said they would use convenient transit options if they were made available.

In recent statements, Liberty Mutual and Toyota each reaffirmed their commitment to working with other Legacy-area corporations as part of the future TMA.

“Our experience working with TMAs around the country indicates that they are worthwhile enterprises that help to foster a more efficient and user-friendly transportation environment and thus benefit the community as a whole,” Liberty Mutual said in a statement. “We recognize that a sustained effort over

time will be needed in order to advance a new way of thinking about transportation in the Plano area, and we are interested in being a part of the solution.”

FedEx Office was unable to comment before this paper’s print deadline. A spokesperson for NTT Data said they were not aware of plans for the company to participate in the TMA process. JPMorgan Chase & Co. declined to comment on their commitment to the TMA.

Having completed the required steps provided by NCTCOG to organize the TMA, Plano officials are now waiting for TxDOT to greenlight the funding agreement before they can finally begin the employer recruiting process.

<https://communityimpact.com/dallas-fort-worth/top-stories/2018/11/21/plano-officials-seek-state-funding-to-alleviate-compounding-congestion-in-legacy-business-area/>

Navigating new political landscape

Rawlings, North Texans ponder how House turnover could affect region's clout

Nov. 23, 2018
By TOM BENNING Washington Bureau
Dallas Morning News

WASHINGTON - Dallas Mayor Mike Rawlings got his wish this month when Democrat Colin Allred defeated longtime Republican Rep. Pete Sessions, a hometown upset that will help usher in Democratic control of the House for the first time in years.

But that result and a slate of key GOP retirements means North Texas' congressional clout is about to take a big hit, with 100 years of experience heading out of office in January.

Now Rawlings, a Democrat in a nonpartisan role, and other regional leaders are surveying the Washington landscape to figure out to whom they will turn when it comes to important local matters like infrastructure, education and public health.

One name comes up more than any other.

"We've got a Superwoman with Eddie Bernice Johnson," Rawlings said, referring to the 13-term Dallas Democrat who will soon be dean of the Texas congressional delegation. "If I need something, she's there for me.

Johnson, of course, is not the only North Texas outlet in D.C.

Rep. Marc Veasey, D-Fort Worth, is rising in seniority. Many Republicans, such as Rep. Kay Granger of Fort Worth, will retain key roles in the minority. Allred and other newbies are eager to prove themselves. Sens. John Cornyn and Ted Cruz remain players in the GOP-run Senate.

But Johnson could prove to be the region's central lifeline in the House.

The congresswoman may end up the only Texan to lead a House committee, thanks to her likely ascension atop the House science committee. That kind of posting would give her a direct line to House leadership — and, with it, real legislative leverage.

Johnson, for her part, is downplaying the transition, saying it's business as usual to look out for North Texas in Washington.

"I don't see that my role will change very much," she said, citing the importance of the state's delegation working together as "Team Texas." "I've tried to be responsive to requests and work with local officials for any issue that comes up."

Big reboot

The seismic shift in North Texas' congressional delegation started months ago with a raft of retirement announcements.

Rep. Sam Johnson, R-Plano, a 28-year veteran who sits on House Ways and Means. Rep. Jeb Hensarling, R-Dallas, who leads the House Financial Services Committee. Rep. Joe Barton, R-Arlington, whose 34 years in office made him the most tenured Texan in Congress.

Then came the blue wave in the midterm elections, which created a divided Congress to pair with President Donald Trump.

Not only did Democrats take back the House for the first time in eight years, but Allred also bucked historic trends by defeating Sessions, a GOP bigwig who's enjoyed considerable influence in recent years as chairman of the House Rules Committee.

So while any turnover in Washington means a change for local governments, businesses and anyone else with matters before Congress, North Texas is facing a real reboot.

"The change is what it is," said Dallas City Council member Lee Kleinman, who backed Sessions but also said Allred is going to be a "great congressman. I'm hoping that at least in a blue Congress, we're seen as an island of blue in a sea of red and get some special dispensation."

Politicians sometimes earn scorn for staying in office for decades.

But for all the pitfalls that can come from such entrenchment, experience matters in a congressional system that rewards seniority and features no term limits. It means plum committee assignments. It means knowing the right people to call. It means power.

That dynamic was dulled a few years back by the elimination of earmarks, the congressionally directed spending often derided as pork-barrel largesse.

"Now congressmen and women are focused more on national issues than local issues," said Rawlings, whose mayoral tenure will end in June.

Not entirely, though. Take Arlington as an example.

The city was poised to get whacked last year by the GOP's sweeping tax overhaul, thanks to an obscure provision that would've cost the city millions of dollars on its voter-approved plans to finance the new Texas Rangers ballpark.

Barton interceded on the city's behalf. The provision was axed.

Other examples abound.

Officials in Tarrant County highlighted efforts by Granger and Veasey to boost the region's military defense industry. Johnson is known for helping secure funding for area transportation projects. Others have jumped in on issues like health care, trade and higher education.

That track record gives many local leaders confidence going forward.

"We'll be fine," said Fort Worth Mayor Betsy Price, a Republican in a nonpartisan role who often works closely with Rawlings and others. "We'll sit down and figure out where our strengths are. And if we have to shift how we attack things a little bit, then we'll do that."

Ditto for their counterparts in Congress.

"I see there being a smooth transition," said Veasey, who pointed out that he and others already have working relationships with the likes of the Army Corps of Engineers.

Adjustment period

There could still be an adjustment period.

No one in the new version of the North Texas delegation will have a role as powerful as the one held by Sessions, who often touted how his perch put him in prime position to take action like helping secure flood control funding for the region.

But Rawlings and others have made the case that Allred will do just fine.

Other North Texas newcomers, while coming into the GOP minority, also have the benefit of political experience. Incoming Reps. Van Taylor and Lance Gooden served in the Legislature, while Rep. elect Ron Wright held elected roles in both Arlington and Tarrant County.

“He knows Arlington,” Arlington city spokesman Jay Warren said of Wright. “We are confident he will be a champion for our city in Washington, D.C., much like the rest of our delegation.”

The heavy lifting, however, will fall to more seasoned hands.

Several officials cited Cornyn as a key ally in the Senate. Granger’s senior role on the House Appropriations Committee is a big deal. GOP Reps. Michael Burgess and Kenny Marchant, among others, continue to rise in the ranks. Johnson and Veasey are key Democratic voices.

“We’ve got good folks,” Kleinman said, praising Johnson for her ability to “lead the charge.”

What that charge entails remains to be seen.

Veasey, echoing others, said there are “a lot of opportunities for us to be able to work together for the best of Texas.” The biggest opening could come on infrastructure, a key topic for a transportation-hungry region like North Texas.

But nothing is guaranteed in Washington, particularly given the prospect that clashes between a Democratic House, a Republican Senate and GOP president could produce even more gridlock.

“I don’t have a lot of logical confidence,” Rawlings said, even with his enthusiasm about North Texas’ delegation. “But there is something in me — the illogical part of me — that says we may have a window here to get some stuff done.”

Connecticut Eyes Truck-Only Tolls

November 26, 2018
By Jack Roberts
Trucking Info

No one likes toll roads. But it seems an anti-trucking bias combined with angst over crumbling infrastructure has led Connecticut to take a cue from neighboring Rhode Island to seriously consider putting a system in place that will require truck-only tolling in the Constitution State.

According to news reports by The Connecticut Post, Rhode Island's success with electronic truck tolling on several highways has inspired Connecticut's newly elected governor Ned Lamont (D) and solid Democratic majorities in the Connecticut House and Senate to specifically target trucks as a revenue source.

Rhode Island installed two toll gantries over a section of I-95 in the state in June, and since then, has generated more than 1.9 million from heavy duty trucks – almost \$87,000 more than anticipated. Spurred on by the success of the truck tolls, Rhode Island has announced plans to eventually place 12 more overhead toll gantries on six highway corridors to generate \$450 million over 10 years.

The toll gantries use automatic cameras to take a photograph of a truck's license plate and then send a bill for use of the road to the vehicle's registered owner.

A New Trend, Targeting Trucks?

Like most states today, Rhode Island is facing an infrastructure crisis, with roads and bridges steadily falling farther into states of disrepair. And, again as in most states, as dire as the situation is, most voters remain staunchly opposed to raising taxes to address the issue. Currently, Rhode Island projects it will need to spend \$5 billion over the next decade to repair and maintain its aging roads and bridges.

The answer, at least according to Rhode Island Department of Transportation, is to target “the vehicles that cause the damage that needs to be repaired.” According to the state DOT, each toll collected is associated with a bridge or a group of bridges, and the revenue raised by trucks using the roads will be used to repair or replace that infrastructure.

According to Rhode Island DOT, the state initially expected to conduct 568,876 toll for its two introductory tolling stations during the first quarter of operation. However, once the final numbers were tallied, Rhode Island DOT said the state recorded 36,432 more transactions than expected.

While Rhode Island's experiences have boosted tolling proponents in Connecticut, the reality is the state has been eyeing toll roads as a revenue source for some time now. According to The Connecticut Post newspaper, the state's last General Assembly session supported tolls for everyone driving on state highways and four-lane state routes with officials predicting such a move could generate as much as \$1 billion a year. That effort stalled in the House due to Republican opposition to the bill.

In the wake of the midterm elections earlier this month, however, the political landscape has changed. Democrats significantly expanded their majority in the House and retook the state Senate by a comfortable margin.

During the campaign, Lamont told voters that toll roads would start with, "some of our biggest trucks, coming in from out of state, using our roads, tax-free, create tons of maintenance issues, and we'll see where it goes from there."

"Governor-elect Lamont has a plan for electronic tolling of heavy trucks, as he proposed during his campaign," Lacey Rose, Lamont's spokeswoman said. Connecticut political observers now say they expect the truck toll bill will appear before lawmakers sometime next year, citing widespread support for the measure within the state.

Serious Opposition

Not everyone is excited about the idea of toll roads – even ones limited only to big trucks. Republicans in the state remain generally opposed to tax increases of any sort. And other policy groups are arguing that selectively targeting big trucks for tolls will simply expand Connecticut's infrastructure problems out beyond the main highways to smaller roads as cars and trucks wishing to avoid congestion or paying to use a road will take alternate routes on smaller state roads.

However, officials in Rhode Island report they are not seeing any such trend. The state's DOT initially expected to see approximately 300 trucks divert around tolling locations. But, the agency said, a study showed that only 4 large trucks actually did so during the survey period.

Stauncher opposition is likely to come on the national front, as the American Trucking Associations has voiced opposition to the proposed bill as well. ATA has already sued Rhode Island over its "trucks only" tolling initiative, arguing the law violates the interstate commerce clause of the U.S. Constitution. And the lobbying group is expected to take similar legal action in Connecticut should the proposed toll bill become law.

"Truck tolls are discriminatory," Joe Sculley, president of the Motor Transport Association of Connecticut, which represents more than 1,400 trucking companies, told The Connecticut Post, and added that truck tolls would be challenged in court if authorized in Connecticut.

"They say truckers tear up the roads, highways and bridges but it's the chemicals they apply during the winter that tears up the roads," Sculley said. "I think a number of groups would sue if we do something that is near Rhode Island."

Tolls are simply not fair because they target one segment of the motoring public, Sculley noted. "You are saying that five percent of the people who use the road will pay 100 percent of the cost," he said. "We now pay six times our fair share in taxes."

Truckers pay an estimated \$17,000 a year per big rig in federal and state taxes, according to industry estimates.

<https://www.truckinginfo.com/319754/connecticut-eyes-trucks-only-toll-roads>

In Losing Amazon, Dallas Dodged a Bullet and Gained an Opportunity

A trip to Seattle shows what could have been—and the type of development the city should pursue now that this is behind us.

NOVEMBER 13, 2018
BY PETER SIMEK
D Magazine

Third place in a game in which the first and second finishers got the top prize: that's how close Dallas came to winning the historic relocation of Amazon's HQ2. But now that the online retail giant has announced it will instead split its second headquarters between New York City's Long Island City and northern Virginia's Crystal City neighborhood, we can all breathe a sigh of relief. Dallas dodged a bullet, and the process provides a rare opportunity for the city to reevaluate the type of growth and development it should pursue.

Sure, every civic booster in Dallas was rooting for HQ2. It would have brought with it a projected 50,000 jobs paying a median salary of \$100,000, not to mention billions of dollars in new construction. The presence of one of the world's largest corporations and one of its most pioneering tech companies—run by Jeff Bezos, the world's richest man—promised to transform Dallas' reputation into a hub for technology business. In addition to the Amazon jobs, analysts suspect, HQ2 will generate thousands of additional jobs at companies and start-ups that desire to be located near the tech giant. In other words, Amazon HQ2 is not simply another major corporate relocation; it is more like an industry relocation.

And that was the problem. HQ2 was just too big. The corporation is so large and influential and yet still growing so rapidly that it could have become the singular force in shaping an uncertain future for our city. Amazon's HQ2 would have exacerbated existing issues of inequality; warped the housing market; transformed Dallas' political, social, and economic cultures; and remade Dallas into an image of Amazon's own dominant corporate identity.

How do we know this? Because that is exactly what has happened in Seattle, and it is one of the reasons why Bezos decided the company's needed a new city—or, as it turned out, cities—to accommodate its growth. In Seattle, the corporation's outsized influence on development has created an economic windfall, but it has also caused many growing pains.

In October, when it still looked like Dallas might win the relocation, I headed northwest to understand how the mega-corporation has affected Seattle. Those city's troubles now read like a vision of a future that could have been Dallas' own—but which Dallas narrowly avoided.

Standing amid a cluster of brand-new, black-tinted office towers on Amazon's corporate campus that sits on the edge of downtown Seattle, the first thing you notice are the dogs. They sit on street corners waiting for traffic lights to change. One curly-haired dog with floppy ears sits cradled in the arms of her owner like a newborn baby. A small chihuahua pup patters cheerfully along the asphalt wearing a tiny, smart blue sweater. They follow a stream of people in t-shirts or button-down oxfords, jeans, and backpacks who file into the towers. The workers swipe their blue badges to enter the buildings. The dogs have badges, too.

At Amazon's headquarters in Seattle, more than 7,000 dogs accompany their owners to work on the urban campus that employs upwards of 50,000 people. Their presence tells a story about the kind of company that Amazon imagines itself to be and the kind of environment it creates for its employees. Bezos has said that he doesn't like the phrase "work life balance," arguing that it implies a trade-off between private and professional life. Instead he strives to create a work environment at Amazon that blurs the boundaries between employees' private and professional lives—like allowing them to bring their dogs to work all day. Similarly, the company has tried in Seattle to blur the line between its corporate campus and life in the city around it.

In 2007, Amazon moved its headquarters from an old art deco hospital building on the fringe of central Seattle to a neighborhood called South Lake Union, which sits north of downtown. In four years, the company built an 11-building campus that is woven through the neighborhood in a way that makes it difficult to tell what is public space and what is Amazon's headquarters. The dogs are only one visible representation of this blur. During the lunch hours, the workers pour out into the streets, where they grab curry, noodles, or tacos from dozens of food trucks that line the curbs. Amazon employees participate in conference calls or hold informal meetings in the alley-breezeways between the company's office buildings. An Amazon-sponsored banana stand offers free fruit to anyone who passes by on the street. After 5 p.m. on a Monday in October, a South Lake Union sports grill called the Brave Horse Tavern hosted at least two happy hour meetings for Amazon workgroups.

This continual interfacing between company and neighborhood is by design. The cafeterias inside Amazon's buildings are too small to accommodate all the company's employees, forcing workers to leave the office at lunch and head onto the streets. Unlike some of the other large tech giants, which have built insular corporate campuses, Amazon wants its campus to be a part of the city. It acquired the rights to build over existing public rights-of-way in exchange for turning those spaces into semi-public-private plazas adorned with peppy sculptures or enlivened with man-made streams of recycled water. The bottom floor retail spaces in Amazon's office buildings are stocked with coffee shops, restaurants, clothing boutiques, and bicycle shops that cater to an employment base that skews young, male, and white (the median age of Amazon employees is 31, 63 percent are male, and 60 percent are Caucasian).

There is an economic principle that underpins the design of Amazon's corporate campus qua neighborhood. Andy Yan, director of The City Program at Vancouver's Simon Fraser University, calls it "agglomerative economics." The company wants to take advantage of the way urban spaces generate economic activity, social interaction, and new ideas through proximity.

"It is the idea that location and the buzz of a place matter," Yan says. "It's about culture. It's about an educated workforce. It is about educational institutions that can generate or attract that type of educated workforce. It is about Amazon being able to plug in and remain plugged into where they are."

This idea of a company moving to Dallas to use its relocation to generate more investment in the urban core was part of what was appealing about HQ2. Because of Amazon, South Lake Union checks all the urbanism boxes: walkable streets, bike lanes, a streetcar, buses in dedicated lanes, local businesses, and ample public space that is shared by banana-munching Amazonians and yoga-practicing homeless men alike. But when Amazon located in that neighborhood, that neighborhood became Amazon.

It looks like the image of a city neighborhood as it might appear in a contemporary urban planning textbook. And yet there is also something anodyne and antiseptic about it—a

neighborhood that feels so dizzyingly new and deliberately conceived that it can't help but come across as scrubbed, managed, and overtly intentional.

For many Seattle residents who don't work for Amazon, South Lake Union isn't representative of Seattle's success, but rather of the way the city's new identity is eroding away the city Seattle once was.

Yan sees this tension as a flip side of the agglomerative economics equation. On the one hand, Amazon has helped revitalize neighborhoods like South Lake Union, as well as other areas of Seattle that had previously not seen much investment. But that investment has now exacerbated preexisting challenges with housing, affordability, and economic inequality. That doesn't only make it more expensive to live in Seattle; it dampens the very cultural vibrancy that made the city attractive to tech companies in the first place.

"The overall culture [in Seattle], from Jimi Hendrix to Grunge, was symbiotic with this idea of engaging new and bold innovations," Yan says. "Then it goes into an uneven economic development and there is a concern of inequality, of losing or displacing what has made all this possible."

The fear is that Seattle is transforming into a monoculture, a generic pseudo-urbanism made up of neighborhoods that exist as an extension of corporate marketing. Yan wonders if Amazon's new home city will suffer the same fate.

"That's the interesting question: are they trying to replicate what they are doing in Seattle?" Yan asks. "Is it a colonization, or is it an ability to expand and extend, connecting to what local conditions offer? I think that is going to be the interesting question—its ability to interface with the local culture as opposed to being a monolith."

The newest buildings in Amazon's Seattle headquarters are towering skyscrapers encased in tinted black glass that are remarkably reminiscent of the black rectangular monolith in Stanley Kubrick's 2001: A Space Odyssey. In only a matter of months, these buildings have materialized, as if by magic, on the edge of Seattle's downtown. They are the latest—and likely last major—additions to an estimated \$4.5 billion investment in new infrastructure in Seattle. That huge number still only represents a fraction of Amazon's total economic impact on the city. Seattle has the fastest growing urban core in the nation. At the height of the development, there were more construction cranes in downtown Seattle than in any other city in America. These new black office towers are now flanked by brand new or under-construction luxury apartment high-rises to house all the employees with six-figure salaries.

Amazon's office towers are totems to the kind of massive economic impact Amazon will have on its new host cities, but their massive scale, architectural opacity, and speed with which they have sprouted up are also symbolic of the way Amazon's profile in its hometown has rapidly changed. What was once a relatively benign agent of neighborhood revitalization is now a domineering corporate power that drives social, political, and cultural displacement and disruption. Not everyone has been enthusiastic about Amazon's rapid expansion. Precisely because of its visibility at the center of the city, the company has become something of a lightning rod for all of Seattle's frustrations with affordability, economic inequality, and homelessness.

Seattle has always been shaped by booms and busts, going all the way back to the Alaskan gold rush. But this latest Amazon-driven boom has been most associated in many people's minds not merely with economic success, but also economic vulnerability, says Ben Anderstone, a Seattle-based political consultant.

"There is a big distinction between this and first tech wave," Anderstone says. "Microsoft is suburban—the kind of impact the tech industry had was more decentralized. The new wave of tech employee hires has been much more urban. It has generated a lot of growth. It is big boom numerically, but also a very concentrated boom in a way that leaves its mark."

Over the past decades, Seattle has seen median home prices rise to \$700,000, and rents have risen from around 23 percent of median area income to 30 percent. Median income in Seattle sits around \$80,000, and the average tech worker in Seattle makes \$132,000 a year. But according to a 2017 Seattle Times story, half of Seattle residents reported incomes of \$50,000 or less on their tax returns. The city now has rates of income inequality on par with San Francisco's. King County has the third-largest homeless population in the country, and Seattle's concentration of homelessness is higher than in New York, Los Angeles, and Washington, D.C.

As the boom enriched some and displaced others, two economic castes have emerged in the city: the tech world and everyone else. And, over the past year, the rapid rise in housing prices—driven in no small part by Amazon's growth and complimentary speculation, particularly from Chinese investors—has given rise to the fear that as Amazon cools its Seattle expansion, there will be a crash.

"It has reframed a lot of the debates we have had as a city," Anderstone says. "Is it something to scorn, or is having this influx of educated young workers a big asset to the city?"

Earlier this year, frustration over economic hardship boiled over into political backlash directed at Amazon. City Councilwoman Kshama Sawant introduced what she still refers to as the "Amazon tax," although it is now known under the toned-down moniker of the "head tax." The idea was to levy a \$275 tax on each employee of the largest 3 percent of Seattle's companies and use that money to create affordable housing and combat homelessness. The tax drew all of Seattle's simmering social tension to the surface. Residents took to the streets demanding the passing of the tax. Amazon threatened to halt all its construction projects in the city. Construction workers and labor unions then marched to protest the tax. After a unanimous City Council passed a pared down version of the head tax, Amazon and Starbucks launched a public relations campaign to push for a referendum to overturn the tax. The Council eventually buckled and repealed the tax.

When all was said and done, the battle over the head tax didn't only showcase frustration over the way Amazon's presence in Seattle has irritated socioeconomic tension, it demonstrated how dysfunctional and codependent the relationship between a city and a large and powerful global corporation can become.

Dallas was likely a finalist for HQ2 because Amazon saw in its local leadership a "business friendly" mindset, a group of public officials unlikely to put up the same opposition to the company that Seattle has. But that might not have been a good thing for Dallas in the long run. Councilwoman Sawant argues there is a deeper, more philosophical question at play with regards to Amazon's influence on shaping its city. By its very presence, Amazon exerts an outsized influence on urban economics. If they are not managed or held in check, the

functioning of these economics essentially predetermines answers to questions about who gets to live in or shape a city.

“Who gets the right to live in urban spaces?” Sawant asks. “If working people don’t get out in front and fight for it, Amazon’s sheer scale will inevitably employ all these problems. Whoever has Amazon, working people will have to fight for their right to live in that city.”

Amazon is aware of the impact it will have on its new hometown, which could be part of why it split HQ2 in New York and Virginia. Those cities will have an easier time absorbing a large number of highly paid workers into existing housing stock without driving up prices exorbitantly or overcrowding transit. Too, the talent is already there. Both the cities that won the beauty contest offer a pool of highly educated East Coast graduates to wear those Amazon badges.

However, Dallas’ inability to absorb the shock of HQ2 was likely not the only thing standing between this city and Amazon. When the HQ2’s RFP was released, it was obvious that Dallas was always going to score high marks on some of Amazon’s criteria. We check the boxes for low taxes, low cost of living, access to a major airport, a central location, our role as logistics hub, the availability of space near downtown for an urban-style corporate campus, and Dallas’ reputation as a city that could “think big and creatively when considering locations and real estate options,” as the Amazon RFP put it.

But the fact that Amazon passed on Dallas in favor of New York and Northern Virginia suggests that the company’s analysis did not reveal an optimistic outlook for Dallas on a few key criteria, including the city’s ability to attract a highly skilled technical workforce, adequately fund and deliver quality secondary and public education, and improve its public transit system. In this regard, Dallas’ near-miss of HQ2 should serve as a wake-up call for civic leaders. Amazon has essentially gifted this city’s leadership a laundry list of the kinds of things Dallas needs to invest in to stay competitive in the coming decades.

One missed opportunity of the relocation is that it would have sent Dallas’ urbanization efforts into hyperdrive. Based on how Amazon established its footprint in South Lake Union, it’s easy to imagine a rising network of mid-rise office buildings threaded together by pedestrian-friendly streets and plazas. The company’s insistence on investing in urban spaces would’ve led to more shops, housing, transit modes, walkability, and density—all the things downtown boosters have been pushing for for decades.

But I’m not entirely convinced that an Amazon-led development of these urban attributes would have been the best way for Dallas to pursue reinvestment and revitalization of its urban core. In Seattle, a friend offered to introduce me to “Amazonia,” as locals call the corporation’s urban campus, by bringing me to a bar in a restaurant on the ground floor of one of Amazon’s newest office towers. It was a place he believed epitomized the kind of plastic, corporate aesthetic that so many Seattle residents have come to negatively associate with Amazon’s influence on their city. The space was light and airy, with plenty of steel, glass, and wood, and open views to the street as well as the kitchen. In the early evening, it was jammed with Amazon employees. The menu features an up-and-coming local chef’s Latin-influenced take on regionally sourced ingredients. The bartenders grabbed bottles from racks of artisanal gins and whiskeys and shook up drinks on the restaurant’s extensive craft cocktail program.

What most struck me was my complete lack of culture shock. Rather than a jarring confrontation with Amazonia's lack of authenticity, the bar felt uncannily identical to so many of the new concepts that have popped up recently in Trinity Groves or in the new Deep Ellum. If anything, the bar epitomized a familiar new brand of "urban" aesthetic, a replicable and pre-packaged form of polished, considered, and decidedly generic cosmopolitanism.

When I asked my friend to describe the Seattle that is disappearing, he told me to imagine the best dive bar I've ever been to and then picture 30 just like it all on a single street. In the coming days, I would find traces of these kinds of places in the city's fading rougher edges in neighborhoods like Belltown and Capitol Hill. At the time Amazon was founded, some of these remaining gritty, working-class bars were the haunts of members of Pearl Jam, Nirvana, and Soundgarden. Now they rub shoulders with condo towers, townhomes, and bottle-service lounges.

Amazon's urban project has drawn criticism in Seattle precisely because it isn't so much participating in a natural evolution of the city as it is driving a whole-scale reconstruction of it. Perhaps one of the appeals of Dallas in the eyes of Amazon was that that our culture has long demonstrated a willingness to submit itself to the promise of the new. But in Dallas, Amazon would have exaggerated the worst tendencies of re-urbanization to drive out locally nurtured, bottom-up drivers of urban culture and replace them with a monoculture.

And neighborhoods like the Cedars, the Dallas location Amazon is said to have been eyeing, would have offered Amazon even more of a blank slate than Seattle, with lots of empty lots, slouching early-20th-century bungalows, and a peppering of townhomes, new developments, and industrial spaces, some of which have been adopted and repurposed by artists, coffee roasters, and other urban pioneers. Those adapters would have offered little resistance to the massive disruptive and displacing force Amazon represents.

Now that Amazon isn't coming to Dallas, the city has an opportunity to both recognize the need to continue and extend its efforts to build more dynamic urban neighborhoods, and to do so in a more incremental way, incubating a home-grown urban character and identity rather than importing one in the form of an Amazonian urban campus.

Most of the people I spoke to in Seattle about Amazon were ambivalent about the company. There is nostalgia for old Seattle, but also some enthusiasm for the new city Seattle is becoming. People are distrustful and disgruntled over how Amazon has changed the city, but they also acknowledge how important it has become to the local economy. Even though the company's employees are often disparaged as tech bros who are overrunning the city, the ones I met don't come across as the overworked, backstabbing, Asperger-y automatons depicted in a scathing 2015 New York Times exposé about working at Amazon. Although none would speak on the record, most said they enjoyed both the energy of the city, as well as the satisfaction of working in a challenging environment at a company that is always pushing the cutting edge. None said they wished to leave Seattle for Dallas, but a few said they would consider New York.

When the HQ2 competition was announced in September 2017, the entire stunt appeared like a way to manipulate public opinion around the online retailer that has enjoyed no shortage of controversy. Like most of the monopolistic tech companies that have changed how we live and the way the world works, Amazon has sometimes done its business with damaging and unforeseen consequences. The relocation beauty pageant also looked like a less than thinly

veiled attempt to juice-up a tax incentives bidding war—a familiar game of public investment that rarely pans out as a net benefit for taxpayers.

Now that the game is over, and having seen how Amazon has impacted Seattle, I tend to agree with what Mayor Mike Rawlings said at this year's Downtown Dallas Inc. luncheon: Dallas is a better city for having gone through the process. Dallas has been given an opportunity to reevaluate the kind of city it is and the kind of city it can become. The HQ2 process should help reinforce to Dallas' business, political, and civic leadership the value in investing in things like affordable housing, more walkable urban infrastructure, more functional public transportation, and our educational institutions—from public elementary schools to research universities. These things will position cities to compete for the next generation of workers.

A source at Dallas City Hall who was involved in both the drafting of our new housing policy as well as the Amazon bid preparation says this has already had an effect here. This person said the HQ2 negotiations provided an impetus to drive the new housing policy toward completion and adaptation. The plan requires the addition of thousands of new units of affordable housing and changes the criteria for spending public dollars on housing to ensure that new affordable housing projects are spread throughout the city, instead of concentrating poverty in a few blighted and racially segregated parts of town. The housing policy, combined with Dallas' relatively low cost of living, was an attempt to convince Amazon that their arrival in Big D would not spark an affordability crisis.

Dallas should harness this momentum. It should see combating its deeply engrained socio-economic challenges as a way of ensuring the city's long-term competitiveness. Similarly, the HQ2 process has shown the potential of neighborhoods that have been historically dismissed and underinvested—like the southern edge and neighborhoods south of Interstate 30. These places are attractive locations for future investment, development, corporate relocation, and job centers.

The prospect of Dallas becoming Amazon's new home—and it was a prospect that Dallas missed by only the slightest of margins—also offers the city a chance to really look at what would have been gained, and what would have been lost, by the thrust of such a large new influence into the city. There are political, economic, and social battles that Dallas will not have to fight because it didn't get HQ2. There are displacements and disruptions to neighborhoods and communities that will not occur. There is now a chance for new energy around incubating a more organic, broadly beneficial urban and neighborhood revitalization. Dallas comes away from the experience forced to tackle many of these challenges without the intervention of a corporate behemoth that might have tempted us to turn over much of that complicated work and let Bezos' minions handle it.

Instead, Dallas will have to do the work itself. In the long run, we will be a better city for it.

<https://www.dmagazine.com/frontburner/2018/11/losing-amazon-hq2-dallas-new-york-virginia/>

Officials say Panther Island is on track. But it needs a lot of money soon

November 27, 2018
BY LUKE RANKER
FORT WORTH STAR-TELEGRAM

FORT WORTH – Despite a lack of federal funding for Fort Worth’s Panther Island project this year, officials said Tuesday the project is on track for completion in the next decade.

Congress approved nearly \$530 million for the project in 2016, but those dollars won’t come in fiscal year 2019. Panther Island was left out of the White House’s budget for lack of an economic feasibility study. The U.S. Army Corps of Engineers’ work plan for fiscal year 2019, published last week, included several Texas projects, but not Panther Island. It’s the third consecutive year the work plan hasn’t included the Fort Worth project.

Though as much as \$40 million worth of work could be accomplished in 2019, Panther Island has about \$9 million for the federal flood control component. It needs at least \$26 million in 2020 to stay on schedule. An additional \$35 million would be needed in 2021.

Facing the prospect of an independent analysis of Panther Island’s management and progress, dubbed “a programmatic review,” project leaders remain confident that it is on track to receive federal funding again.

Jim Oliver, general manager of the Tarrant Regional Water District which has partnered with Fort Worth and Tarrant County, said Panther Island has always been seen as a long-term project. It is expected to be completed by 2028.

Federal dollars were left out this year, but the project has received money in some form for the Army Corps’ work during previous administrations so, Oliver said, he feels confident it will return.

“We’ve had a little hiccup right now,” he said.

Oliver spoke Tuesday during the water district’s monthly meeting where J.D. Granger, executive director of the Trinity River Vision Authority charged with coordinating the project, gave an overview of the authority’s responsibility.

The authority’s board, comprised of officials from the city, county, water district and Streams and Valleys Inc., will meet next week to discuss the scope of the independent review of progress and management.

Fort Worth Mayor Betsy Price and city council members called for an independent review of Panther Island in late October citing concerns over the lack of federal funding. Price also suggested that the authority “scale back” anything not directly related to flood control.

The bulk of the flood control work must be done by the Army Corps and involves cutting a channel in the river, creating Panther Island. About 12 acres of riverfront land will be created in the process, ripe for development.

Granger said he believes that the community is confused about the authority's role. It is not to develop the land. Its main role is vetting developer ideas and promoting a tax district through event programming, he said.

He compared the authority to Downtown Fort Worth Inc., which promotes the city's core and works with developers to ensure that projects fit city standards.

"We're not building anything," he said.

Water district board member James Hill, who has voiced support for the independent review, said he's worried that without federal funding and the channel, taxpayers would be left holding the bill with undeveloped land.

In May, Fort Worth voters approved \$250 million in bonds as part of the local contribution to flood control. A tax district created around Panther Island is meant to help fund part of that on the premise that Panther Island would generate new tax revenue once it's developed.

Granger said there is no reason to worry about slow development. Interior areas of the future island can be developed now, he said.

"That area around the ball field is ready for development," he said.

<https://www.star-telegram.com/news/local/community/fort-worth/article222216255.html>

Trump, angry at G.M., threatens to end federal tax credits for electric vehicles

What's behind the G.M. cutbacks, and why Trump is angry

The White House signaled that the automaker could suffer for planning thousands of layoffs, but the company says the course is essential to its future.

Nov. 27, 2018
By Neal E. Boudette
New York Times

When General Motors announced that it would idle five North American plants and eliminate thousands of jobs, it said the move would ease the burden of spending billions of dollars to develop the battery-powered vehicles of the future.

But the White House put a question mark over those plans on Tuesday when President Trump — irate over the cutbacks — threatened to punish G.M. by ending federal tax credits that have helped underwrite that automaker's electric-vehicle fleet.

"Very disappointed with General Motors and their CEO, Mary Barra, for closing plants in Ohio, Michigan and Maryland," Mr. Trump said in a Twitter post. "Nothing being closed in Mexico & China."

Apparently referring to G.M.'s federal rescue from bankruptcy in 2009, the president added: "The U.S. saved General Motors, and this is the THANKS we get! We are now looking at cutting all @GM subsidies, including for electric cars."

So a day after announcing a plan meant to put it on firmer financial ground by shedding money-losing operations and refocusing its resources, the biggest of Detroit's automakers found itself on the defensive.

At a White House news briefing, Larry Kudlow, the director of the National Economic Council, said "there's a lot of disappointment, even anger" in the administration over G.M.'s decision — a sentiment he said he had shared in a "lengthy conversation" with Ms. Barra. He cited the recent renegotiation of a trade agreement with Canada and Mexico on terms that he said were "a great help to the automobile industry, and to autoworkers."

As the president's pique became increasingly evident, the automaker put out a statement on its "commitment to U.S. manufacturing" that said in part: "We appreciate the actions this administration has taken on behalf of industry to improve the overall competitiveness of U.S. manufacturing."

The company said on Monday that it would halt operations at four plants in the United States and one in Canada, at the cost of roughly 6,000 factory jobs, while also cutting its salaried work force in North America by 8,000.

G.M.'s shares rose almost 5 percent on Monday, but they gave back about half of those gains on Tuesday in the face of the administration's unhappiness and its threat over the tax credits.

A bright future for electric vehicles is one of G.M.'s goals. Here are some of the calculations, and the uncertainties, behind the course it has chosen.

What difference do the electric-vehicle credits make?

The federal government offers a \$7,500 tax credit to buyers of battery-powered and plug-in hybrid vehicles, an incentive that many consumers have found attractive. The full credit, however, is available only on the first 200,000 electric vehicles an automaker sells. Once that threshold is reached, the credit falls to \$3,750 for six months, then to \$1,875 for an additional six months. Beyond that, there is no tax credit.

Tesla is the only carmaker to have sold more than 200,000 electric cars. At the end of this year, the tax credit on Tesla vehicles falls to \$3,750.

G.M. says it has sold about 190,000 — mostly hybrid Volts, a model it said Monday it was discontinuing, and fully electric Bolts — and will pass 200,000 early next year.

There are proposals in Congress that would extend or expand the credit, but the Trump administration's opposition could dim or kill those prospects.

"We're going to be looking at certain subsidies regarding electric cars and others and whether they should apply or not," Mr. Kudlow said Tuesday. "Can't say anything final about that, but we are looking into it."

Why did G.M. choose the plants it is shuttering?

Of the five factories that G.M. is mothballing, three are assembly plants: Lordstown, Ohio; Oshawa, Ontario; and the Detroit-Hamtramck plant in Michigan. All are almost certainly losing money, and make cars whose sales have plunged. As a result, the plants are operating well below capacity.

Production in Lordstown fell by more than half last year from 2016. This year it has operated just a single, eight-hour shift each day. Typically, car plants must operate two shifts to generate profits.

Moreover, the outlook for each plant is grim. With gas prices low, American consumers have flocked to S.U.V.s and all but abandoned small cars, like the Cruze, which is made in Lordstown, and the Impala, the Buick LaCrosse, and the Cadillac CT6, made at Detroit-Hamtramck. The plant in Oshawa also produces the Impala.

Are these plants closed for good?

Not necessarily. G.M. specifically announced that the plants were now "unassigned" — that is, they have not yet been assigned new vehicles to make after they stop production in 2019.

Next year the company and the United Auto Workers union will negotiate a new labor contract. In past negotiations, the union has given concessions on wages and other cost-saving measures in exchange for the company's keeping plants open. Idling the plants now gives G.M. a powerful bargaining chip in the contract talks.

“Many of the U.S. workers impacted by these actions will have the opportunity to shift to other G.M. plants where we will need more employees to support growth in trucks, crossovers and S.U.V.s,” the automaker said Tuesday — in other words, not the models it has been making in those plants. Ford Motor Company has also cut jobs and dropped sedans from its North American lineup this year.

In addition, G.M. is working on a dozen or more electric vehicles that it plans to roll out in two to four years. Those models will have to be made somewhere, and some could end up in one or more of the three idled plants.

Will the billions invested in new technologies pay off?

It’s not clear. Tesla has proved that tens of thousands of people are willing to buy upscale electric cars. It has not yet proved definitively that it can make money doing so. That’s also a big hurdle for G.M., as well as Ford and most other major automakers.

G.M. and others have produced electric vehicles, but sales for each model have usually amounted to a few thousand cars a month — far too few to turn a profit. G.M. produces the Chevrolet Bolt, an electric car that is supposed to go up to 238 miles before needing a recharge. But so far this year, it has sold only about 13,000 Bolts.

As for the huge investments in self-driving technologies, their profit potential is even less certain. G.M. has poured billions of dollars into its autonomous-driving unit, G.M. Cruise, and has recruited Honda and SoftBank, the Japanese technology giant, as partners.

G.M. Cruise is working on a self-driving car with no steering wheel and no pedals, and it intends to use the car in driverless and delivery services that the company hopes will become a lucrative line of business.

G.M. may be one of the first to rush into this field, but it faces an unfamiliar path and plenty of competition. Ford, Uber, Lyft and Waymo, the self-driving company started by Alphabet, the parent of Google, are all working on driverless services. Even if these services generate profits, it could be years before the companies earn back their investments.

What do G.M.’s cutbacks say about the economy?

Not a lot. The halting of production at these three sites doesn’t mean G.M. is struggling. On the contrary, the company continues to report billions in profits, thanks to buoyant pickup and S.U.V. sales.

G.M. took this action because it is being squeezed. It is losing money on the small cars and sedans these plants make, and it needs to keep investing in new technologies. By idling the three assembly plants — the other two make transmissions — it hopes to use the savings to help fund its electric-vehicle and autonomous-driving ambitions.

That particular need to shift capital investment is not an issue in other sectors. And while the industry is the largest manufacturing sector, it makes up only about 4 percent of the nation’s gross domestic product.

A broader economic slowdown could certainly cause grief for automakers. While Ms. Barra said one factor in G.M.’s move was to “improve our downturn protection,” she also made a point of

saying the automaker was acting “while the company and the economy are strong.” So a few idle auto plants are not necessarily a leading indicator for the broader American economy.

<https://www.nytimes.com/2018/11/27/business/gm-auto-trump.html>

Column: All signs point to even more road congestion, and that's an opportunity for rail

Nov. 29, 2018

Written by Mikhail Klimentov, Contributor
Dallas Morning News

Congestion in U.S. cities is likely to grow in the near future as three factors align: urbanization, increased ride sharing, and the arrival of autonomous cars and trucks. The likely beneficiary? Rail.

Technology for autonomous trucking is advancing, and it's possible now for a group of trucks to travel together connected wirelessly, and for one driver to lead a fleet of autonomous trucks. If implemented, this technology could cut the cost of trucking by as much as 40 percent in the next 15 years, according to a report by Oliver Wyman. This is likely to increase congestion, both in terms of time spent in traffic and in terms of how far congestion will spread outside of city centers. Deterioration of highways and key infrastructure would also contribute to traffic problems.

The report identifies two trends in particular that are likely to make urban areas more crowded. First, Americans are increasingly moving into cities and the suburbs surrounding metro areas. According to a Pew Research Center analysis of U.S. census data, "since 2000, more people left rural counties for urban, suburban or small metro counties than moved in from those areas." In that time, the total share of Americans living in rural communities has shrunk from 16 percent to 14 percent.

Second, e-commerce is growing. Therefore, we should expect more truck drivers out on the roads, delivering goods. Although e-commerce accounts for only 9.6 percent of total retail sales in the second quarter, according to the U.S. Commerce Department, that portion continues to rise.

The Oliver Wyman report is blunt about the impacts of these two trends: "As the number of cars and trucks grows, roads are going to get a lot more crowded in the near term." These trends, coinciding with the advent of a number of private transit innovations, are likely to lead to increased congestion in urban centers.

As ride-hailing apps siphon away riders and revenue from public transit options, it's possible to envision a future in which demand for car rides over subway or bus transit increases even further. This is the environment in which autonomous trucks will likely begin their first trips en masse.

A huge increase in automobiles, especially trucks, on the road is likely to lead to serious wear and tear of roads and highways. "If you double the weight of a vehicle, the impact on the pavement is not double; it is exponentially higher than that," Cesar Quiroga, a senior research engineer at the Texas A&M Transportation Institute, told Roads & Bridges. "A lot of people do not realize how critical this is."

"Given how integrated supply chains are, given how distributed people's warehousing is, how much sourcing and manufacturing moves from one place to another where value is added, I'd have to say that urban congestion is going to affect pretty much everyone along the supply chain," said Allan Rutter, freight practice leader at the Texas A&M Transportation Institute.

And congestion is only on track to get worse. Oliver Wyman's report includes a series of maps of major metropolitan areas, comparing congestion data in 2016 to projections of how congestion will look in 2045. The change is striking: Where the 2016 maps display a mix of reds, oranges, yellows and greens showing relative congestion problem areas, the 2045 maps are almost entirely red.

"I think that [cities in Texas] see 2045, they know what's coming," said Ginger Goodin, director of the Transportation Policy Research Center at the Texas A&M Transportation Institute. "They're trying to learn as much as they can learn as quickly as they can, so that as they understand how these new vehicles, these new systems, and these new data sources come online, they can begin to look at how they invest in infrastructure within the region to support that and how to avoid the red spiderweb map of 2045."

State and local action on infrastructure is picking up the slack, but ultimately, a big part of the problem is how little regulators and policymakers know about automation and its impacts. "I don't think our policymakers have, rightly so, really grasped what this is going to look like in the long term, what is it going to look like in the interim, in the ugly transition between less automated vehicles and full automated vehicles," Goodin said. "Until we have more demonstration and testing and we see pilots and we can measure performance and we can start to envision how that's going to work, I don't think that congestion strategies are specifically focused on how we prepare for automated vehicles."

A similar dynamic is playing out on the federal level. According to Rutter, federal automated vehicle legislation under consideration in Congress doesn't address trucks at all.

If this congestion boosts the expense and undermines reliability of moving cargo via truck, companies that rely on logistics will shift to rail.

"We might see some platooning in specific areas and at specific times of day, and I think that will give road a cost advantage. But rail is already there," said Nicholas Little, the director of railway education at Michigan State University's Center for Railway Research and Education. "We have trains. We have our own right of way. We are much more flexible in the way we can actually spend money on our infrastructure, because we own our infrastructure. We can actually invest in what is necessary to meet changes in demand."

This could help make up for the loss of coal and oil shipping for railroads, which will be substantial as coal-fired power plant shut down and oil pipelines are built.

Little said it's up to railroads to grab this opportunity. "What the railways will have to do, and I think they are positioned to be able to do this, is to fight back for smaller consignments that they used to be the first choice to move over any sort of distance over about 300 miles each way," he said. "To do that, they've got to really reinvent themselves. The most important thing is that they have got to make themselves part of their customers' supply chains. They've really got to look at their business model, identify what their clear capabilities are, and who their customers are and what their customers need."

Mikhail Klimentov is an editorial associate at Atlantic 57 and deputy editor for BRINK News, a daily publication focused on corporate risk and resilience in the global economy.

<https://www.dallasnews.com/opinion/commentary/2018/11/29/signs-point-even-road-congestion-opportunity-rail>

Huckaby resigns from DCTA board of directors

Nov 27, 2018
By Peggy Heinkel-Wolfe
Denton Record-Chronicle

Richard Huckaby resigned his post on the DCTA board of directors Tuesday afternoon, a few hours before the Denton City Council was scheduled to discuss his removal.

Huckaby had served as the city's representative to the Denton County Transportation Authority since 2011 and was reappointed to another two-year term in April. His service came into question after he publicly opposed a proposed reorganization of the DCTA board last week.

Huckaby time-stamped his resignation letter for 1:43 p.m. Tuesday and made it effective immediately, writing only, "It has been my privilege to serve on the Board as Denton's representative."

DCTA faces increasing scrutiny from its member cities — Denton, Lewisville and Highland Village, which have a half-cent sales tax that helps fund the agency — including a call for reorganizing the board. Earlier this month, Denton Mayor Chris Watts announced a proposal to shrink the 14-member board to five voting members: one from each of the three member cities, one from the county and an at-large representative.

Noting DCTA is a regional agency, Huckaby publicly questioned the value of consolidating the voting power among the member cities during a DCTA board meeting last week.

Any such board change would have to go through the Texas Legislature.

Huckaby was present during an hourlong DCTA presentation to the City Council at noon Tuesday, as were DCTA Chairman Charles Emery and board Secretary Dianne Costa. Huckaby was not introduced, and his resignation was announced about 3:30 p.m.

DCTA's new president, Raymond Suarez, briefed city leaders on the agency's recent and upcoming changes.

"We're assessing everything we do," Suarez said, assuring city leaders they share concerns about DCTA's declining ridership.

A-train ridership peaked in 2014 and has shrunk since. Bus ridership fluctuates each year but has not increased as the area has grown. Meanwhile, state records show the agency's sales tax revenue has increased nearly 20 percent since 2014.

New rider initiatives dispatch DCTA service far from the member cities. DCTA joined a partnership running a small fleet of autonomous vehicles in Frisco and is providing other on-demand rider services in Collin County. The agency is poised to launch bus service along State Highway 121 from Lewisville to McKinney, pending a funding source.

City Council member Gerard Hudspeth said some of those efforts looked like planting a flag, which rubbed him the wrong way.

"If we're going to move forward, we need to have a plan," Hudspeth said. "Right now, there's no connectivity."

Suarez said the agency has heard the concerns and is asking the same question: "Why are we doing what we are doing?"

"That's a conversation we need to be having with all of our stakeholders," Suarez added, saying the agency plans a process in which cities have the opportunity to say what they need. "We should not be guessing."

The agency is working on a way to account for the sales tax collection and expenses in each city, which is not customary for transit agencies but is something the member cities have requested, Suarez said.

He asked one of Dallas Area Rapid Transit's budget employees to help with the task, he said.

"[He's] coming in to develop a cost model so partners can feel comfortable with how we're allocating costs," Suarez said.

In addition, he assured city leaders the agency did not expect all of the sales tax revenue generated to be "ingested" by DCTA. He and the board were willing to remit back to cities some of the excess.

"We also need to make sure that we are staying true to [state law]," Suarez added.

Voters in Denton, Lewisville and Highland Village approved the half-cent sales tax for transit, so any sales tax revenue remitted to the cities would have to be used for transit projects and programs.

Although the City Council's official agenda has not yet been posted, planning documents show the council could discuss Huckaby's replacement as soon as next week.

https://www.dentonrc.com/news/denton/denton_city_council/huckaby-resigns-from-dcta-board-of-directors/article_dcb36ac8-6e64-55b3-a056-3b07b1f9d285.html

Texas Supreme Court could decide legality of red-light cameras

Nov 23, 2018
By Chuck Lindell
Austin American-Statesman

Repeated efforts to outlaw red-light cameras have fallen short at the Legislature, but an array of lawsuits is moving forward that could doom the traffic enforcement devices used by Austin and dozens of other Texas cities.

Three cases at the Texas Supreme Court, and three other challenges awaiting action in lower-level appeals courts, represent a coordinated attack against the automated cameras, which snap photos of traffic violations at certain marked intersections, leading to mailed tickets that typically carry a \$75 fine.

The common thread in the six cases is Russell Bowman, an insurance lawyer from Irving who became an adamant foe of red-light cameras after one nabbed his car running a red light in Richardson in 2014.

“That’s what started this whole thing. I didn’t know anything about these damn things until then,” Bowman said recently.

After researching the 2007 state law that allowed cities to place traffic cameras at intersections, Bowman sued Richardson, arguing that the cameras should be shut down for numerous violations of the Texas Constitution — including the right to a presumption of innocence and the right to confront an accuser.

A state district judge agreed with Bowman. As news of his legal fight spread, others came to Bowman and fellow lawyer Scott Stewart to sue over camera-generated tickets in Amarillo, Willis, Diboll, Southlake, Sugar Land and Willis.

Bowman’s victory over Richardson, however, was reversed by the Dallas-based 5th Court of Appeals, which ruled in June that traffic cameras were legal.

Bowman appealed to the Texas Supreme Court, where his case against Richardson got in line behind two other Bowman-generated challenges to red-light cameras in Diboll, in East Texas, and Willis, north of Houston.

The Supreme Court opted to hear the Willis appeal, leading to oral arguments on Nov. 1 that featured Bowman and Stewart squaring off against a lawyer for Texas Attorney General Ken Paxton, who is fighting to preserve the red-light camera law, and a lawyer for Willis, where officials hope to continue operating cameras at two intersections.

A decision could determine the fate of red-light cameras statewide, though if the court finds grounds for a narrower ruling, one of the other cases could provide another route to determine, finally, whether the cameras are constitutional.

A lucrative system

Red-light cameras are intended to reduce the number of accidents at intersections, particularly dangerous T-bone collisions, with 24-hour surveillance that discourages drivers from running red lights while freeing patrol officers to concentrate on other duties.

The cameras are also lucrative, adding to their popularity.

Across Texas, red-light cameras generate about \$32.4 million a year in fines, according to a 2017 analysis by the Legislative Budget Board. Half of the money goes to the state to help fund hospital trauma centers, and half stays with the city to pay for traffic safety and public safety programs.

Even so, opponents have mounted a steady campaign to ban the practice, saying red-light cameras fail to provide the anticipated safety improvements, increasing rear-end collisions as drivers brake suddenly to avoid a ticket. Opponents also say the practice violates citizen rights by ticketing the car's owner without proof that he or she was driving and by providing no way to challenge a ticket except by showing that the vehicle had been sold or was owned by somebody who sells or leases autos.

In 2015 and 2017, the Texas Senate approved bills to prohibit the cameras, but the House declined to act on the measures.

State Sen. Bob Hall, R-Edgewood, already has filed a bill to try again in the 2019 legislative session, and this time he'll have support from Gov. Greg Abbott, who in September called for a state law banning red-light cameras.

"They are expensive, studies indicate that they may increase accidents where deployed, and they pose constitutional issues," said Abbott, who had previously supported weaker limits, such as allowing city elections to give voters the opportunity to repeal local camera ordinances.

Red-light cameras began showing up in Texas in 2003, after a new state law gave cities more power to regulate traffic, but questions about their legality prompted the Legislature to specifically approve their use in 2007.

By 2011, more than 50 Texas cities were operating red-light cameras, though that number has fallen amid citizen complaints and other concerns. In Central Texas, Round Rock, Bastrop and Hutto no longer use the devices, while Austin has cameras monitoring 10 intersections and Elgin monitors four.

Statewide challenge

Several of the lawsuits filed by Bowman and Stewart seek to overturn red-light cameras in individual cities based on the alleged failure to comply with the 2007 state law, such as completing an engineering study before mounting the cameras.

Others challenge the constitutionality of the photo-enforcement system statewide, including two appeals Bowman and Stewart argued before the Fort Worth-based 2nd Court of Appeals on Nov. 6.

The case under review by the Texas Supreme Court — *Luis Garcia v. City of Willis* — is a combination of the two concepts, but one argument in particular could invalidate red-light cameras statewide if the Supreme Court agrees with the premise.

Bowman argues that the Legislature made a crucial mistake in drafting the state law by giving jurisdiction over red-light camera tickets to the wrong court. Although the Texas Constitution gives justice of the peace courts exclusive jurisdiction over all civil matters of \$200 or less, the

red-light camera law requires tickets to be challenged before a city hearing officer, with appeals made to municipal court, he said.

The Legislature cannot pass a law that overrules the state constitution, he told the Supreme Court.

In addition, Bowman said, the state law violates the constitution's guarantee of due process, or fair treatment by the courts, by giving Texans no opportunity to challenge the constitutionality of red-light cameras because city hearing officers and municipal court judges don't have the authority to rule on the validity of state laws.

Lawyers for Willis urged the court to ignore the argument over justice of the peace courts, saying Bowman failed to properly raise the issue in lower courts.

Lawyers for Texas also asked the court to drop the matter, arguing that Garcia already had paid his red-light camera fine, depriving him of the right to challenge the constitutionality of a law that no longer poses a future harm.

The Supreme Court is expected to issue its ruling by late June.

<https://www.statesman.com/nationworld/20181123/texas-supreme-court-could-decide-legality-of-red-light-cameras>

Add public transit to the list of things we'll need to keep landing big employers in North Texas

Nov. 30, 2018

Written by Steve Brown, Real Estate Editor
Dallas Morning News

North Texas' unsuccessful flirtation with digital sales giant Amazon told us something we already knew: Public transit is going to be a must-have to compete for many big employers.

The properties Amazon seriously considered in the Dallas area had one thing in common — access to public transit. And the Seattle company said transit was an important factor in its decision to locate its second headquarters operations in New York and the Washington, D.C., area.

With more young Americans opting out of auto ownership and growing traffic tangles adding to our drive times, the commuter rail system in North Texas is moving higher on corporate wish lists for office sites.

Yes, yes, I know most folks in D-FW drive to work. But given the rush-hour traffic jams, I'm sure a growing number of them wish they didn't have to.

Young workers in particular are turning up their noses at autos in favor of walking, public transit and other options.

Fewer than half of younger millennials own a car. And that's the group employers most want to fill their vacant jobs.

"At Amazon's headquarters in Seattle, a large number of employees use public transportation," said Michael Alost, senior vice president with developer KDC. "It's a key element of Amazon's corporate culture."

Hot spots

Amazon's top choice for a site in Dallas was a sprawling campus on downtown Dallas' south side that KDC is planning.

The almost 27-acre property is within walking distance of DART commuter rail stations, the Trinity Railway Express and the proposed location of the station for the Houston bullet train.

Even though Amazon passed on the site, KDC is marketing the property to other major employers on the West Coast and nationwide.

"Public transit is important, not just for companies like Amazon but to all companies who want an urban location," Alost said. "Transit offers cost-effective commuting for employees.

"Companies also understand that a robust transit system offers broader community benefits. It fuels dense, high-energy, mixed-use environments while reducing the dependency on individual vehicles and traffic congestion."

One of the largest and most successful employment centers in the D-FW area, also built by KDC, is the \$2 billion CityLine project in Richardson. State Farm Insurance put 10,000 workers in four towers next to a DART rail station.

"I've heard estimates that 20 percent of State Farm's workers use DART," said Bill Sproull, president of the Richardson Chamber of Commerce. "We have heavily invested in rail options in Richardson."

Sproull said the access to commuter rail was a factor when Steward Health and Goldman Sachs recently put major offices in Richardson.

Cotton Belt

The new Cotton Belt Line commuter train will connect CityLine with DFW International Airport, the University of Texas at Dallas and Addison.

"At CityLine, you will have side-by-side platforms with the Cotton Belt and DART's Red Line," Sproull said. "The two populations we think will really benefit are people who want to go all the way to DFW Airport and international business travelers and students."

The Cotton Belt Line also will be a big draw for jobs at the already successful Cypress Waters project northwest of Dallas.

The 1,000-acre development near LBJ Freeway and Belt Line Road is home to almost 14,000 workers for employers including CoreLogic, 7-Eleven, Nationstar Mortgage, Signet Jewelers and Brinker International.

"We will be the first stop on the Cotton Belt Line after DFW Airport," Cypress Waters developer Lucy Billingsley said. "The station is part of the reason we have upped the amount of offices we are planning in that area of Cypress Waters.

"The train has changed that opportunity from low-density to maybe the highest."

<https://www.dallasnews.com/business/real-estate/2018/11/30/add-public-transit-list-things-need-keep-landing-big-employers-north-texas>

Relief on track for commuters on DART's rush-hour trains

Grant enables agency to add capacity by extending platforms

Nov. 30, 2018
By RAY LESZCZYNSKI Staff Writer
Dallas Morning News

Riding the Dallas Area Rapid Transit rails at rush hour has gotten a little too much like communities in Washington, D.C., or, gasp, New York City.

Texans are learning to ride share and get along just fine. But DART's oldest rail lines have long since become a victim of their own success, and at peak times, it's gotten a little too neighborly. Riders not only stand near the door ways but also along the narrow aisles between the seats. And while the solution may seem easy — stick a third car onto that train — the problem is a little more complex. Dating to the 1990s, DART built 300-foot platforms with a third car at peak hours in mind. But then DART ran smaller cars. DART's older platforms are too short to add another car to the light-rail vehicles it uses today.

Gary Thomas, DART's president and executive director, described passenger density similar to what folks in some Northeast cities experience from 7 to 8 a.m. and 4:30 to 6 p.m. And that may be scaring off new riders. "I rode the Blue Line to downtown Garland the other day — left at five-something — and it was packed. Very close quarters," Thomas said. "It quickly becomes clear we can't get those platforms done fast enough."

Extending the 28 platforms built before 2004 is a \$125 million project, though — enough of a burden for the transit agency to look for federal dollars. On Wednesday, the Federal Transportation Administration came through, adding a final \$2 million to its \$58.8 million previous commitment to the project. The focus is platforms on the Blue and Red lines.

"Sometimes, we're so blinded by the size of the numbers, we talk about this and say it's 'only' \$2 million," Thomas said. "The reality is that \$2 million goes a long way. Now we won't spend that \$2 million in DART money on the platforms. We can apply it to other things."

Twenty of the 28 platforms are in Dallas, though not at the system's core. The system's downtown station platforms were extended in 2010 with the addition of the Green Line. Four platforms in Richardson and two each in Garland and Plano will also be extended.

The project has many benefits for the region, U.S. Rep. Eddie Bernice Johnson, D-Dallas, said in a prepared statement. Several of the 28 stations due improvements are in Texas' 30th Congressional District, which she represents. "Improving transportation is a critical part of improving quality of life throughout North Texas, especially for those communities who need it most," Johnson said. "Increased mobility can mean access to better jobs, better health care and even better educations."

The \$2 million award was among five announced by the Federal Transportation Administration on Wednesday. Others were issued in Arizona, California and Minnesota. Together, grants for five capital improvement projects in the four states total \$281 million.

"Allocating funding is a good indicator, but not the finish line," said K. Jane Williams, the FTAs acting administrator. "Steps required by law need to be met first. All third-party agreements have to be met, a firm schedule for construction set, and demonstrate the capacity to complete the

project.” The previous \$58.8 million federal contribution to DART’s platform extensions was also a capital improvements grant. An additional \$60 million is coming from mobility funds administered through the Texas Department of Transportation. Local DART funds make up the balance. DART expects the full funding agreement within the next couple of months. It plans to extend platforms in five phases, keeping trains running throughout. Completion date is 2021-22.

At peak hours, capacity on the light rail lines will rise 33 percent to 7,900 riders an hour. DART will wait until closer to the completion date to determine exact times to add third cars to trains. They are likely to be added for special events at American Airlines Center just like Green Line capacity has been expanded during the State Fair of Texas.

He got Fort Worth's TEXRail commuter line to DFW Airport built. Now he's moving on

NOVEMBER 29, 2018
BY GORDON DICKSON
FORT WORTH STAR-TELEGRAM

FORT WORTH – Paul Ballard came to Fort Worth nearly five years ago, with an almost-singular mission of getting the long-delayed TEXRail commuter train project back on track.

Now, the rail line is poised to begin service Jan. 5 from downtown Fort Worth to Grapevine and DFW Airport.

And Ballard, chief executive of Trinity Metro, the transit agency overseeing the \$1 billion project, is leaving.

Ballard told his staff Thursday that he will step down as president and CEO of Trinity Metro (formerly the Fort Worth Transportation Authority) when his five-year contract ends April 14.

“There would be no TEXRail without Paul,” Trinity Metro board chairman Scott Mahaffey said in a phone interview. Mahaffey said Ballard's departure is considered a retirement, although Ballard has expressed an interest in continuing to work in the public transportation realm as a consultant.

Mahaffey said it was an amicable parting of ways, and the board was happy with Ballard's performance.

Ballard, who has grown children and grandchildren in North Carolina, said in a phone interview that he plans to take some time off to consider his options, but he intends to stay active in transit issues possibly as a consultant. He didn't rule out the possibility he would maintain a residence in Fort Worth for some of that consulting work.

Trinity Metro officials are eager to build upon the success of TEXRail, and possibly revisit a proposal to extend the commuter line south of downtown Fort Worth to the city's medical district and beyond.

“I think we have made a lot of progress, and we have a good team in place,” Ballard said in a phone interview. “We have completed what we set out to do. I'm ready to tackle some other things. I'd like to do something a little different, maybe more consulting and advisory services.”

Ballard arrived in April 2014 from Nashville, where he helped initiate the Music City Star commuter rail line in Middle Tennessee. In all, he has 46 years of experience in managing transit systems.

About a year before Ballard was hired, the Fort Worth City Council had removed all eight of its Trinity Metro (then called Fort Worth Transportation Authority, or the T) board members, and Tarrant County had replaced the board's ninth member. At the time, Mayor Betsy Price called on the new board to hire new executive leadership to get the TEXRail project through what she called “a critical crossroads.”

In addition to getting TEXRail built on time and within budget — assuming all continues to go well leading up to the Jan. 5 start of service — Ballard said he is proud of many other accomplishments.

Among them are the implementation of a master plan that includes more input from neighboring cities in Tarrant County outside Fort Worth. Many of those cities have transit needs that are considered crucial to improving mobility in North Texas, but don't pay the half-cent sales tax to Trinity Metro for full membership.

Mahaffey says the Trinity Metro board “has some candidates in mind” to replace Ballard, but wants to wait until after TEXRail is up and running before discussing them publicly.

<https://www.star-telegram.com/news/traffic/your-commute/article222367600.html>

DART Successfully Built For Sprawl. So When Will It Design For People?

In his new book, transit planner and Rice University professor Christof Spieler shows DART's failings and a path forward.

NOVEMBER 30, 2018
BY MATT GOODMAN
D MAGAZINE

One of the chief criticisms of Dallas Area Rapid Transit's sprawling rail system is that, while it's the largest in the country, it's inefficient. You see that in ridership, which trails per-capita numbers from the public transit systems in Houston, San Antonio, Austin, and El Paso. It shows the challenge of a 93-mile rail system that was built largely along existing freight lines that don't effectively serve many of the neighborhoods where residents live and work and recreate. Its most efficient use is for suburban office workers to zip to their jobs downtown and back again.

All of this is argued in an ambitious new book by Houston-based transit planner and Rice University professor Christof Spieler. In *Trains, Buses, People: An Opinionated Atlas of U.S. Transit*, Spieler spends 250 pages judging the public transit systems of 47 metro areas across this country. He traces the history of these systems, cataloguing ridership and size to determine the highest performers. Dallas doesn't exactly rank at the top in terms of ridership for any of its services, be that commuter rail or light rail or buses or streetcar. Despite being the country's longest, it does not rank in the top five of total ridership. Per capita is even worse.

However, ironically, DART is something of a success when you consider its own goals. Spieler writes that the agency's primary desire was to scale, to stretch 93 miles and incorporate as many member cities as would pay into it with their tax dollars. The easiest way to do this was to snap up right of way in the form of existing freight lines, which only created a suburbanized transit system.

"One of the things I've noticed across the country is that it's really tempting to build transit in places where it's easy to build," he said in an interview. "Freight rail fits in that category. It's easier from an engineering planning standpoint, it's easier politically because you have less disruption when you do that, and there's some sort of tendency on people's parts that when they see a track running somewhere to assume that must be a good place to put rail."

Spoiler: It isn't. Here's the excerpt from Spieler's book:

"DART light-rail lines skirt the medical center rather than running through it, pass within 600 feet of the Love Field runway but don't serve the terminal, stop on the opposite side of freeways from both Southern Methodist University and the University of Dallas, and miss the densest neighborhoods in Dallas."

As a result, the DART system as a whole carries "half as many people per mile as San Diego, Phoenix, or Houston." And the policy is only continuing today—the \$1.1 billion, forthcoming Cotton Belt commuter rail line will stretch to Addison and carry a projected 16,000 riders, "in part so that Addison would be the 11th city with service."

"Arguably, DART has achieved its primary design goals," the book reads, "high ridership was just not one of them."

One of Spieler's interesting findings is that DART has relatively high peak usage, when trains are coming between every eight and 15 minutes. During midday, evenings, and weekends, that frequency tumbles to between 10 and 20 minutes. So once you get beyond downtown, the rail not only doesn't get you to where you want to go within the city's core, but the trains are infrequent. You rely, then, on buses—and all but one of the routes are considered infrequent.

"Part of this equation is that it's fixable," Spieler says. "If you look at Houston compared to Dallas, Houston takes more advantage of the rail lines in designing the bus network. This is something Dallas can do now. Maybe there are more crosstown buses that intersect rail lines."

In many ways, Spieler's findings further cements the challenges that DART faces as it pertains to serving the residents of Dallas. It shoots riders on trains in and out of the city, offering buses that travel along inefficient and questionable routes, underserving 42 percent of the populace of a city that accounts for a little over half of the agency's funding.

There are chances to improve. D2, the forthcoming downtown subway alignment, is meant to reduce the bottleneck of trains as they all convene downtown. D2 only extends the line as far as the Perot Museum; it's a capacity project. But this should at least offer an opportunity to boost the frequency of its trains. Implement new bus routes that connect to the city's densest neighborhoods, and we could be in business.

As Spieler finds, DART has actually stimulated development around its light rail stops. But these transit-oriented mixed use havens haven't boosted ridership. He uses Richardson's CityLine as an example: 2.6 million square feet of office space, 3,925 residential units, a hotel, a Whole Foods, and 230,000 square feet of retail and restaurants. And yet, ridership at the attached station has actually declined since it opened—in 2013, before construction, it counted 1,517 average weekday riders. In 2016, after its completion, that had dipped to 1,354. It's just so easy to drive and park. That is changing a bit, as DART noted in a recent presentation to its board:

Ridership at CityLine/Bush Station has begun to observe small increases in ridership based upon riders who live and work adjacent this station. Previously almost all of the ridership was from park & ride commuters destined for somewhere other than CityLine/Bush Station.

"A lot of these places are in very car oriented surroundings so even if you have an island of walkability, you're in a place where getting around in a car is so easy that it's hard for transit to be competitive," Spieler says.

How can that change? By prioritizing density and reliability. Seattle is the highly-touted example, which prioritized customer service and frequency after making sure the buses connected to the parts of town where people actually were. Spieler's book lists Dallas not as a failure, but as a "Missed Opportunity." And that's in part because it's fixable. Uptown had inadequate access to public transit, but the McKinney Avenue Trolley system could be improved to be more reliable and frequent and change that.

"For short trips, frequency is everything and that trolley goes the absolute right places," he says. "But the wait for the next streetcar can be quite a while, and I've experienced it myself at times. Simply adding frequency on the routes that exist could do a lot of good."

Basically: Spieler's book shows that Dallas is hardly alone in its problems. There are pockets of residential density that do not have quality access to public transit—be it for reasons related to

location or frequency—that would support it. Cities like Houston, Denver, Portland, and Seattle have used their bus routes to improve the access to and reliability of public transit. Challenges will remain. Houston’s bus ridership was down 1.5 percent from 2016 to 2017 even after its grid-based reconfiguration, of which Spieler helped with. (He’s a former METRO board member.) But DART’s drop clocked in at 4.7 percent. The only peer system that saw an increase was Phoenix.

“If you measure success as ‘we opened a project’ then you will make a different set of decisions than if you make a success as ‘we carry a lot of people,’” he says.

DART may have achieved its goal of sprawl. But now, Spieler’s book contends, it should tackle efficiency. He doesn’t believe it’s too late.

<https://www.dmagazine.com/frontburner/2018/11/dart-successfully-built-for-sprawl-so-when-will-it-design-for-people/>

Sweeping \$136 billion North Texas transportation plan gets go-ahead

Nov. 30, 2018

By Bill Hethcock – Staff Writer
Dallas Business Journal

The U.S. Department of Transportation has ruled that a sweeping, \$136 billion transportation plan for North Texas complies with federal air quality regulations, allowing current and future transportation projects to proceed.

Some of the green-lighted projects include the Cotton Belt rail corridor, State Highway 199, LBJ East, and the Southeast Connector, a \$1.2 billion three-freeway interchange in southern Tarrant County (Interstate Highway 20, IH 820 and U.S. Highway 287).

The US Highway 380 corridor will also be studied to determine the best way to accommodate east-west travel in fast-growing Collin and Denton counties.

The Cotton Belt is a 26-mile line that would provide direct service from Plano to the DFW International Airport. Plans now call for construction on the long-awaited project to start next year and operation to begin by late 2022.

Mobility 2045: The Metropolitan Transportation Plan for North Central Texas contains \$136.4 billion in transportation improvements to be made over the next 20-plus years. The Regional Transportation Council approved the plan in June 2018. The plan allocates \$17.5 billion more expenditures than Mobility 2040, which the new plan replaces.

The 2019-2022 Transportation Improvement Program may also proceed, according to the Department of Transportation. The TIP is a multiyear list of projects in the Dallas-Fort Worth area approved for federal, state and local funding. The program identifies roadway and transit projects programmed for construction within the next four years.

As the metropolitan planning organization for the 12-county Dallas-Fort Worth area, the RTC develops and implements transportation projects, policies and programs designed to improve mobility and air quality.

The region's long- and short-range transportation plans must comply with federal air quality regulations because 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in non-attainment for ozone pollution.

Mobility 2045 takes a multi-modal approach to planning transportation projects and maintaining existing infrastructure to serve the fast-growing North Texas population.

Here's a breakdown of planned improvements:

- Freeways, tollways, arterials and HOV/managed lanes: \$53.6 billion
- Infrastructure maintenance: \$36.8 billion
- Rail and bus: \$33.3 billion
- Management and operations: \$9.5 billion
- Growth, development and land-use strategies: \$3.2 billion

<https://www.bizjournals.com/dallas/news/2018/11/30/sweeping-136-billion-north-texas-transportation.html>

Granger claims bigger spending role as project back home needs money from D.C.

NOVEMBER 30, 2018
BY ANDREA DRUSCH
FORT WORTH STAR-TELEGRAM

WASHINGTON – Fort Worth Rep. Kay Granger is moving into a bigger role on Congress's spending panel — as officials warn a major economic development and flood control project in her district desperately need more federal funding to stay on track.

Granger, 75, this week won a tough fight to become the GOP's highest-ranking official on the House Appropriations Committee, the first Republican woman to hold the position of the panel's ranking member.

The move is welcome news to proponents of the Fort Worth's Panther Island project, which this month received notice that it was not included in the Army Corps of Engineers' Civil Works Plan for the second year in a row.

"We have the funding to finish our part of the responsibility, and I think now that Kay is in the position she's in we'll see a federal government more receptive to sending the funds down," said Jim Lane, a member of the Tarrant Regional Water District board that is overseeing the project. "I think everybody breathed a sigh of relief when we found out that Kay had secured that position."

Granger is a top proponent of the project, which seeks to reroute the Trinity River and create an urban park. Her son, J.D. Granger, receives a taxpayer-funded salary to oversee it.

"[This project] was Kay's vision to start with... it's going to change Fort Worth much for the better," said Lane.

Officials in Washington warn the path to funding Panther Island, which needs at least \$26 million in 2020 to stay on schedule, could require a lot more than Granger's clout.

The earmark process could possibly have helped, but Republicans did away with it in 2011. Earmarks had allowed lawmakers to include funding for specific projects in legislation.

Though Panther Island was approved for up to \$526 million in matching federal funds in 2016, President Donald Trump's administration now says it doesn't meet the standards to be considered a priority in the Army Corps' Civil Works program, which actually provides the funds for water and development projects deemed to have lifesaving and environmental benefits to the nation.

Though Panther Island received money in the past, it's now competing with other projects seeking funding totaling \$60 billion and \$80 billion. This year's the Army Corps' Civil Works plan doled out roughly \$7.3 billion.

"Ultimately, [the White House budget office] is going to do what it feels it needs to do," said Mike Strachn, an expert on water resources who previously served as Congressional liaison for the Corps of Engineers' civil works programs.

Of lawmakers' past efforts to overrule the White House's authority, he added: "Having congressional attention is a good idea... [but] historically it's not been terribly effective."

Democrats are already discussing the possibility of bringing back earmarks, which could help the Panther Island project Granger has vowed to see completed.

In her own statement, however, Granger pointed to a different mission in her new role, noting that she looks forward to "fighting for conservative values and holding the Democrats accountable."

Granger, who currently oversees the appropriations committee's panel on defense spending, has had success steering money to other causes in Fort Worth.

This year the defense budget she crafted placed orders for 93 Lockheed Martin F-35 aircraft, 16 more than the Pentagon's request. Parts of the aircraft are built in hundreds of congressional districts, but they're assembled in Fort Worth.

Future budgets will have to account for the operation and maintenance of those aircraft, even though Democrats, who will control the House as of Jan. 3, are less bullish on spending for defense. The Senate will continue to have a Republican majority.

"Congresswoman Granger has a track record of strong support for national defense and a deep understanding and appreciation for the U.S. military and its allied partnerships around the globe," Lockheed Martin said in a statement about her promotion.

In her new role, Granger will serve alongside incoming Chairwoman Rep. Nita Lowey, D- New York, with whom she has a close relationship.

Fellow Fort Worth Rep. Marc Veasey, D-Texas, on Friday praised Granger as a "strong and capable leader," adding that "her new leadership post is good news for our state."

<https://www.star-telegram.com/latest-news/article222438455.html>

With record \$12.5 billion in Texas' savings account, lawmakers set \$7.5 billion minimum balance

The decision means Texas can invest more of its massive Rainy Day Fund — and signals lawmakers' confidence that the current balance is healthy.

NOV. 30, 2018
BY EDGAR WALTERS
Texas Tribune

As Texas' savings account swelled to a record high of \$12.5 billion this week, a group of state lawmakers on Friday unanimously agreed that the state should leave more than half of it untouched over the next three years.

The joint Economic Stabilization Fund Balance Select Committee voted to keep the Rainy Day Fund's minimum balance unchanged at \$7.5 billion — the same figure they chose in 2016, ahead of their last legislative session.

The unanimous decision by the panel means that stewards of the fund can invest more money in higher-return investments, as they hope to keep it growing at a rate that is at least equal to inflation. If lawmakers had chosen to raise the account's minimum balance, it would have required more money to remain available for emergency spending, thus limiting investment potential.

The question on lawmakers' minds Friday was whether leaving the minimum balance unchanged could affect the state's credit rating; State officials told them that ratings agencies like to see states have a healthy amount of cash on-hand for emergencies.

"This sufficient balance will ensure the maximum transfer of resources to transportation and allow a greater return on our investment for a significant portion of the Rainy Day Fund," state Sen. Jane Nelson, a Flower Mound Republican who co-chairs the committee, said in a statement. "It also protects our credit rating by demonstrating Texas' commitment to keeping sufficient reserves on hand to address financial challenges.

Lawmakers are preparing for a legislative session that begins in January in which the billions in the Rainy Day Fund could potentially play a role in discussions on two major issues — overhauling the way the state and local governments fund public education, and putting together a state aid package for coastal communities still recovering from Hurricane Harvey.

Another effect of Friday's decision is that lawmakers in 2019 can withdraw a larger amount from the fund without jeopardizing revenue for state highways.

Before 2014, most of the state's taxes on oil and gas production went into the Rainy Day Fund. Then Texas voters approved a plan to divert some of that tax revenue to the State Highway Fund. Friday's vote maintains the status quo, in which those automatic transfers would stop going to the state highway fund if the savings account dips below the established minimum balance (\$7.5 billion). So long as there is more money in the account than that, oil and gas revenue will be split between highways and the state's savings account.

Earlier this week, Texas Comptroller Glenn Hegar announced he had transferred \$1.4 billion into the Rainy Day Fund, raising its current balance to \$12.5 billion, a record high. (Phillip

Ashley, an associate deputy comptroller, told lawmakers on Friday that the fund balance will fall to \$11.8 billion next year as state agencies spend money on projects the Texas Legislature approved in 2017.)

Hegar has said that credit ratings agencies would like to see Texas invest more of the fund — the largest of its kind in the country — to improve the state's long-term fiscal health, rather than letting the money depreciate.

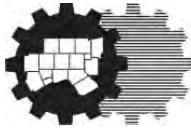
“It is crucial that Texas use this amazing asset to maintain our strong fiscal position and our state's AAA credit rating,” Hegar said in a Thursday statement. “That's why I have asked the Legislature to authorize me to invest a portion of the fund in a more prudent and responsible manner and use the returns to address the types of long-term liabilities that have crippled the finances of states such as Illinois and New Jersey.”

In the past, lawmakers have made hefty withdrawals from the Rainy Day Fund, which was created in the 1980s during an oil downturn, without affecting the state's credit rating. A representative of the Comptroller's office told lawmakers Friday that the fund's balance is only one of many indicators credit agencies use to determine their ratings. Texas currently has a AAA rating, the highest possible.

A proposal to allow the comptroller to invest a larger portion of the fund failed during the 2017 legislative session. Backed by Hegar, the bill would have created an endowment within the Rainy Day Fund that supporters said could boost the state's savings by billions in coming decades.

Nelson said Friday she would pursue legislation in 2019 that would increase the fund's investment potential and end the role of the joint committee she co-chairs.

<https://www.texastribune.org/2018/11/30/rainy-day-fund-125-billion-texas-lawmakers-set-75-billion-floor/>



North Central Texas
Council of Governments

PRESS RELEASE
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NCTCOG to Present Projects Eligible for Funding Opportunities

Staff to pursue public input at meeting on Nov. 13

Nov. 7, 2018 (Arlington, Texas) – The North Central Texas Council of Governments will host a public meeting in November to seek input on the strategic transportation partnerships, high-speed rail initiatives and the region’s air quality progress.

The meeting will take place at 6 p.m. Tuesday, Nov. 13 at NCTCOG’s Arlington offices, 616 Six Flags Drive.

Staff will present the Strategic Partnerships Round 3 Program, which includes projects being proposed for federal mobility and air quality funding. Among the qualifying projects are those that leverage funds from local partners, have been submitted by cities that qualify for federal toll credits and result in intersection improvements.

Next, staff will present updates on the Fort Worth-to-Laredo high-speed rail project, including specific development initiatives and staff advancement efforts. In addition, staff will update the public on both the Dallas-to-Fort Worth and the Dallas-to-Houston projects.

The meeting will wrap up with the preliminary results from this year’s ozone season, which concludes Nov. 30. North Texas has shown progress on the air quality front, having recorded its best ozone concentration to date, 76 parts per billion, according to preliminary data.

However, more work remains, as nine of the region’s counties are working to reach attainment of the federal government’s latest ozone standard of 70 ppb. Other air quality accomplishments will also be highlighted during the public meeting.

Information on electric vehicle incentives and the AirCheckTexas Drive a Clean Machine Program will also be available at the public meeting. For more about the new electric vehicle models in Texas and which ones qualify for certain rebates visit www.dfwcleancities.org/evnt. Residents can also visit www.airchecktexas.org to seek more information about which vehicles are eligible for other incentives and how you can receive assistance for a vehicle that has failed the emissions portion of the state exam in the last 30 days.

Watch the meeting live at www.nctcog.org/video. For more information on the meeting, including the presentations, visit www.nctcog.org/input.

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 238 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

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

PRESS RELEASE
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DFW Transportation-AQ Balance Gets Federal Approval

Mobility 2045 plan to improve transportation system may proceed

Nov. 29, 2018 (Arlington, Texas) – The US Department of Transportation ruled in November that the Dallas-Fort Worth area's recently adopted Metropolitan Transportation Plan complies with federal air quality regulations, allowing current and future transportation projects to proceed.

State Highway 199, LBJ East, Interstate Highway 20/IH 820/US Highway 287 (the Southeast Connector) and transit on the Cotton Belt rail corridor are a few examples of projects where development and implementation may continue, providing needed congestion relief and associated air quality benefits in the rapidly growing region. The US Highway 380 corridor will also be studied to determine the best way to accommodate east-west travel in fast-growing Collin and Denton counties.

Mobility 2045: The Metropolitan Transportation Plan for North Central Texas contains \$136.4 billion in transportation improvements to be made over the next 20-plus years. The Regional Transportation Council (RTC) approved the plan in June 2018. The plan allocates \$17.5 billion more expenditures than Mobility 2040, which the new plan replaces.

The 2019-2022 Transportation Improvement Program (TIP) may also proceed, according to the Department of Transportation. The TIP is a multiyear list of projects in the Dallas-Fort Worth area approved for federal, State and local funding. The program identifies roadway and transit projects programmed for construction within the next four years.

As the metropolitan planning organization for the 12-county Dallas-Fort Worth area, the RTC develops and implements transportation policies, projects and programs designed to improve mobility and air quality.

The region's long- and short-range transportation plans must comply with federal air quality regulations as 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

RTC efforts have helped the Dallas-Fort Worth area improve air quality by reducing nitrogen oxides and volatile organic compounds.

Mobility 2045 not only uses a multimodal approach; it provides a substantial investment in the maintenance of existing infrastructure to serve the growing population.

Planned Improvements:

- Freeways, tollways, arterials and HOV/managed lanes: \$53.6 billion
- Infrastructure maintenance: \$36.8 billion
- Rail and bus: \$33.3 billion
- Management and operations: \$9.5 billion
- Growth, development and land-use strategies: \$3.2 billion

For more information on Mobility 2045, visit www.nctcog.org/mobility2045.

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2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Bicycle/Pedestrian Projects

DRAFT

Shaded projects are proposed for funding

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding				Project Scoring							Program	Comments
						CMAQ Federal Amount	Local	TDCs	Total	Does the Project Provide a Safety Benefit?	User Forecasts (Projected Bicycle and Pedestrian Users)	Air Quality Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Does Project Provide or Improve Access to Transit?	Does the Project Implement the Mobility Plan?	Total		
City of Dallas	SOPAC Trail	From intersection of Greenville Avenue and Meadow to Northaven Trail	Construct shared use path	2020	ENG	\$400,000	\$0	80,000	\$400,000	10	20	15	20	15	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	CON	\$3,600,000	\$0	720,000	\$3,600,000									
City of Dallas	KCS Trail Connector	From LBJ/Skillman DART Station to Richardson City Limits	Construct shared use path	2020	ENG	\$400,000	\$0	80,000	\$400,000	10	15	15	20	15	20	95	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match; Need an agreement with KCS Railroad within 12 months of RTC approval of project
				2022	CON	\$3,600,000	\$0	720,000	\$3,600,000									
City of Richardson	US 75 Northbound Frontage Road	From Renner Road to W. City Line Drive	Widen US 75 northbound frontage road bridge over Spring Creek to construct 10' trail	2021	ENG	\$450,000	\$0	90,000	\$450,000	10	15	10	20	15	20	90	MTP Policy Bundle TDCs	City of Richardson to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	ROW	\$25,000	\$0	5,000	\$25,000									
				2023	CON	\$2,500,000	\$0	500,000	\$2,500,000									
City of Farmers Branch	Westside Art Trail	From Campion Trail to Mercer Parkway and from Emerald Street to Denton Drive	Construct 12' shared use path	2021	CON	\$4,545,725	\$0	909,145	\$4,545,725	10	15	15	15	15	20	90	MTP Policy Bundle TDCs	City of Farmers Branch to utilize MTP Policy Bundle TDCs in lieu of a local cash match
DART	Cotton Belt Trail	From Spring Creek Trail to Plano City Limits	Construct shared use path	2021	ENG	\$100,000	\$0	20,000	\$100,000	10	15	15	15	15	20	90	MTP Policy Bundle TDCs	City of Richardson requested that this project be funded instead of the US 75 Southbound Frontage Road project; Projects had the same scores, so staff is recommending the change; City of Richardson to utilize MTP Policy Bundle TDCs in lieu of a local cash match; This project will be implemented by DART as part of the larger Cotton Belt Trail project that has been approved by the RTC
				2022	ROW	\$150,000	\$0	30,000	\$150,000									
				2023	CON	\$2,392,775	\$0	478,555	\$2,392,775									
Total						\$18,163,500	\$0	3,632,700	\$18,163,500									
City of Richardson	US 75 Southbound Frontage Road	From Renner Road to PGBT	Widen US 75 southbound frontage road bridge over Spring Creek to construct 10' trail	2021	ENG	\$450,000	\$0	90,000	\$450,000	10	15	10	20	15	20	90	MTP Policy Bundle TDCs	City of Richardson requested that the Cotton Belt Trail section in its jurisdiction be funded instead of this project
				2022	ROW	\$25,000	\$0	5,000	\$25,000									
				2023	CON	\$2,500,000	\$0	500,000	\$2,500,000									
City of Fort Worth	CentrePort Trail	From CentrePort Station to City limits	Construct 12' shared use path	2020	ENG	\$127,973	\$0	25,595	\$127,973	10	10	10	10	15	20	75	MTP Policy Bundle TDCs	Project funded by the RTC separately on 10/11/18 in order to complete the Dallas to Fort Worth Trail; City of Fort Worth is utilizing MTP Policy Bundle TDCs in lieu of a local cash match
					ROW	\$165,200	\$0	33,040	\$165,200									
					CON	\$5,118,938	\$0	1,023,788	\$5,118,938									
City of Grapevine	Cotton Belt Trail	From Texan Trail to west of DFW North Station	Construct 12' shared use path	2020	ENG	\$247,066	\$0	-	\$247,066	10	10	5	10	15	20	70	MTP Policy Bundle TDCs	
				2021	CON	\$1,530,800	\$0	306,160	\$1,530,800									
City of Lewisville	DCTA Trail	From College Parkway to Mill Street	Construct 12' shared use path with wayfinding signage	2021	CON	\$1,600,000	\$0	320,000	\$1,600,000	10	10	5	10	15	20	70	MTP Policy Bundle TDCs	
City of Plano	Plano Transit Village Veloweb	At Plano Parkway	Signalize existing path in rail right-of-way road crossing at Plano Parkway	2019	ENG	\$0	\$150,946	-	\$150,946	10	20	N/A	N/A	15	20	65	MTP Policy Bundle TDCs	
				2020	CON	\$754,730	\$0	150,946	\$754,730									
City of Plano	Preston Ridge Trail	From Park Blvd. to McDermott Road	Signalize existing path/6 lane divided arterials with HAWK signals	2019	ENG	\$0	\$268,371	-	\$268,371	10	20	N/A	N/A	15	20	65	MTP Policy Bundle TDCs	
				2020	CON	\$1,341,855	\$0	267,371	\$1,341,855									
City of Colleyville	Glade Road	From SH 26 to Pool Road	Construct 10' trail along north side of Glade Rd and connect various existing, but separated short trail segments		ENG	\$0	\$100,000	-	\$100,000	0	10	5	15	0	20	50	Strategic Partnerships	
					ROW	\$0	\$65,000	-	\$65,000									
					UTIL	\$0	\$100,000	-	\$100,000									
				2020	CON	\$800,000	\$200,000	-	\$1,000,000									
City of Arlington	Division Street	From Collins Street to Cooper Street	Construct new sidewalks	2020	CON	\$2,100,000	\$0	420,000	\$2,100,000	10	10	5	10	0	10	45	MTP Policy Bundle TDCs	Need a comprehensive vision for Division before considering
Cotton Belt Projects in Eastern Subregion Being Considered for State Funding, so Not Evaluated in this Program																		
City of Dallas	Cotton Belt Trail	From Richardson City Limits to Addison City Limits	Construct shared use path		ENG	\$157,085	\$0	31,417	\$157,085								MTP Policy Bundle TDCs	
					CON	\$1,270,964	\$0	254,193	\$1,270,964									
City of Plano	Cotton Belt Trail	From 12th Street to Shiloh Road	Construct new 12' shared use path in rail right-of-way with signalized crossings	2020	CON	\$3,865,268	\$0	773,054	\$3,865,268								MTP Policy Bundle TDCs	

Notes:
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Roadway Projects**

DRAFT

Shaded projects are proposed for funding

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total
City of Burleson or TxDOT Fort Worth	SH 174	From Elk Drive to Hulen Street	Widen from 4 to 6 lanes with sidewalks	2018	ENG	\$0	\$0	\$0	\$1,100,000	\$0	-	\$1,100,000	10	20	25	30	10	95	Strategic Partnerships	TxDOT to pay for match to on-system components; City of Burleson to fund the engineering and right-of-way phases
				2019	ROW	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000								
				2023	CON	\$590,000	\$4,130,000	\$1,180,000	\$0	\$0	-	\$5,900,000								
City of Garland	Shiloh Road	From Kingsley Road to Miller Road	Widen from 4 to 6 lanes with sidewalks	2023	CON	\$1,000,000	\$13,100,000	\$0	\$400,000	\$0	2,500,000	\$14,500,000	10	15	20	30	10	85	MTP Policy Bundle TDCs	City of Garland to utilize MTP Policy Bundle TDCs in lieu of a local cash match, but given project cost has to contribute an additional \$400,000 local
City of Arlington	Collins Street	From Mayfield Road to IH 20	Widen from 4 to 6 lanes		ENG	\$0	\$0	\$0	\$349,590	\$0	-	\$349,590	10	15	20	30	10	85	MTP Policy Bundle TDCs	Engineering phase funded by the City of Arlington
				2020	ROW	\$0	\$45,000	\$0	\$0	\$0	9,000	\$45,000								
				2023	CON	\$0	\$4,100,000	\$0	\$0	\$0	820,000	\$4,100,000								
City of Fort Worth	Las Vegas Trail	From IH 820 to Shoreview	Widen from 2 to 4 lanes with new sidewalks	2023	CON	\$800,000	\$4,000,000	\$0	\$1,200,000	\$0	-	\$6,000,000	10	10	15	30	10	75	Strategic Partnerships	Local funding is being contributed by the City of White Settlement and the City of Fort Worth (shares to be determined); Tarrant County may contribute and if so, would reduce the RTC share
City of Grand Prairie or TxDOT Fort Worth	Great Southwest Parkway	From eastbound IH 20 frontage road to westbound IH 20 frontage road	Widen roadway from 4 to 6 lanes with sidewalks		ENG	\$0	\$0	\$0	\$330,300	\$0	-	\$330,300	10	20	15	20	10	75	Strategic Partnerships	City of Grand Prairie to fund engineering, right-of-way, and utility phases; TxDOT to provide state match for construction
					ROW	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000								
					UTIL	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000								
				2021	CON	\$375,200	\$1,751,200	\$531,600	\$0	\$0	-	\$2,658,000								
City of Grapevine	Fairway Drive	From Marina Drive to SH 26	Widen from 2 to 3 lanes with new 10' shared use path	2021	ENG	\$0	\$338,940	\$0	\$0	\$0	67,788	\$338,940	10	10	10	30	10	70	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$117,500	\$2,448,760	\$0	\$0	\$0	513,252	\$2,566,260								
City of Grapevine	Eules-Grapevine Road	From SH 360 to Hughes Road	Widen from 2 to 4 lanes with new sidewalks and install new traffic signal at the intersection of SH 360 frontage road and Eules-Grapevine Road	2021	ENG	\$0	\$224,560	\$0	\$0	\$0	44,912	\$224,560	10	10	10	30	10	70	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$323,000	\$1,377,240	\$0	\$0	\$0	340,048	\$1,700,240								
Total Non-Loan Funding						\$3,205,700	\$31,515,700	\$1,711,600	\$3,679,890	\$0	4,295,000	\$40,112,890								
City of Fort Worth	Precinct Line Road	From Trinity Blvd. to Riverfalls Drive	Widen from 2 to 4 lane divided		ENG	\$0	\$0	\$0	\$0	\$1,000,000	-	\$1,000,000	10	10	15	30	10	75	Strategic Partnerships	Due to the economic development nature of this project, it is proposed for funding as an RTC Loan
				2023	CON	\$0	\$4,240,000	\$0	\$1,060,000	\$0	-	\$5,300,000								
City of Fort Worth	Trinity Boulevard	From IH 820 to Salado Trail	Reconstruct 4 lane undivided to 4 lane divided context sensitive roadway, including 10' and 12' sidewalks		ENG	\$0	\$0	\$0	\$1,100,000	\$100,000	-	\$1,200,000	10	10	15	20	10	65	Strategic Partnerships	Due to the economic development nature of this project, it is proposed for funding as an RTC Loan
					UTIL	\$0	\$0	\$0	\$1,000,000	\$0	-	\$1,000,000								
				2021	CON	\$1,000,000	\$8,920,000	\$0	\$2,480,000	\$0	-	\$12,400,000								
City of Fort Worth	Trinity Boulevard	From Salado Trail to Precinct Line Road	Reconstruct 4 lane undivided to 4 lane divided, including 10' and 12' sidewalks	2023	CON	\$600,000	\$3,000,000	\$0	\$900,000	\$0	-	\$4,500,000	10	10	15	20	10	65	Strategic Partnerships	Due to the economic development nature of this project, it is proposed for funding as an RTC Loan
Total Loan Funding						\$1,600,000	\$16,160,000	\$0	\$6,540,000	\$1,100,000	0	\$25,400,000								

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Roadway Projects

DRAFT

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total
City of Arlington	Sublett Road	From Joplin Road to City Limits	Widen from 2 to 3/4 lanes with bicycle lanes and sidewalks	2018	ENG	\$0	\$0	\$0	\$647,000	\$0	-	\$647,000	10	10	10	20	10	60	MTP Policy Bundle TDCs	
				2020	ROW	\$0	\$2,533,000	\$0	\$0	\$0	506,600	\$2,533,000								
				2021	CON	\$1,750,000	\$6,254,000	\$0	\$0	\$0	1,600,800	\$8,004,000								
City of Arlington	Turner Warnell Road	From Business 287 to US 287	Widen from 2 to 4 lanes with sidewalk improvements; Construct roundabout at Russell Curry Road intersection	2021	ENG	\$81,500	\$1,599,000	\$0	\$0	\$0	336,100	\$1,680,500	10	10	10	20	10	60	MTP Policy Bundle TDCs	
				2022	ROW	\$619,000	\$2,077,000	\$0	\$0	\$0	539,200	\$2,696,000								
				2023	CON	\$3,047,000	\$9,547,000	\$0	\$0	\$0	2,518,800	\$12,594,000								
City of Grapevine	SW Grapevine Parkway	From SH 26 to Mustang Drive	Construct 0 to 4 lane divided roadway with new sidewalks and new traffic signal at the intersection of Mustang and SW Grapevine Pkwy	2020	ENG	\$0	\$511,500	\$0	\$0	\$0	102,300	\$511,500	10	0	10	30	10	60	MTP Policy Bundle TDCs	
				2021	ROW	\$0	\$443,700	\$0	\$0	\$0	88,740	\$443,700								
				2021	CON	\$390,000	\$3,748,500	\$0	\$0	\$0	827,700	\$4,138,500								
City of Grapevine	Eules-Grapevine Road	From Hughes Road to Glade Road	Widen 2 lanes undivided to 3 lanes undivided with sidewalk improvements	2020	ENG	\$0	\$407,000	\$0	\$0	\$0	81,400	\$407,000	10	10	10	20	10	60	MTP Policy Bundle TDCs	
				2021	CON	\$117,500	\$3,175,500	\$0	\$0	\$0	658,600	\$3,293,000								
City of McKinney	Silverado Trail	From Custer Road to Rowlett Creek	Widen from 2 lanes to 4 lanes divided with sidewalks; Construct bridge over Rowlett Creek	2020	ENG	\$0	\$250,000	\$0	\$0	\$0	50,000	\$250,000	10	10	10	10	N/A	40	MTP Policy Bundle TDCs	
				2021	CON	\$375,000	\$1,125,000	\$0	\$0	\$0	300,000	\$1,500,000								
City of Arlington	Pleasant Ridge Road	From Plumwood Drive to Enchanted Bay Boulevard	Construct 0 to 3 lane roadway with new sidewalks and a side path	2020	ENG	\$0	\$0	\$0	\$1,200,000	\$0	-	\$1,200,000	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2022	CON	\$1,425,000	\$7,107,000	\$0	\$0	\$0	1,706,400	\$8,532,000								
City of McKinney	Laud Howell Parkway	From FM 1461/Lake Forest Drive to Hardin Blvd.	Construct 0 to 2 lane roadway including a bridge over Honey Creek	2018	ENG	\$0	\$0	\$0	\$0	\$0	-	\$0	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2020	ROW	\$0	\$2,000,000	\$0	\$0	\$0	400,000	\$2,000,000								
				2021	CON	\$0	\$20,000,000	\$0	\$0	\$0	4,000,000	\$20,000,000								
City of McKinney	Wilmeth Road	From Custer Road to Ridge Road	Construct 0 to 2 lane roadway, including intersection improvements at Custer and Wilmeth	2020	ENG	\$0	\$500,000	\$0	\$0	\$0	100,000	\$500,000	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2020	ROW	\$0	\$1,500,000	\$0	\$0	\$0	300,000	\$1,500,000								
				2021	CON	\$500,000	\$7,500,000	\$0	\$0	\$0	1,600,000	\$8,000,000								
TxDOT Dallas	IH 35E	From Manana Drive to Royal Lane	Construct 0 to 2 lane frontage road	2025	CON	\$0	\$12,687,896	\$3,171,974	\$0	\$0	-	\$15,859,870	10	0	10	10	0	30	Strategic Partnerships	
TxDOT Dallas	FM 6	From SH 78 to County Line	Widen shoulders and construct other safety enhancements										N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project is not ready at this time (specific scope has not been determined), so removed from consideration

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Roadway Projects

DRAFT

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total
City of Dallas	University Hills	From IH 20 to Camp Wisdom				\$0	\$500,000	\$0	\$0		-	\$500,000	N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project will be included in the existing Wheatland Rd project scope (TIP 25025/CSJ 0918-47-992)
City of Dallas	Lancaster Avenue	From Mentor Avenue to 52nd Street											N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project is not ready at this time (specific scope has not been determined), so removed from consideration by the City of Dallas

Notes:
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Intersection Improvement Projects**

DRAFT

Shaded projects are proposed for funding

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Project Scoring						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	State	Local	TDCs	Total	Safety	AQ Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Volumes	Level of Service	Total		
TxDOT Dallas	FM 544	At FM 1378 (Country Club Road)	Construct a left turn lane (from eastbound FM 544 to northbound FM 1378)	2021	CON	\$1,320,000	\$0	\$330,000	\$0	-	\$1,650,000	15	10	20	25	20	90	Intersection Improvements	
TxDOT Dallas	US 80	At SH 205/FM 148	Construct intersection improvements (sidewalks and turn lanes)	2021	CON	\$7,152,486	\$0	\$1,788,122	\$0	-	\$8,940,608	15	5	15	25	15	75	Intersection Improvements	
TxDOT Dallas	FM 1378	From North of FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	2022	CON	\$941,778	\$0	\$235,445	\$0	-	\$1,177,223	15	5	20	10	25	75	Intersection Improvements	
City of Ennis	IH 45	At SH 34/Ennis Avenue	Construct Texas U-turns along with dedicated left turn lanes and traffic signal improvements/retiming	2021	CON	\$4,320,000	\$0	\$1,080,000	\$0	-	\$5,400,000	15	5	15	15	20	70	Strategic Partnerships	
City of Colleyville	Glade Road	At Bluebonnet Drive	Lower Bluebonnet Drive to eliminate a 3-way stop		ENG	\$0	\$0	\$0	\$150,000	-	\$150,000	5	10	20	5	25	65	Intersection Improvements	City of Colleyville to pay for engineering, right-of-way, and utility phases
					ROW	\$0	\$0	\$0	\$90,000	-	\$90,000								
					UTIL	\$0	\$0	\$0	\$150,000	-	\$150,000								
				2021	CON	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000								
TxDOT Dallas	SH 34 Partnership with Kaufman County	At Kings Creek Drive or other project(s) along SH 34	Construct left and right turn lanes	2019	CON	\$1,000,000	\$0	\$250,000	\$0	-	\$1,250,000	5	5	15	10	25	60	Intersection Improvements	Staff to coordinate with Kaufman County and TxDOT regarding next increment of projects/funding on SH 34
City of Fort Worth	Business 287/ North Main Street	At North Hangar entrance	Add right turn lanes for southbound traffic	2020	ENG	\$10,400	\$0	\$0	\$0	10,400	\$10,400	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Funding for this project (\$224,800 CMAQ) initially awarded through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects program; City of Fort Worth is requesting to use TDCs in lieu of a local cash match; This recommendation includes only the extra funding needed to make project 100% federally funded
				2021	UTIL	\$7,000	\$0	\$0	\$0	7,000	\$7,000								
				2021	CON	\$38,800	\$0	\$0	\$0	38,800	\$38,800								
City of Fort Worth	Business 287/ North Main Street	At North Hangar entrance	Add right turn lane for southbound traffic into airport's northern entrance (main entrance for jet fuel trucks)	2020	ENG	\$10,400	\$0	\$0	\$0	10,400	\$10,400	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Funding for this project (\$192,000 CMAQ) initially awarded through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects program; City of Fort Worth is requesting to use TDCs in lieu of a local cash match; This recommendation includes only the extra funding needed to make project 100% federally funded
				2021	UTIL	\$2,000	\$0	\$0	\$0	2,000	\$2,000								
				2021	CON	\$35,600	\$0	\$0	\$0	35,600	\$35,600								
Total						\$16,038,464	\$0	\$3,683,566	\$690,000	104,200	\$20,412,030								
City of Colleyville	Cheek-Sparger Road	At Bedford Road	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$150,000	-	\$150,000	5	5	20	10	25	65	Intersection Improvements	Need updated policy position regarding Cheek-Sparger from the City of Colleyville before considering funding for this roadway
					UTIL	\$0	\$0	\$0	\$60,000	-	\$60,000								
				2021	CON	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000								
City of Colleyville	Glade Road	At Riverwalk Drive	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$200,000	-	\$200,000	5	5	15	10	25	60	Intersection Improvements	
					ROW	\$0	\$0	\$0	\$120,000	-	\$120,000								
					UTIL	\$0	\$0	\$0	\$210,000	-	\$210,000								
				2020	CON	\$1,680,000	\$0	\$0	\$420,000	-	\$2,100,000								
City of Colleyville	McDonwell School Road	At Westcoat Drive	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$110,000	-	\$110,000	5	5	20	5	20	55	Intersection Improvements	
					ROW	\$0	\$0	\$0	\$35,000	-	\$35,000								
					UTIL	\$0	\$0	\$0	\$110,000	-	\$110,000								
				2020	CON	\$880,000	\$0	\$0	\$220,000	-	\$1,100,000								

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Intersection Improvement Projects**

DRAFT

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Project Scoring						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	State	Local	TDCs	Total	Safety	AQ Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Volumes	Level of Service	Total		
City of Dallas	Jefferson	At Van Buren	Construct pedestrian improvements including crosswalks, ADA ramps, and new traffic signal	2020	ENG	\$26,500	\$0	\$0	\$0	5,300	\$26,500	10	5	20	5	15	55	MTP Policy Bundle TDCs	
				2021	CON	\$238,500	\$0	\$0	\$0	47,700	\$238,500								
City of Dallas, Dallas County, UP	SL 12	At Carbondale Street	Construct improvements to the Loop 12 and Carbondale entrance/exit including new sidewalks		ENG	\$0	\$265,320	\$66,330	\$0	-	\$331,650	5	5	10	5	25	50	MTP Policy Bundle TDCs	On hold; Awaiting community decisions
					CON	\$0	\$622,440	\$155,610	\$0	-	\$778,050								
City of Fort Worth	Heritage Trace Parkway	At Waterbend South	Construct grade separation	2020	ENG	\$0	\$3,799,500	\$0	\$0	759,900	\$3,799,500	0	0	10	5	25	40	MTP Policy Bundle TDCs	On hold; Project will be considered as part of a larger program that addresses the railroad system in the future
				2021	CON	\$0	\$33,734,000	\$0	\$0	6,746,800	\$33,734,000								
City of Garland	Bass Pro Drive	At IH 30	Widen from 2 lane undivided to 4 lane divided including a 12 foot wide bike/pedestrian trail between Zion Road and Chaha Road, reconfigure the Frontage roads as a conventional diamond interchange, and remove the jug handle ramps		CON	\$0	\$0	\$0	\$0	1,000,000	\$60,000,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Garland
City of Garland	Rosehill Road	At IH 30	Reconstruct 4 lane undivided to 4 lane divided roadway including a 12 ft. wide bike/ped trail from 1,200 ft. north of the IH 30 centerline to 750 ft. south of the IH 30 centerline, reconfigure the Frontage roads as a conventional diamond interchange, remove jug handle ramps, and grade reversals		CON	\$0	\$0	\$0	\$0	1,000,000	\$84,000,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Garland
TxDOT Dallas	IH 35E	At Bear Creek	Construct U-turn lanes	2022	CON	\$1,440,000	\$0	\$360,000	\$0	-	\$1,800,000	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project removed from consideration by TxDOT Dallas
TxDOT Dallas	IH 45	At Dowdy Ferry Road	Intersection improvements (sidewalks and turn lanes)	2019	CON	\$1,024,954	\$0	\$256,238	\$0	-	\$1,281,192	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project not far enough in design process to determine specific scope
TxDOT Dallas	US 67	At Lake Ridge Parkway	Construct interchange	2021	CON	\$16,000,000	\$0	\$2,000,000	\$2,000,000	-	\$20,000,000	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project to be considered through 10 Year Plan with Category 2 funds
City of Fort Worth	West Long Avenue	At Lincoln Avenue	Construct left and right turn lanes		CON	\$682,000	\$0	\$0	\$0	136,400	\$682,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project previously evaluated through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects Program and was not recommended for funding

Notes:
Maximum of 100 points available

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Complete Streets/Context-Sensitive Design Projects

DRAFT

Shaded projects are proposed for funding

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Project Scoring										Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	Local	TDCs	Total	Pedestrian Friendly Streetscape	Context Sensitive Design	Planning	Public Engagement	Redevelopment Opportunities	Transit Connection Opportunities	Zoning	Mixed Use	Safety	Total		
City of Dallas	West Commerce	From Fort Worth Avenue to Riverfront	Reduce from 6 to 4 lanes with sidewalk improvements and bicycle lanes	2020	ENG	\$570,000	\$0	\$0	114,000	\$570,000	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$2,700,000	\$5,000,000	\$0	1,540,000	\$7,700,000												
City of Fort Worth	Horne Street	From Vickery Blvd. to Camp Bowie Blvd.	Widen from 2 to 3 lanes with bicycle lanes, pedestrian/sidewalk improvements, and traffic signal improvements	2022	ENG	\$0	\$1,613,179	\$0	322,636	\$1,613,179	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$2,127,635	\$4,075,480	\$0	1,240,623	\$6,203,115												
City of Dallas	Park Lane	From Greenville Avenue to Hemlock Avenue; Park Lane at Greenville Avenue	Reconstruct roadway to accommodate bicycle lane and sidewalks from Greenville Ave to Hemlock Ave; Intersection improvements at Shady Brook and 5-Point intersections; Restripe pavement to accommodate 4 through lanes with left turn lanes and bicycle lanes	2020	ENG	\$559,390	\$0	\$0	111,878	\$559,390	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match; Staff proposes to fund part of this project
				2022	CON	\$7,662,535	\$0	\$0	1,532,507	\$7,662,535												
City of Fort Worth	University Drive	From Trail Drive to Rosedale Bridge	Pedestrian improvements including new and widened sidewalks, crosswalks, wayfinding signage, and traffic signals	2020	ENG	\$984,655	\$0	\$0	196,931	\$984,655	10	10	10	10	0	10	0	0	20	70	MTP Policy Bundle TDCs	City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	CON	\$7,098,940	\$0	\$0	1,419,788	\$7,098,940												
City of McKinney	East Louisiana Street	From SH 5 to Throckmorton Street	Reconstruct from 2 to 2 lanes including on-street parking, roundabout at the intersection of East Louisiana and Greenville St, & sidewalk improvements	2021	ENG	\$0	\$180,000	\$0	36,000	\$180,000	10	10	10	10	10	0	10	0	10	70	MTP Policy Bundle TDCs	City of McKinney to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	UTIL	\$0	\$0	\$100,000	-	\$100,000												
				2023	CON	\$1,735,000	\$1,765,000	\$0	700,000	\$3,500,000												
Total						\$23,438,155	\$12,633,659	\$100,000	7,214,363	\$36,171,814												
City of Dallas	Abrams	From Mockingbird to Gaston	Reconstruct from 4 to 4 lanes with bicycle lanes and new/widened sidewalks	2020	ENG	\$800,000	\$0	\$0	160,000	\$800,000	10	10	10	0	0	10	0	0	20	60	MTP Policy Bundle TDCs	
				2021	CON	\$7,200,000	\$0	\$0	1,440,000	\$7,200,000												
City of Dallas	Lake June	From West of US 175 to East of US 175	Reconstruct and widen bridge from 2 to 4 lanes with bicycle lane and new sidewalks	2020	ENG	\$0	\$1,000,000	\$0	200,000	\$1,000,000	10	10	10	0	10	10	10	0	0	60	MTP Policy Bundle TDCs	
				2021	CON	\$0	\$9,000,000	\$0	1,800,000	\$9,000,000												
City of Dallas	Camp Wisdom	From Mountain Creek to Eagle Ford	Widen 2 to 4 lane roadway with sidewalks and a shared use path	2020	ENG	\$440,000	\$0	\$0	88,000	\$440,000	10	10	10	0	0	0	0	0	10	40	MTP Policy Bundle TDCs	
				2021	CON	\$3,960,000	\$0	\$0	792,000	\$3,960,000												
City of Dallas	Meadowcreek	From Arapaho to IH 635	"Complete Streets project" with widened sidewalks	2020	ENG	\$0	\$650,000	\$0	130,000	\$650,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Dallas
				2021	CON	\$0	\$5,850,000	\$0	1,170,000	\$5,850,000												

Notes:
Maximum of 100 points available

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Strategic Partnerships

DRAFT

Shaded projects are proposed for funding

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	RTR	Local	Private/Other	TDCs			Total
City of Dallas/TxDOT Dallas	Klyde Warren Park Expansion	From St. Paul to Akard	Construct extension of existing deck park	2019	ENG	\$0	\$0	\$0	\$2,438,000	\$7,437,000	-	\$9,875,000	Strategic Partnerships	RTC funds to pay for deck structure only; RTC to be paid back \$10,000,000 over time from sources to be determined by the City of Dallas and private sector partners; City of Dallas will implement the utility improvements, and TxDOT will implement the deck improvements; The City of Dallas and the private sector are also contributing \$32,639,775 for non-transportation improvements to the park
				2021	UTIL	\$0	\$0	\$0	\$3,850,000	\$0	-	\$3,850,000		
				2022, 2023, 2024	CON	\$0	\$30,000,000	\$0	\$3,362,000	\$2,837,100	-	\$36,199,100		
DART	Southern Dallas County TMA	N/A	Create a Transportation Management Association (TMA) that reduces demand for an over capacity network; Reduce single occupancy trips by implementing TMA programs	2019, 2020	IMP	\$1,000,000	\$0	\$0	\$250,000	\$0	-	\$1,250,000	Strategic Partnerships	
City of Denton	Bonnie Brae Street	From Windsor Dr to US 77	Widen from 2/4 lanes to 4 lanes divided with sidewalks and 10' shared use path		ENG	\$0	\$0	\$0	\$1,455,882	\$0	-	\$1,455,882	Strategic Partnerships	City of Denton is funding engineering phase; Denton County to contribute funding (assuming at least \$2,000,000 in addition to local match)
				2019	ROW	\$0	\$1,589,200	\$0	\$397,300	\$0	-	\$1,986,500		
				2022	CON	\$360,000	\$9,111,600	\$0	\$4,867,900	\$0	-	\$14,339,500		
City of Fort Worth	TRE Station	At Trinity Lakes	Construct transit station and associated park-and-ride	2020	CON	\$4,500,000	\$0	\$0	\$3,000,000	\$0	-	\$7,500,000	Strategic Partnerships	Local funding to be contributed by Trinity Metro for the construction of the TRE Station
City of Fort Worth	Trinity Trail	From Trinity Blvd to Trinity Lakes Station	Construct shared use path	2019	ENG	\$40,267	\$0	\$0	\$0	\$0	8,053	\$40,267	Strategic Partnerships	City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2021	CON	\$372,467	\$0	\$0	\$0	\$0	74,493	\$372,467		
City of North Richland Hills	Smithfield Transit-Oriented Development Project	On Cardinal Lane from TEXRail Station to FM 1938; On Center Street from Main Street to Railroad tracks; On Main Street from Smithfield Rd to FM 1938; On Snider Street from Main St to Railroad tracks; FM 1938 at Northeast Pkwy; On FM 1938 from Main St to Odell St and along north side of DART ROW; On Smithfield Rd from Railroad tracks to Arthur	Construct 0 to 2 lane roadway with on-street parking and new sidewalks; Construct 2 lane roadway with on-street parking and sidewalks; Reconstruct from 2 to 2 lanes with on-street parking and widened sidewalks; Construct 2 lane roadway with on-street parking and sidewalks; Install traffic signal; Construct 8' sidewalk on west side of Davis Blvd; Construct 0 to 3 lane roadway	2019	ENG	\$0	\$0	\$311,852	\$77,963	\$0	-	\$389,815	Strategic Partnerships	Project to be funded with RTR-121 TC2 funds as part of a swap between the Eastern and Western subregions (move Dallas County Acct 2 RTR funds to Tarrant County)
				2020	ROW	\$0	\$0	\$374,222	\$93,555	\$0	-	\$467,777		
				2021	CON	\$0	\$0	\$3,118,516	\$779,629	\$0	-	\$3,898,145		
City of North Richland Hills	Smithfield Rd	Smithfield Rd, Main St, Center St, Railroad	Landbanking	2019	IMP	\$0	\$0	\$2,000,000	\$500,000	\$0	-	\$2,500,000	Strategic Partnerships	RTC funds to be paid back over time
Total						\$6,272,734	\$40,700,800	\$5,804,590	\$21,072,229	\$10,274,100	82,546	\$84,124,453		

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Strategic Partnerships

DRAFT

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	RTR	Local	Private/Other	TDCs			Total
City of Arlington	General Motors Freight Mover					\$0	\$0	\$0	\$0	-	\$0	N/A		Awaiting City of Arlington's feedback
City of Dallas	SM Wright		Before and after air quality monitoring study for SM Wright Project		IMP	\$0	\$500,000	\$0	\$0	100,000	\$500,000	N/A		Not enough information available to review the project at this time
City of Dallas	Zaragosa Elementary Safe Routes to School		Implement recommendations from the 2017 SRTS Plan for Zaragosa Elementary		CON	\$345,175	\$0	\$0	\$0	69,035	\$345,175	N/A	MTP Policy Bundle TDCs	Project may be funded through another program
City of Denton	Bonnie Brae Street	From US 380 to Windsor Drive	Reconstruct from 4 lanes undivided to 4 lanes divided with sidewalks and 10' shared use path	ENG		\$0	\$0	\$0	\$926,470	\$0	-	\$926,470	Strategic Partnerships	
				ROW		\$0	\$1,000,784	\$0	\$250,196	\$0	-	\$1,250,980		
				CON		\$45,000	\$7,251,000	\$0	\$1,824,000	\$0	-	\$9,120,000		
City of Denton	Bonnie Brae Street	From Scripture St to US 380	Reconstruct from 4 lanes undivided to 4 lanes divided with sidewalks and 10' shared use path	ENG		\$0	\$0	\$0	\$960,000	\$0	-	\$960,000	Strategic Partnerships	
				ROW		\$0	\$1,508,000	\$0	\$0	\$0	-	\$1,508,000		
				CON		\$375,000	\$7,769,000	\$0	\$2,036,000	\$0	-	\$10,180,000		
City of Denton	Bonnie Brae Street	From US 77 to US 288	Construct 0 to 4 lane divided roadway with sidewalks and 10' shared use path	ENG		\$254,118	\$0	\$0	\$63,529	\$0	-	\$317,647	Strategic Partnerships	
				ROW		\$0	\$329,280	\$0	\$82,320	\$0	-	\$411,600		
				CON		\$2,507,840	\$0	\$0	\$626,960	\$0	-	\$3,134,800		

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Intelligent Transportation System/Traffic Signal Projects**

DRAFT

Shaded projects are proposed for funding

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding				Total Score	Program	Comments
						CMAQ Federal Amount	Local	TDCs	Total			
City of Grapevine	Northwest Highway and SH 26	From West SH 114 to SH 121	Installation of ITS fiber and ITS equipment	2020	ENG	\$141,820	\$0	28,364	\$141,820	60	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2021	CON	\$1,078,180	\$0	215,636	\$1,078,180			
Total						\$1,220,000	\$0	244,000	\$1,220,000			
City of Grapevine	Northwest Hwy and SH 26	From Park Blvd to Grapevine Mills Trl	Signal and Pedestrian Modifications	2020	ENG	\$863,940	\$0	172,788	\$863,940	N/A	MTP Policy Bundle TDCs	Project not recommended for funding; Signals proposed for reconstruction are still functional
				2021	CON	\$6,626,060	\$0	1,325,212	\$6,626,060			
City of Grapevine	Southlake Blvd	From E. State Hwy 114 to W. State Hwy 114	Detection Upgrade	2020	ENG	\$7,760	\$0	1,552	\$7,760	N/A	MTP Policy Bundle TDCs	Project not recommended for funding; Project includes locations that have an Adaptive system with a 15-year lifespan that was installed in 2012
				2021	CON	\$62,300	\$0	12,460	\$62,300			
City of Cedar Hill	ITS/Signal Monitoring Program		Implement ITS/Signal Monitoring program		IMP	\$860,000	\$90,000	100,000	\$950,000	N/A	MTP Policy Bundle TDCs	Not enough information provided to review project at this time; ITS Master Plan set to be completed Spring 2019; Project can be re-submitted for consideration at that time

Notes:
Maximum of 100 points available

**Evaluation Methodology For
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Roadway Projects**

Safety (# of crashes from 2013-2017)	Air Quality Benefits (NOx reduction in lbs/day)	Level of Service	Are Additional Lanes Warranted?	Eligible for Federal Funds (Major Collector or higher on FFCS)?
≥ 101= 20	≥ 40,000 = 30	F = 30	Yes = 10	Yes = 10
51-100= 15	30,000-39,999 = 25	DE = 20	No = 0	No = 0
1-50= 10	20,000-29,999 = 20	ABC = 10		
	10,000-19,999 = 15			
	≤ 9,999 = 10			

Notes:

Projects may receive a maximum possible score of 100.

FFCS = Federal Functional Classification System

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

**Evaluation Methodology For
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Intersection Projects**

Safety (# of crashes from 2013-2017)	Air Quality Benefits (NOx reduction in lbs/day)	Cost Effectiveness (Cost/lb of NOx reduced over project life)	Traffic Volumes	Level of Service
≥ 45 = 15	> 2 lbs/day = 15	≤ \$999 = 20	≥ 40,000 = 25	F = 25
21-44 = 10	1.01-2 lbs/day = 10	\$1,000-\$4,999 = 15	30,000-39,999 = 20	DE = 20
1-20 = 5	0.01-1.0 lbs/day = 5	≥ \$5,000 = 10	20,000-29,999 = 15	ABC = 15
			10,000-19,999 = 10	
			≤ 9,999 = 5	

Notes:

Projects may receive a maximum possible score of 100.

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

**Evaluation Methodology For
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Bicycle/Pedestrian Projects**

Does the Project Provide a Safety Benefit?	Implementation of the MTP/Regional Veloweb	Cost Effectiveness (Cost/lb of NOx reduced over project life)	User Forecasts	Does the Project Provide or Improve Access to Transit?	Air Quality Benefits (NOx reduction in lbs/day)
Yes = 10	Regional Veloweb Connection = 20	≤ \$50 = 20	≥ 10,000 = 20	Yes = 15	> 10 lbs/day = 15
No = 0	Implements MTP Policies/Programs = 10	\$51-\$100 = 15	5,001-9,999 = 15	No = 0	5.01-9.99 lbs/day = 10
		≥ \$100 = 10	≤ 5,000 = 10		0.01-5.00 lbs/day = 5

Notes:

Projects may receive a maximum possible score of 100.

MTP = Metropolitan Transportation Plan

NOx = Nitrogen Oxides

**Evaluation Methodology For
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs
Draft Recommendations: Complete Streets Projects**

Pedestrian Friendly Streetscape	Context Sensitive Design	Planning	Public Engagement	Redevelopment Opportunities	Transit Connection Opportunities	Zoning	Mixed Use	Safety (# of crashes from 2013-2017)
Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	≥ 151 = 20
No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	51-150 = 15
								≤ 50 = 10

Notes:

Projects may receive a maximum possible score of 100.

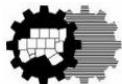
Source of crash data: Texas Department of Transportation

2017-2018 CMAQ/STBG* FUNDING: STRATEGIC PARTNERSHIPS ROUND 3, INTERSECTION IMPROVEMENTS, AND METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM

Regional Transportation Council

December 13, 2018

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program
 - Round 1 Round 2
- Strategic Partnerships**
 - Round 1 Round 2 Round 3/Intersection Improvements/MTP Policy Bundle
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management & Operations (M&O), NCTCOG-Implemented, & Regional/Air Quality Programs

= Project Selection Completed = Program Partially Completed = Pending STTC/RTC Approval

STRATEGIC PARTNERSHIPS ROUND 3

- Purpose
 - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development
- Eligibility criteria considered:
 - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.),
 - Project has multiple non-RTC stakeholders/contributors, or
 - Project is of strategic importance within/to the region

INTERSECTION IMPROVEMENTS

- Purpose
 - Coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements
- Selection criteria considered:
 - Project addresses a safety issue (history of vehicle crashes)
 - Air quality benefits
 - Cost effectiveness
 - Current volumes
 - Level of service

MTP POLICY BUNDLE TDC PROGRAM

- Purpose
 - Provide agencies with an opportunity to use MTP Policy Bundle TDCs on federally eligible local projects
- Eligibility criteria considered:
 - New project
 - Project must be eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of United States Code
- Selection criteria considered (more details can be found in the Council mail out):
 - Current Volumes
 - Air Quality benefits the project yields
 - Cost effectiveness
 - Are additional lanes warranted?
 - Level of Service
 - Project addresses a safety issue (history of vehicle crashes)

PROJECT REVIEW PROCESS

- Projects were divided into project types and evaluated against each other.
- Project types:
 - Roadways
 - Intersections
 - Bicycle/Pedestrian
 - Complete Streets/Context-Sensitive Design
 - Intelligent Transportation Systems (ITS)/Traffic Signals
 - Strategic Partnerships

WEST/EAST FUNDING DISTRIBUTION

CATEGORY	WESTERN SUBREGION	EASTERN SUBREGION
CMAQ^{1,3}	\$21,453,864	\$48,484,689
Funding Share	30.7%	69.3%

CATEGORY	WESTERN SUBREGION	EASTERN SUBREGION
STBG^{1,2,4}	\$40,264,359	\$60,745,800
Funding Share	39.9%	60.1%

Notes:

- 1: Funding distributions take only federal funds into account
- 2: Staff also proposes to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall East/West Equity; Staff proposes to move Dallas County RTR funds to Tarrant County
- 3: CMAQ target is 34% Western and 66% Eastern
- 4: STBG target is 32% Western and 68% Eastern

SUMMARY OF PROPOSED FUNDING RECOMMENDATION

PROJECT TYPE	PROPOSED CMAQ FUNDS	PROPOSED STBG FUNDS	PROPOSED RTR FUNDS	PROPOSED NON-RTC FUNDING	TDCs	TOTAL
Roadways	\$4,805,700	\$47,675,700	\$0	\$13,031,490	4,295,000	\$65,512,890
Intersections	\$16,038,464	\$0	\$0	\$4,373,566	104,200	\$20,412,030
Bicycle/Pedestrian	\$18,163,500	\$0	\$0	\$0	3,632,700	\$18,163,500
Complete Streets	\$23,438,155	\$12,633,659	\$0	\$100,000	7,214,363	\$36,171,814
Strategic Partnerships	\$6,272,734	\$40,700,800	\$5,804,590	\$31,346,329	82,546	\$84,124,453
ITS/Traffic Signals	\$1,220,000	\$0	\$0	\$0	244,000	\$1,220,000
TOTAL	\$69,938,553	\$101,010,159	\$5,804,590	\$48,851,385	15,572,809	\$225,604,687

Blue text indicates changes since the November 2018 RTC meeting

APPROVAL TIMELINE

MEETING/TASK	DATE
STTC Information	October 26, 2018
RTC Information	November 8, 2018
Public Meetings	November 2018
STTC Action	December 7, 2018
RTC Action	December 13, 2018

REQUESTED ACTION

- RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships, Intersection Improvements, and MTP Policy Bundle TDC Program
 - Administratively amending the 2019-2022 Transportation improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

QUESTIONS?

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2019 Regional Transportation Council Principles for the Federal Surface Transportation Authorization

Adequately Fund the Transportation System

- Pass a long-term bill (6 years) to provide stability for transportation planning
- Increase traditional revenue – Identify additional revenue to maintain and improve the system and address the solvency of the Highway Trust Fund
- Allow flexibility in traditional funding and collect revenue smarter – update outdated allocation formulas, resolve the donor state issue
- Provide adequate funding for air quality, congestion mitigation programs and all modes of transportation
- Allow for the use of innovative funding, such as toll roads, TIFIA and infrastructure banks, and seek opportunities to leverage funds
- Implement a vehicle miles traveled fee pilot program

Define a National Transportation Vision

- Continue to implement regional, state and national goods movement policies and programs along with a multimodal freight network with highways, freight rail, seaports, inland ports and airports
- Expand the MPO role in the freight decision making process
- Preserve and renew transportation assets

Increase Efficiency

- Continue to support environmental and project delivery streamlining
- Give greater funding and responsibilities to large MPOs
- Encourage partnerships between federal agencies to break silos and solve multiple problems simultaneously
- Streamline and simplify the air quality regulatory process
- Continue support for performance-based planning

Expand Options

- Maximize transit-oriented developments and promote transit ridership
- Connect land use and transportation decisions and promote the availability of transit and bicycle-pedestrian options
- Support public and private shared mobility solutions
- Improve air quality; ensure eligibility clean vehicle and technology programs and congestion relief projects and programs eligible for federal highway funding

Pursue Innovation, Technology and Safety

- Support innovation and technology to improve the transportation system; increase safety and relieve congestion
- Support the development and deployment of advanced-technology and alternative-fuel vehicles
- Encourage high-speed rail development and expansion in Texas
- Support a safe, consistent implementation of technological advances, such as autonomous vehicles, data sharing and unmanned aircraft systems, through dialogue and collaboration of Federal, State and local governments
- **Examine the effectiveness of statewide or local bans on use of wireless communications devices while driving and, if deemed ineffective, improve roadway safety and reduce distracted driving through measures such as** ~~Authorize~~ **technology to disable use of a driver's cell phones, tablets and in-vehicle infotainment systems** for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.

**REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
86TH TEXAS LEGISLATURE**

Actively Seek and Support Legislation to Meet Transportation and Air Quality Needs

- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions through a local decision-making process of the MPO, County Commissioners Courts and City Councils; ensure fair-share allocation of funds to metropolitan regions.
- Define toll road in statute to clarify the difference between toll roads and tolled managed lanes and allow Proposition 1 and 7 revenue on non-tolled portions of projects with managed lanes.
- **Clarify definition of Comprehensive Development Agreement as a public-private partnership, separate from public sector partnerships through Design-Build contracting.**
- Authorize the use of a Comprehensive Development Agreement for specific needed projects.
- Identify additional revenue for transportation. Options **could** include, but are not limited to:
 - Allow counties in the Dallas-Fort Worth region the ability to adopt the \$10 optional registration fee allowed in various other counties across the state.
 - Implement a temporary local transportation revenue source to be voter approved.
 - Study the increase in alternative fuels vehicles and the effects on the gas tax.
 - Implement a vehicle miles traveled fee collection pilot program.
 - Support the Texas Legacy Fund concept as a use for the Economic Stabilization Fund and allow investments in an infrastructure bank.
 - Index the motor fuels tax to fuel efficiency.
 - Examine regional or corridor transportation reinvestment zones.
 - Reinstate making repayments of general obligation bonds issued for transportation from the General Revenue Fund, rather than TxDOT revenues.
- Reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements.
- Appropriate LIRAP's residual balance of previously collected funds; modernize and increase flexibility in LIP.
- Reinstate and protect TERP revenue; ensure funds are utilized for projects that meet the intent of the program and provide equity among fuel types.
- Give transportation agencies **and local governments** the authority to make property available and receive compensation for use in building out next generation communications networks that will support transportation systems and provide broadband coverage **as well as the authority to make airspace over transportation corridors available for land development to help generate revenue for the transportation facility.**
- **Examine the effectiveness of the statewide ban on use of wireless communications devices while driving and, if deemed ineffective, improve roadway safety and reduce distracted driving through measures such as** Authorize technology to disable use of a driver's cell phones, ~~tablets and in-vehicle infotainment~~

systems for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.

Support Progress Made Toward Improving Transportation and Air Quality During Recent Legislative Sessions

- Support full appropriation of Proposition 1 and Proposition 7 revenues to fund transportation.
- Oppose any attempt to backslide from the ending of diversions. Consider a constitutional amendment to protect revenues for transportation uses.
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, roadways and trails.
- Support efforts to utilize performance-based planning to select high-quality transportation projects and continue to recognize that different areas of the sState have different needs and solutions to improving transportation and maintaining critical assets.

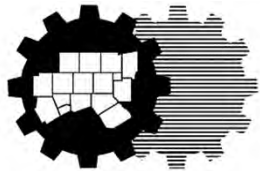
Provide Support for Other Transportation Topics to be Addressed in Legislation

- Plan, fund and support the implementation of all modes of transportation, including transit
- Improve air quality
- Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle and pedestrian safety
- Relieve congestion
- Maintain local and regional decision-making
- **Support legislation to create countermeasures to residential displacement due to gentrification through initiatives such as preservation districts, housing trust funds, zoning assistance and property tax strategies**
- Utilize innovative technology in transit, high-speed rail, and autonomous vehicles
- Support the collaboration between local governments, the military, the State and FAA to advance regulations for the safe operations of unmanned aircraft vehicles
- Support land use and transportation connections
- Maintain active operations and management of the system; ensure continuing state of good repair for the transportation system; increase resiliency due to extreme weather
- Enable transportation data sharing and accessibility with appropriate privacy protection
- Plan for shared mobility solutions
- Encourage compatible development around military installations and training areas

Alternative Fuel Corridor Nomination

**Regional Transportation Council
December 13, 2018**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**



Background

Section 1413 of the Fixing America's Surface Transportation Act

USDOT Required to Designate Corridors to Improve Mobility of Vehicles Using Certain Alternative Fuels:



Electric Charging



Hydrogen



Propane



Natural Gas
(CNG and LNG)

Benefits of Corridor Designation

Prioritize Future Fueling Station Investment
Accelerate Public Interest/Awareness with Signage
Improves User Experience (Reliability & Wayfinding)

Schedule & History

2016: Round 1 Nominations Submitted by NCTCOG, H-GAC, TxDOT
2017: Round 2 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
2018: Round 3 Nominations Open Until January 31, 2019; TxDOT Intends to Submit

Alternative Fuel Signage

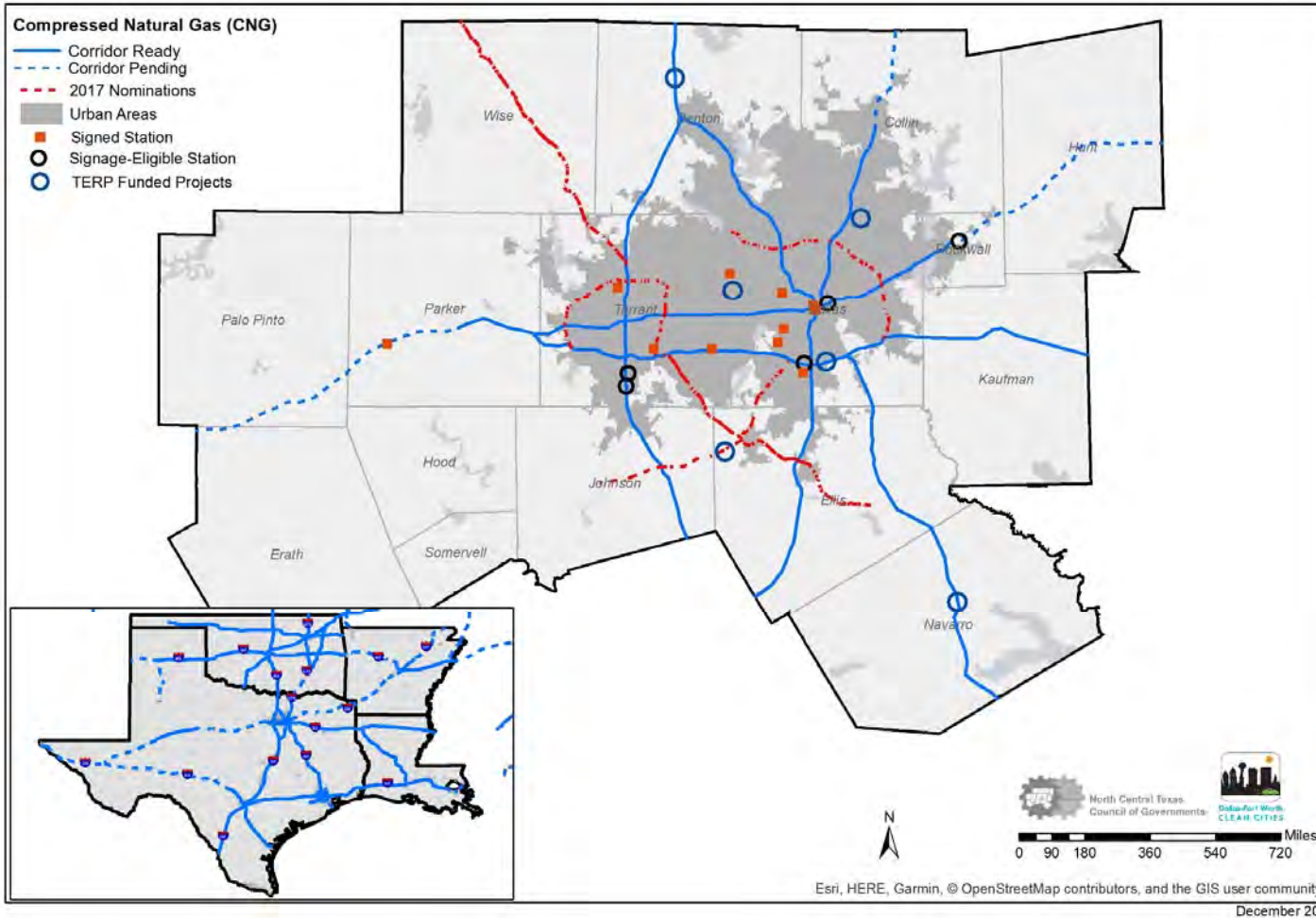
Signage Policy For Alternative Fuel Stations Finalized by TxDOT June 2018

Signage Type	Corridor Identification*	General Services	Specific Services
Purpose	Awareness	Wayfinding	Wayfinding
Included in TxDOT Policy?	No	Yes	Yes
Installation Status	None	Signage Posted for All Qualifying Natural Gas Stations	Based on Individual Facility Requests



*Image from FHWA presentation on Alternative Fuel Corridors (November 2018)

FHWA-Designated Compressed Natural Gas Corridors & New Stations



The Most Regionally Connected Corridors Across State Lines

Increasingly Critical for the Freight Industry

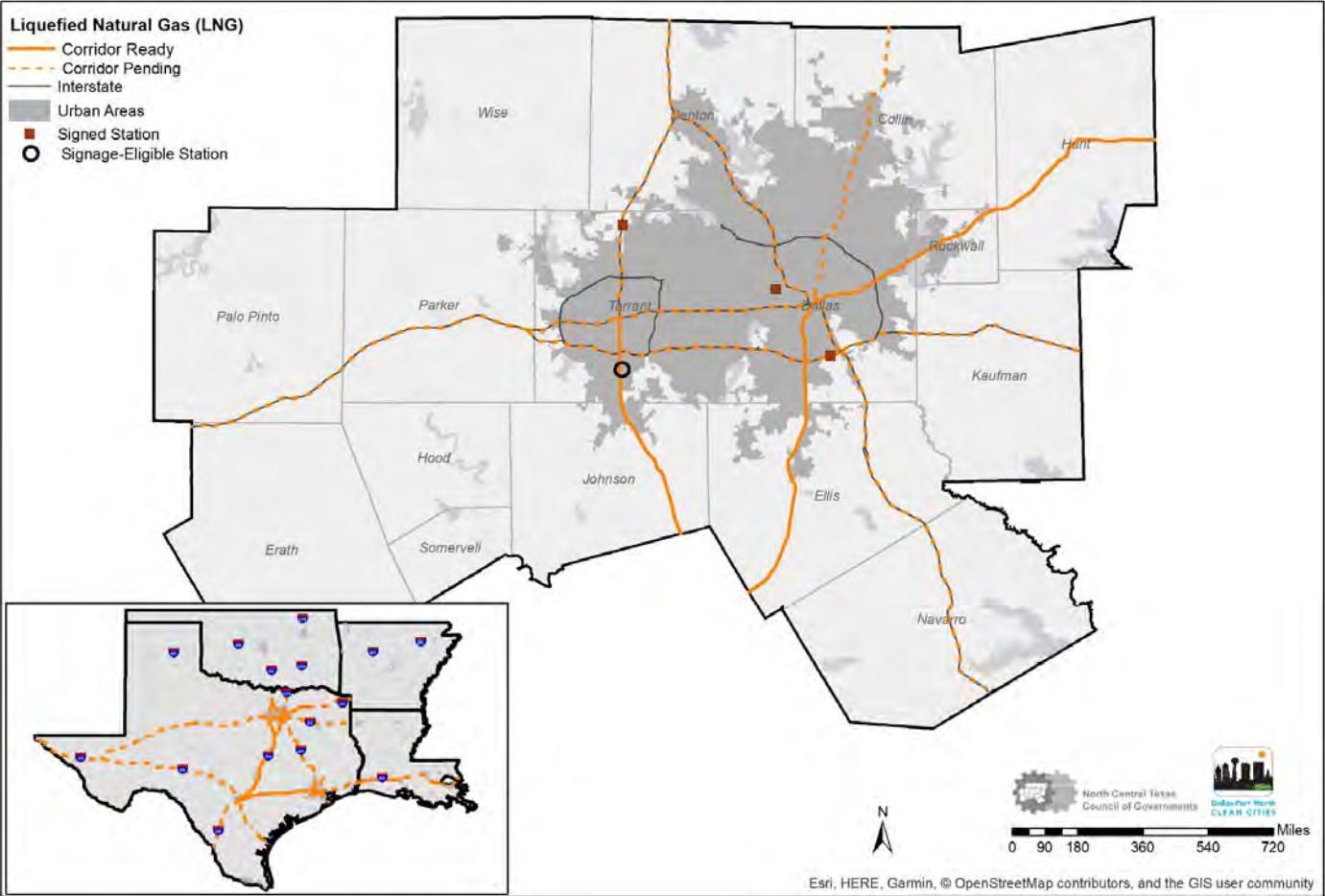
Several New Stations Funded under Texas Emissions Reduction Plan (TERP)

TxDOT Has Posted Signage for Qualifying Facilities Statewide

FHWA-Designated Liquefied Natural Gas Corridors & New Stations

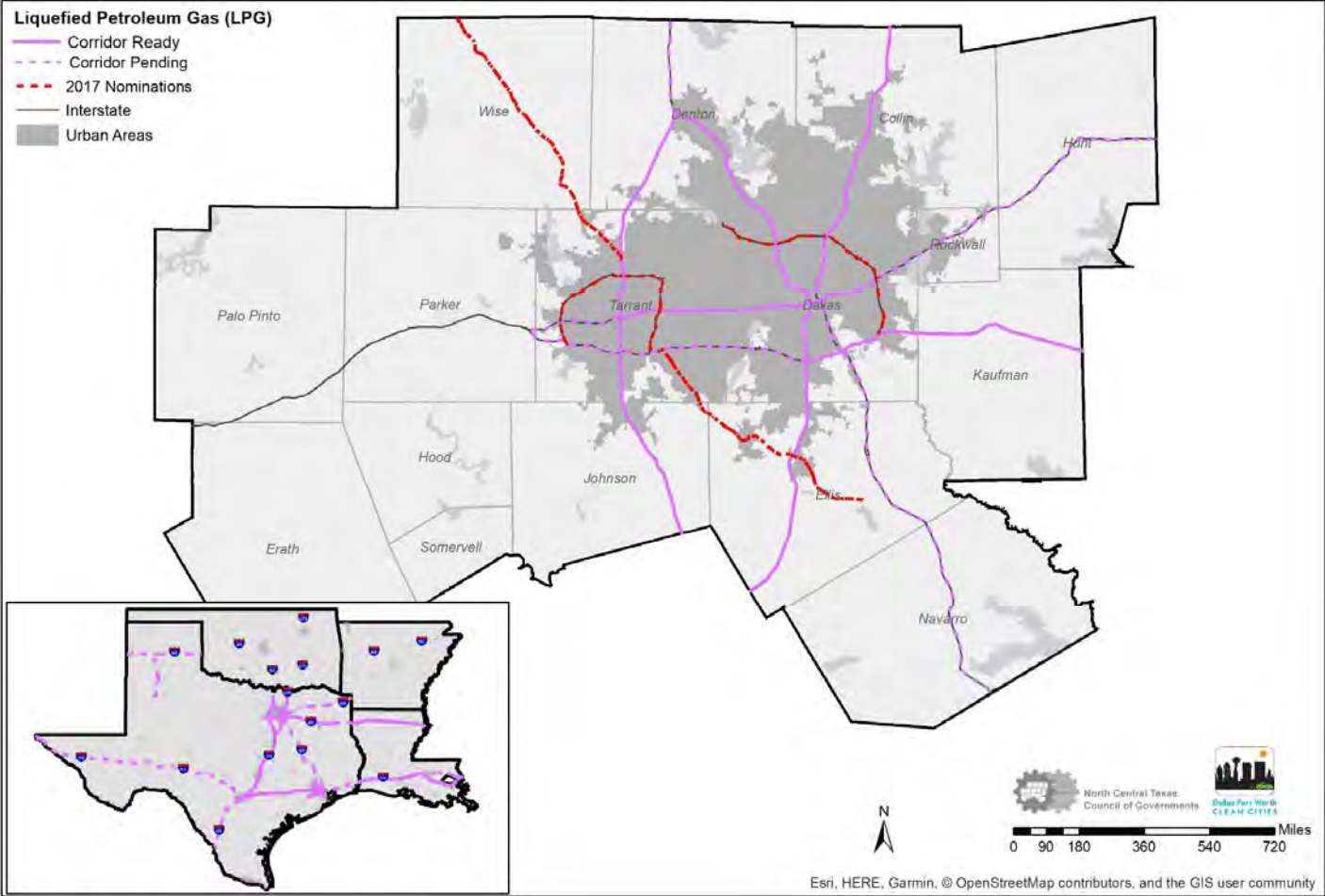
Utilized in the Freight Industry

TxDOT Has Posted Signage for Qualifying Facilities Statewide



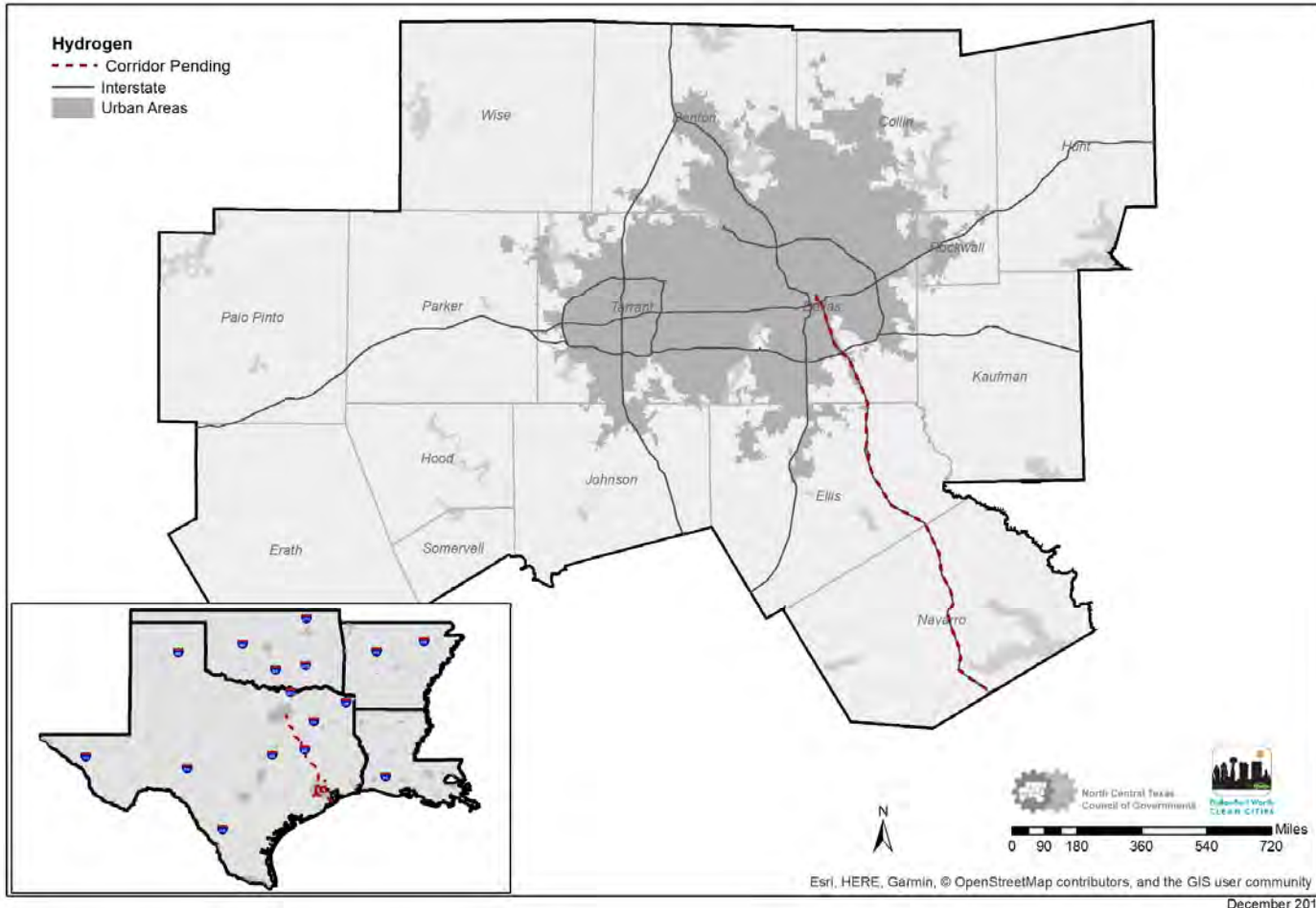
December 2018

FHWA-Designated Liquefied Petroleum Gas Corridors



Existing Stations Within DFW Area Are Not Eligible For Signage Due to Limited Station Access

FHWA-Designated Hydrogen Corridors



The Most Undeveloped Corridors Of All Fuel Types, but Growing Interest

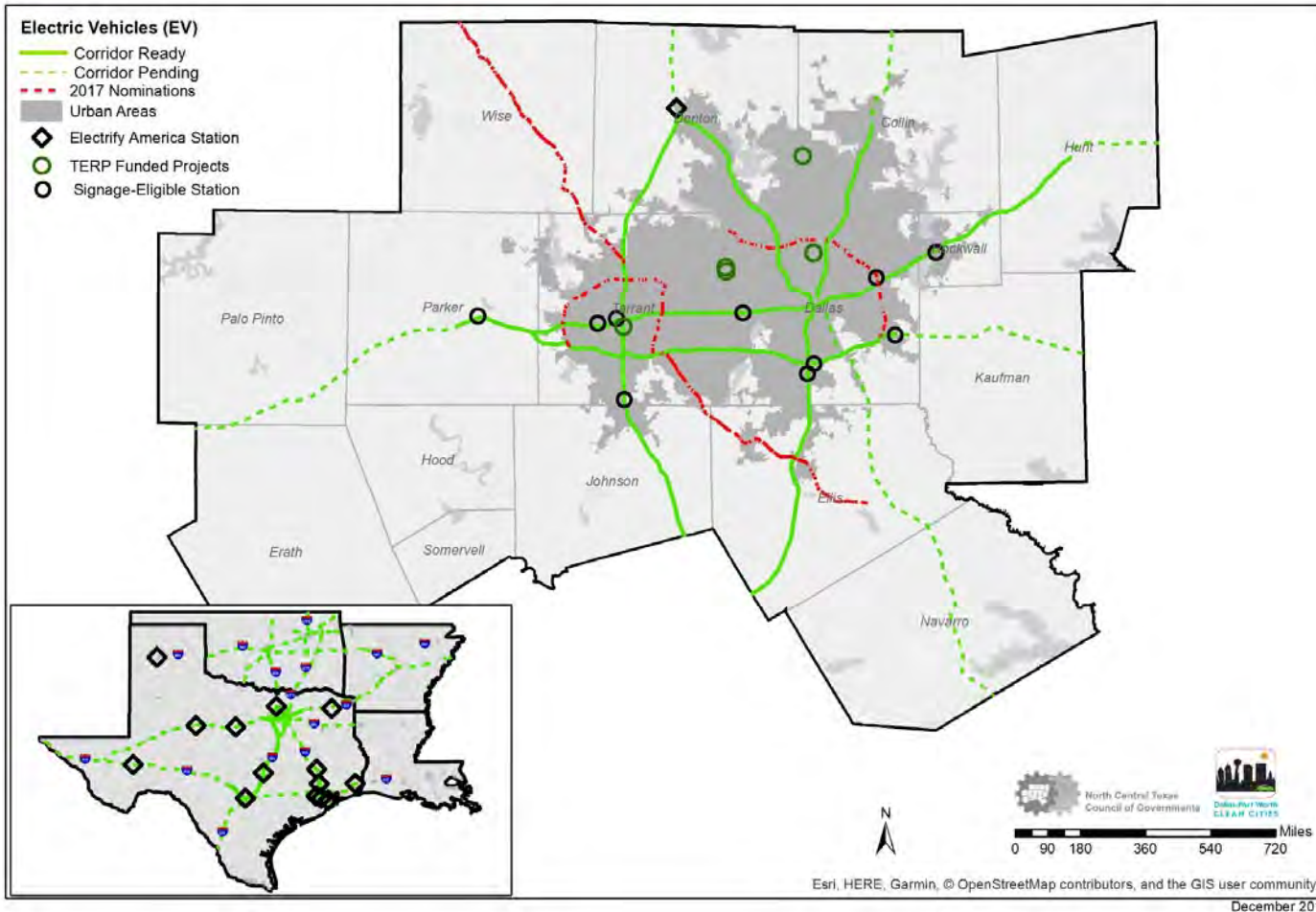
Hydrogen Fuel Cell Class 8 Trucks Have Been Developed



Toyota Zero-Emission Truck, NCTCOG Staff Photo

Opportunity to Leverage Corridor Designation and Incentive Funding to Develop Infrastructure Network

FHWA-Designated Electric Vehicle Corridors & New Stations



New Stations Being Built Along Designated Corridors as Part of National Zero-Emission Vehicle Investment Plan

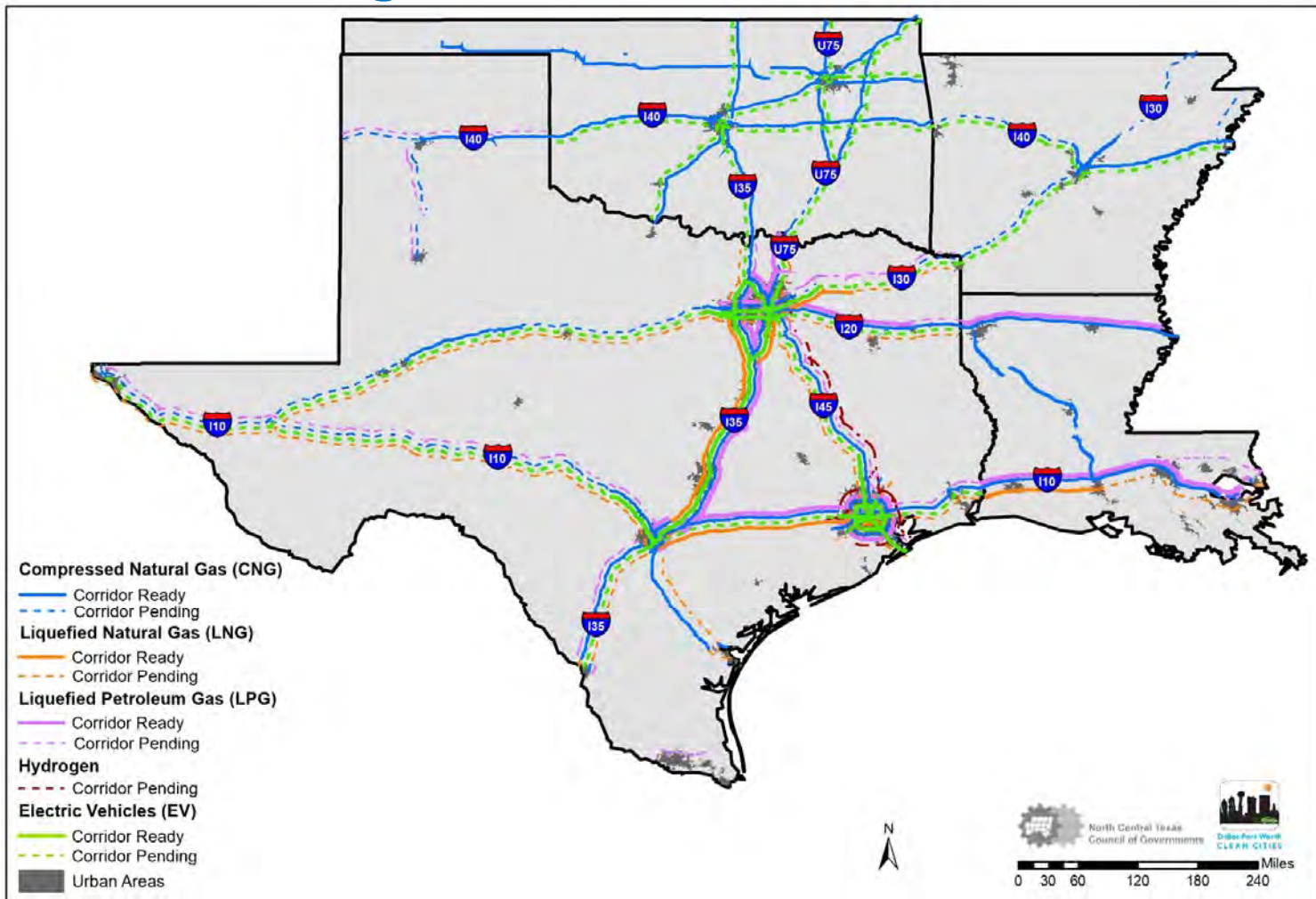
(part of Volkswagen Settlement)

Additional Stations Funded under TERP

Expect FHWA to Modify Segment Designations from Corridor-Pending to Corridor-Ready

Several Stations in DFW Area Meet TxDOT General Services Signage Criteria

All FHWA-Designated Alternative Fuel Corridors



8
Interstates

1
State Highway

1
US Highway

Action Requested

Approval of Corridor and Signage Recommendations to TxDOT:

Include the following corridors in Round 3 Submittal:

Corridor	Segment	Fuel(s)
IH 635*	Metro Loop	CNG, Propane, Electric
IH 820*	Metro Loop	CNG, Propane, Electric
US 67*	Cleburne to IH 20	CNG
US 287*	Ennis to Amarillo	CNG, Propane, Electric
US 380	Near Greenville to Denton	CNG, Propane, Electric

**Corridor Either Requested by RTC in November 2017 or had been Expected to be Part of TxDOT Submittal*

Post General Services Signage for all Qualifying Stations

Post Corridor Identification Signage

For More Information

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TRINITY RAILWAY EXPRESS SHUTTLE

REGIONAL TRANSPORTATION COUNCIL

December 13, 2018

SHANNON STEVENSON
PROGRAM MANAGER

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED

Background

September 2009: DFW Airport Awarded Transit Funds to Implement TRE Shuttle Service From Centreport Station to Remote South Parking Lot

March 2018: DFW Airport Notified NCTCOG of its Intention to Discontinue Service Once TexRail Service is Fully Operational

April 2018: NCTCOG Reached Out to DFW Airport, DART, and Trinity Metro About the Future of This Service

Considerations/Assumptions

Trinity Metro to Combine Shuttle Service with Existing Routes

Bridge Funding Needed During Project Transition

Utilize Existing Revenue Previously Authorized for Transit

Assumes Existing Local Financial Commitment Will Remain the Same

Trinity Metro, DFW Airport and DART Share Local Match Requirement

Action Requested

Recommend Approval:

For Trinity Metro to assume responsibility in 2019 for shuttle service between the TRE Centreport Station and DFW Airport; and

To transfer remaining Federal Transit Administration funds previously approved for this project from DFW Airport to Trinity Metro for implementation and utilize up to \$200,000 in existing revenue previously approved for transit for project transition (no new revenue is being requested); and

To revise administrative documents to allow Trinity Metro access to remaining funds to implement the shuttle service.

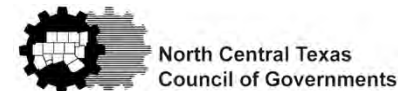
For More Information

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Transit Operations
sstevenson@nctcog.org
817-608-2304

VOLKSWAGEN SETTLEMENT UPDATE AND REGIONAL INPUT

**Regional Transportation Council
December 13, 2018**

**Lori Clark
Program Manager**

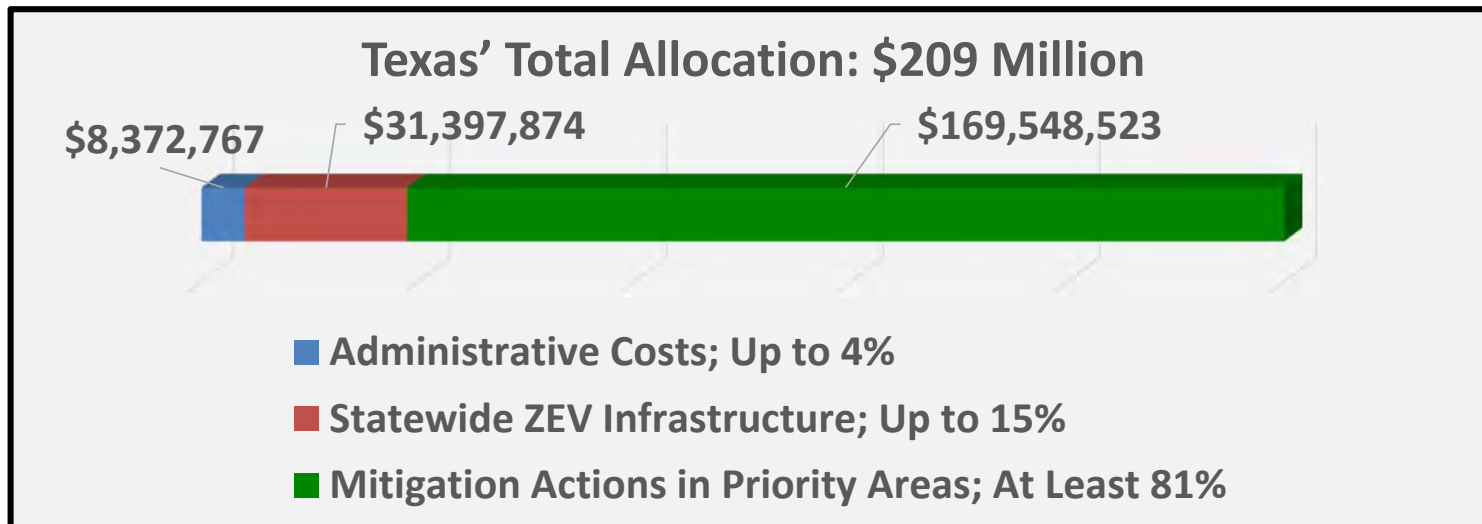


VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST - TEXAS

www.TexasVWFund.org

Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO_x) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs



ELIGIBLE PROJECTS AND INCENTIVE LEVELS – ON-ROAD VEHICLES

**Class 4-7 Local Freight Trucks
Class 7-8 Refuse Haulers
School Buses**

**Class 8 Local Freight Trucks & Port Drayage Trucks
Transit/Shuttle Buses**

Project Type	Ownership	New Fuel Type	Funding Levels Allowed by Trust ¹	Draft Funding Level Proposed by TCEQ ¹	Final Funding Level for Texas ¹
Replace or Repower	Govt Owned	Any	100%	60%	80%
Replace	Non-Govt Owned	Electric	75%	60%	50%
		Other	25% ²	25% ²	25% ²
Repower	Non-Govt Owned	Electric	75%	60%	50%
		Other	40%	40%	40%

¹Maximum Reimbursement Allowed Per Activity; Cost of Necessary Infrastructure for Battery Electric or Fuel Cell Vehicles also Eligible at “Electric” Funding Level

²Exception is Drayage Trucks, which Qualify for 50%

ELIGIBLE PROJECTS AND INCENTIVE LEVELS – OTHER PROJECTS

Project Type	Ownership	Fuel Type	Funding Levels Allowed by Trust ¹	Draft Funding Level Proposed by TCEQ ¹	Final Funding Level for Texas ¹
Install Light-Duty ZEV Supply Equipment	Govt Owned	Electric Hydrogen	100% 25-33%	50% 25%-33%	50% 25%-33%
	Non-Govt Owned	Electric Hydrogen	60%-80% 25%-33%	50% 25%-33%	50% 25%-33%
Replace/Repower Airport Ground Support Equipment	Govt Owned	Electric	100%	60%	80%
	Non-Govt Owned	Electric	75%	60%	50%
Replace/Repower Forklifts or Port Cargo-Handing Equipment	Govt Owned	Electric	100%	60%	80%
	Non-Govt Owned	Electric	75%	60%	50%

¹Maximum Reimbursement Allowed Per Activity; Cost of Necessary Infrastructure for Battery Electric or Fuel Cell Vehicles also Eligible at “Electric” Funding Level

Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)

TCEQ Proposing to Disallow Replacement/Repower of Freight Switchers, Ferries or Tugboats; Not Opting in to State Clean Diesel Program

FUNDING DISTRIBUTION AND METHODOLOGY

	33%	15%	33%	81%*
	<u>Component 1:</u>	<u>Component 2:</u>	<u>Component 3:</u>	
Area	Pro-Rata Allocation (% of VW vehicles)	Base Funding for Nonattainment Areas	Strategic Allocation	Total
Dallas-Fort Worth Area	\$22,919,202	\$10,465,958	-	\$33,385,160
Houston-Galveston-Brazoria Area	\$21,360,321	\$10,465,958	-	\$31,826,279
San Antonio Area	\$8,619,558	\$10,465,958	\$42,500,000	\$61,585,516
Austin Area	\$11,547,602	-	\$4,750,000	\$16,297,602
El Paso County	\$2,064,031	-	\$14,750,000	\$16,814,031
Bell County	\$1,757,741	-	\$325,324	\$2,083,065
Beaumont-Port Arthur Area	\$806,869	-	\$6,750,000	\$7,556,869
	\$69,075,324	\$31,397,874	\$69,075,324	\$169,548,522

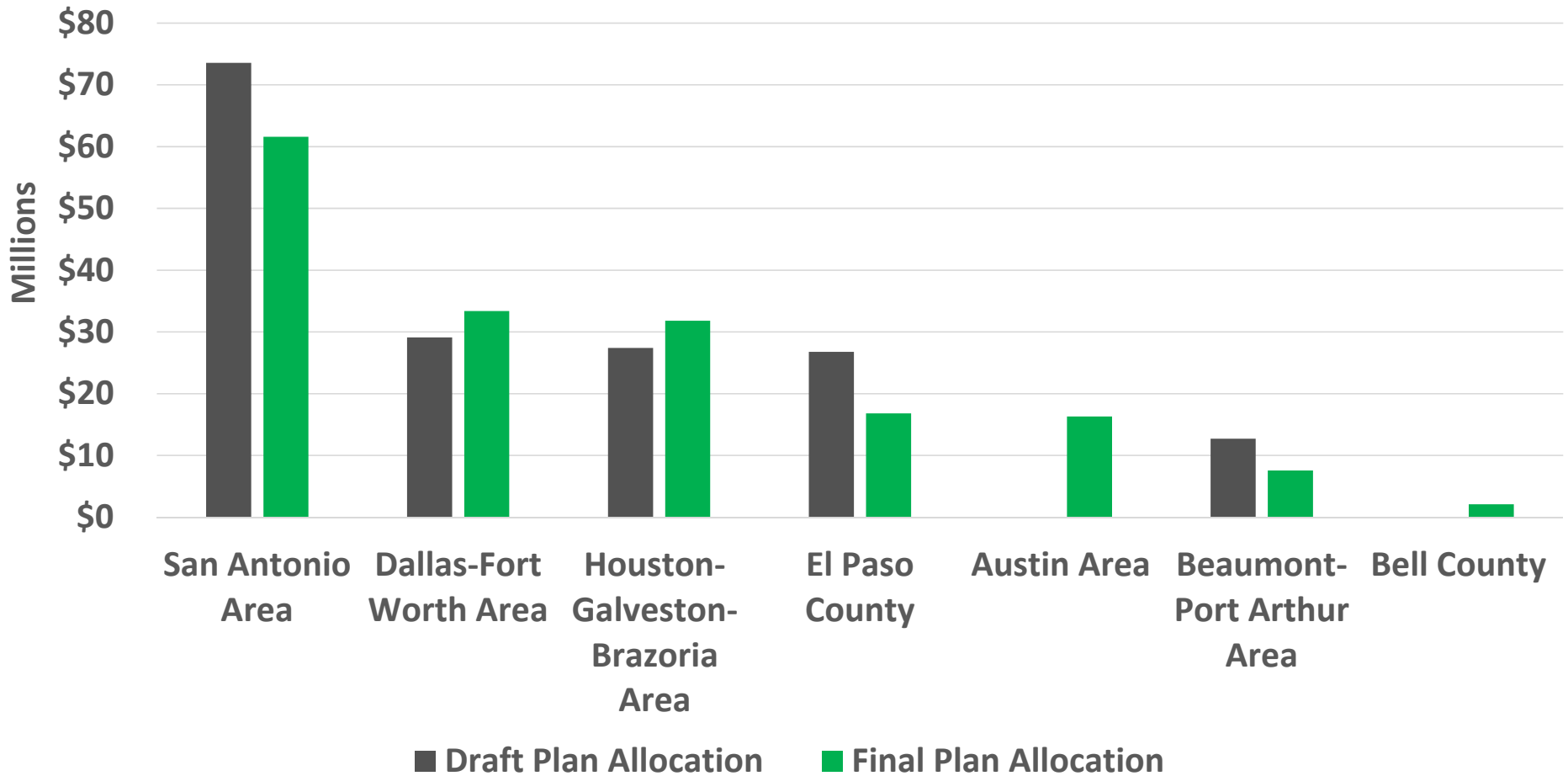
*81% Represents the Amount for Mitigation Actions in Priority Areas

Source: Final Beneficiary Mitigation Plan for Texas, page 12, Table 2:

https://www.tceq.texas.gov/assets/public/implementation/air/terp/VW/RG_537_VW_Mitigation_Plan.pdf

FUNDING ALLOCATION COMPARISON

Draft Versus Final Funding Allocations to Priority Areas



CHANGES RELEVANT TO RTC COMMENTS

Provide a Fair-Share Funding Allocation to the Dallas-Fort Worth (DFW) Area

Slight Increase to DFW Area Allocation; Other Changes Statewide

Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds

No Changes; TCEQ Will Administer All Funding

Update Emission Calculation Methodology to Use Latest/Greatest Tools

No Changes; TCEQ Will Utilize Standard TERP Methodology

Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure

No Changes

Quantify Cost Effectiveness Based Only on Mitigation Plan Funding

No Changes

ACTION REQUESTED

Recommend Submittal of Comments on Administration of Funds in NCTCOG Area:

DRAFT

Separate Local Government Sector from Private Sector

Consider Applications on Competitive Rather than First-Come, First-Served Basis

Establish Reasonable Cost Per Ton Threshold for Eligibility

Allow All Eligible Mitigation Actions to Compete at the Same Time

Require Applicants to Demonstrate Broader Commitment

Adopt Air Quality Policies (e.g. RTC Clean Fleet Policy)

Participate in DFW Clean Cities

Prioritize Vehicles Powered by Engines Certified to California Air Resources Board Low-NO_x Technology or ZEV

Prioritize ZEV Infrastructure at Multifamily and Workplace Sites; in Cities without Existing Infrastructure; and Along FHWA-Designated “Pending” Electric Charging Corridors

FOR MORE INFORMATION

Lori Clark
Program Manager
817-695-9232
lclark@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

Nancy Luong
Air Quality Planner
817-704-5697
nluong@nctcog.org

Go To www.nctcog.org/airquality; Select “Funding and Resources”

Jon Niermann, *Chairman*
 Emily Lindley, *Commissioner*
 Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

November 16, 2018

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

Re: *Beneficiary Mitigation Plan for Texas*

Dear Mr. Eastland:

The Texas Commission on Environmental Quality (TCEQ) is pleased to provide you a copy of the final *Beneficiary Mitigation Plan for Texas*, outlining the TCEQ's plans and priorities for use of funds provided to Texas under the Volkswagen Environmental Mitigation Trust for State Beneficiaries. Copies of the plan are also available to view and download at the TCEQ's Texas Volkswagen Environmental Mitigation Program (TxVEMP) website, <www.TexasVWFund.org>.

Before we implement the mitigation plan, we offer the North Central Texas Council of Governments the opportunity to recommend priorities for use of the funds allocated to the Dallas-Fort Worth Priority Area as listed in the enclosed table from the plan.

If your organization desires to provide input, some of the topics you may wish to address include:

1. priorities and timing for funding all or a subset of the eligible mitigation actions;
2. proposed allocation of funds among the categories of eligible mitigation actions; and/or
3. other recommendations on when and how to use the funds allocated to your area.

Note, only the eligible mitigation actions and the maximum percentage of cost limits outlined in the plan will be considered. We also invite any recommendations you may have for our implementation of statewide funding for Light-Duty Zero Emission Vehicle Supply Equipment, although our decisions on that program will be separate from the programs we implement in the Priority Areas.

We will need your input by December 21, 2018, so that we can begin implementing the plan early 2019. You may email your input to our TxVEMP website at <vwsettle@tceq.texas.gov> or send by express mail to Mr. Joe Walton, TCEQ, Implementation Grants Section (TxVEMP), MC-204, 12100 Park 35 Circle, Austin TX, 78753.

Mr. Mike Eastland
Page 2
November 16, 2018

Thank you for efforts in helping to keep the air clean in Texas. If you have any questions, you may contact Mr. Steve Dayton at (512) 239-6824.

Sincerely,



Joe Walton, Manager
Implementation Grants Section

JW/sd

cc: Mr. Michael Morris, NCTCOG
Mr. Chris Klaus, NCTCOG

Enclosures

From *Beneficiary Mitigation Plan for Texas (RG-537)*

Funding Allocation by Area

Area	<u>Component 1:</u> Pro-Rata Allocation (% of VW vehicles)	<u>Component 2:</u> Base Funding for Nonattainment Areas	<u>Component 3:</u> Strategic Allocation	Total
DFW	\$22,919,202	\$10,465,958	—	\$33,385,160
HGB	\$21,360,321	\$10,465,958	—	\$31,826,279
SAT	\$8,619,558	\$10,465,958	\$42,500,000	\$61,585,516
AUS	\$11,547,602	—	\$4,750,000	\$16,297,602
ELP	\$2,064,031	—	\$14,750,000	\$16,814,031
BEL	\$1,757,741	—	\$325,324	\$2,083,065
BPA	\$806,869	—	\$6,750,000	\$7,556,869
	\$69,075,324	\$31,397,874	\$69,075,324	\$169,548,522

- DFW - Dallas-Fort Worth Area
- HGB - Houston-Galveston-Brazoria Area
- SAT - San Antonio Area
- AUS - Austin Area
- ELP - EL Paso County
- BEL - Bell County
- BPA - Beaumont-Port Arthur Area



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

November 21, 2018

In Reply Refer to:
HPP-TX

Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney
Metropolitan Planning Organization (D/FW MPO)
Transportation Conformity Determination for the
Mobility 2045 Metropolitan Transportation Plan (MTP) and
2019-2022 Transportation Improvement Program (TIP)

Mr. James M. Bass, Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr. Bass

We have reviewed the documentation supporting the transportation conformity determination for the Mobility 2045 Metropolitan Transportation Plan (MTP) and 2019-2022 Transportation Improvement Program (TIP) adopted by the D/FW MPO's Regional Transportation Council (Policy Board) on June 14, 2018. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- that the Mobility 2045 MTP and 2019-2022 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find

- that the Mobility 2045 MTP satisfactorily complies with the requirements of 23 CFR §450.324 regarding the development and content of metropolitan transportation plans in air quality non-attainment areas; and
- that the 2019-2022 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the development and content of transportation improvement programs in air quality non-attainment areas.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: November 16, 2018 for TxDOT, November 19, 2018 for TCEQ and November 16, 2018 for EPA. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

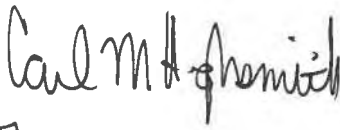
This action

- restarts the four-year time clock associated with the update of the MTP. Accordingly, an updated MTP and corresponding transportation conformity determination will be required by November 21, 2022;
- satisfies the requirement that transportation conformity be determined within two years of the effective date of EPA's adequacy determination of motor vehicle emissions budgets for transportation conformity purposes (November 23, 2016);
- satisfies the requirement that transportation conformity be determined within one year of the effective date of EPA's non-attainment area designation in accordance with the 2015 8-hour ozone standard (August 3, 2018); and
- addresses transportation conformity in accordance with the 2008 8-hour ozone standard.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Jose Campos at Jose.Campos@dot.gov or (512) 536-5932, Barbara Maley at Barbara.Maley@dot.gov or (214) 224-2175 or Anthony Jones at Anthony.M.Jones@dot.gov or (512) 536-5936.

Sincerely yours,


for Achille Alonzi
Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

Robert Patrick Don Koski
Melissa Foreman

Federal Highway Administration, Texas Division (FHWA-TX)

Michael Leary Jose Campos
Barbara Maley Anthony Jones
Carl Highsmith TX-Finance

United States Environmental Protection Agency, Region 6 (EPA)

Jeff Riley

Texas Commission on Environmental Quality (TCEQ)

David Brymer Jamie Zech

Texas Department of Transportation (TxDOT)

Transportation Planning and Programming Division (TPP)

Peter Smith Peggy Thurin
Janie Temple Nick Page
Laura Norton

Public Transportation Division (PTN)

Eric Gleason Kelly Kirkland

Environmental Affairs Division (ENV)

Carlos Swonke Jackie Ploch
Tim Wood

Districts (DAL, FTW and PAR)

Mohamed 'Mo' Bur Lacey Rodgers
Loyl Bussell Ricardo Gonzalez
Noel Paramanatham Dan Perry

D/FW MPO

Michael Morris Chris Klaus
Dan Lamers Christie Gotti
Jenny Narvaez Kevin Feldt

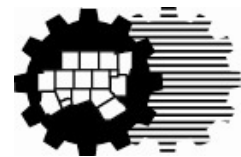
Transit Authorities (DART, DCTA and Trinity Metro)

Gary Thomas
Raymond Suarez
Paul Ballard

MOBILITY 2045 STATUS, TRANSPORTATION CONFORMITY DETERMINATION, AND OZONE STANDARDS UPDATE

**Regional Transportation Council
December 13, 2018**

**Kevin Feldt, Program Manager
Jenny Narvaez, Program Manager**



**North Central Texas
Council of Governments**



MOBILITY 2045 STATUS

Implementing Your Mobility Plan Everyday

Final Document and Project Tables Available at www.nctcog.org/mobility2045

Coordinating with Partners

Federal Agencies

State Agencies

Transit Agencies

Local Governments

Public

Adopted Federally Required Performance Measures

Advancing IH-635 East



MOBILITY 2045 STATUS (CONTINUED)

Efforts to Identify Solutions in Collin County

US 380

North/South Mobility Options

High-Speed Rail (HSR) Projects Moving Forward

Fort Worth to Laredo Procurement Active

Fort Worth to Dallas (DFW Core Express Project) Procurement Upcoming

Dallas HSR Station Area Study

US 75 Technology Lanes Efforts

Auto Occupancy Detection Technology Moving Forward

Regional Veloweb Funding for Corridor Completion Approved

Fort Worth to Dallas Trail

Cotton Belt Trail



MOBILITY 2045 STATUS (CONTINUED)

Automated Vehicle Program 2.0 Funding Approved

Freight North Texas Truck Parking Study Completed

Positive Train Control Implementation Continues

Enhancements to Regional 511 Program Completed

Clean Fleets North Texas Projects Recommended

Regional Transportation Council Approval – June 14, 2018

Next Mobility Plan Work Has Begun

Transportation Partner Coordination

Public Meeting In November

NCTCOG Staff Debriefings and Planning Meetings



2018 TRANSPORTATION CONFORMITY

US Department of Transportation Determination

Nonattainment  Conformity

Received – November 21, 2018

Applies to Mobility 2045 MTP and 2019-2022 TIP

Restarts four-year time clock for MTP – November 21, 2022

Satisfies the following requirements:

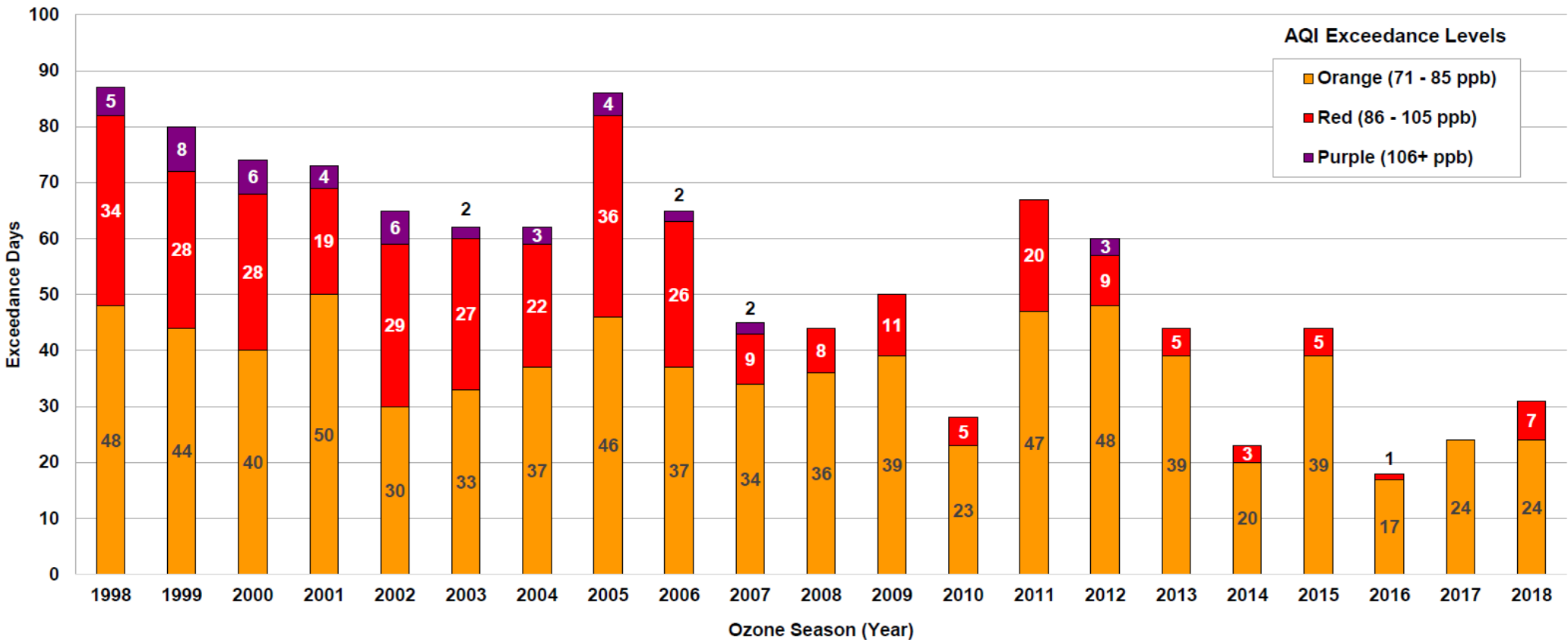
EPA's adequacy determination of motor vehicle emissions budgets

EPA's non-attainment area designation in accordance with the 2015 8-hour ozone standard

Addresses transportation conformity in accordance with the 2008 8-hour ozone standard

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of November 30, 2018)

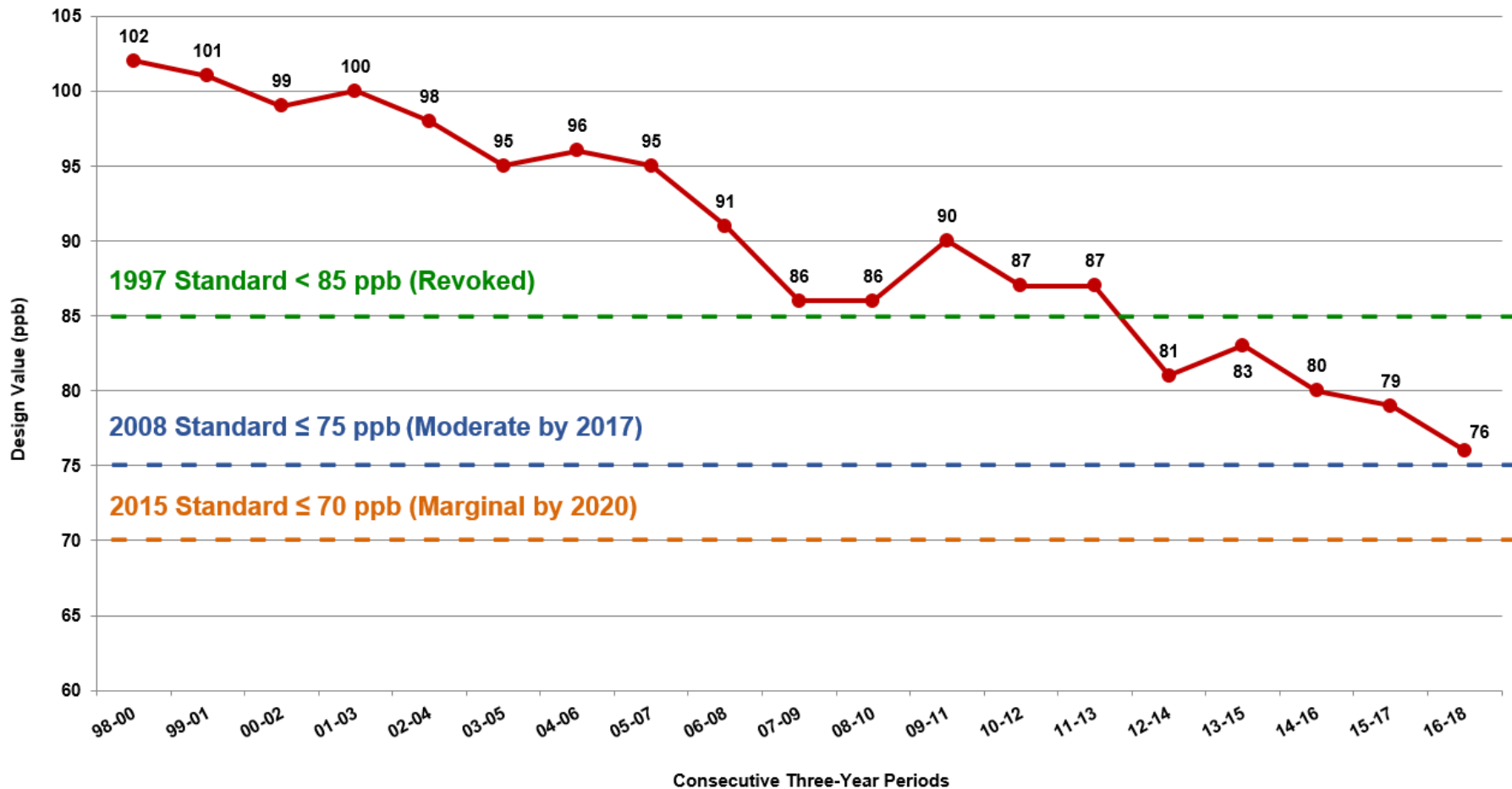


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

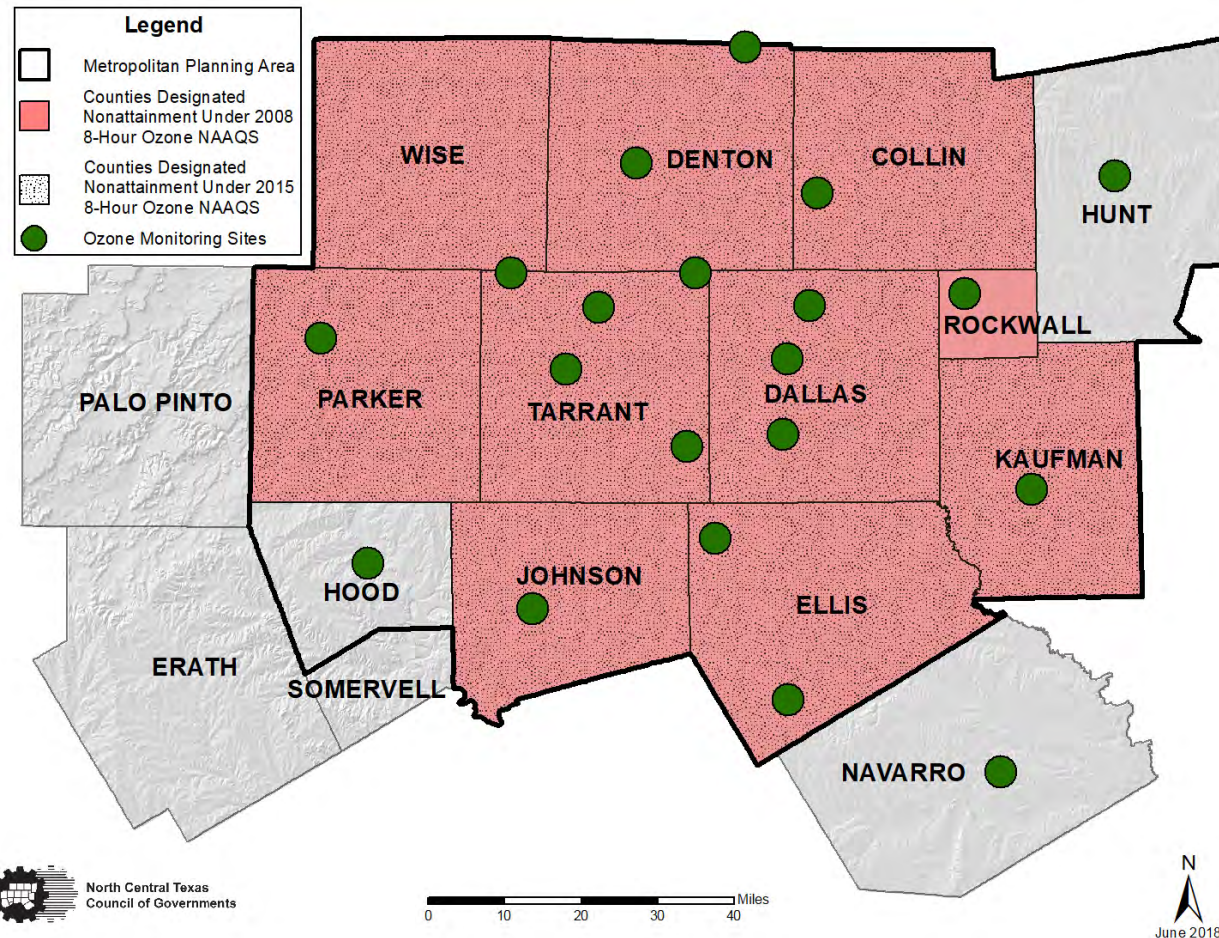
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of November 30, 2018)



NONATTAINMENT AREA(S)

2008 and 2015 Ozone NAAQS



2015 8-HOUR OZONE NAAQS (70 PPB)

Updates in 2018

April 2018

EPA Signed Final Rule Classifying 9 Counties as Marginal Nonattainment (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise)

No SIP Required

June 2018

EPA Promulgated Final Nonattainment Area Designations

Attainment Deadline: August 3, 2021

November 2018

Implementation Final Rule Signed by EPA Acting Administrator (Revocation of Previous Standards in Separate Future Rule)

2008 8-HOUR OZONE NAAQS (75 PPB)

Updates in 2018

July 2018

Attainment Deadline for EPA Moderate Designated 10-County Region

SIP Revisions

12 Months After Classification Effective Date (Effective Date –Estimated Late January 2019)

November 2018

**Proposal to Reclassify DFW Area to Serious Published in Federal Register
Comment Period Ends December 14, 2018**

Attainment Deadline based on Effective Date of Initial Designation (3 More Years to Attain – July 20, 2021)

Two Alternative Approaches to 2008 Possible Revocation – To Be Determined in Later Rule

REFERENCES

Kevin Feldt
Program Manager
(817) 704-2529
kfeldt@nctcog.org

Jenny Narvaez
Program Manager
(817) 608-2342
inarvaez@nctcog.org

Transportation Alternatives Set-Aside Program

2019 Call for Projects

for the North Central Texas Region

Karla Weaver, AICP



nctcog.org/TAP



North Central Texas
Council of Governments

Regional Transportation Council

December 13, 2018

Eligible Project Activities

Active Transportation Project Types

Shared-Use Paths

On-Street Bikeways

Bicycle/Pedestrian Signalization

Sidewalks, Crosswalks, Curb Ramps

Traffic Controls and Calming Measures

Signage

Road Diets (incorporating pedestrian and bicycle accommodations)



TA Set-Aside Program Funding (FY20)

Western Subregion Fort Worth District Share (34%)	Eastern Subregion Dallas and Paris District Share (66%)	Total TA Set-Aside Federal Funding Available
\$2,700,960	\$5,243,040	\$7,944,000*


*Federal Funding Suballocation for FY20:

<i>Maximum Federal Funding Award per Project</i>	<i>Minimum Federal Funding Award per Project</i>
\$5,000,000	\$150,000

Evaluation and Scoring Criteria

Category	Scoring (pts)	Description
Regional Network Connectivity	25	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties
Mobility	20	Improves connections and access to transit
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities
Reducing Barriers	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water
Congestion Reduction	10	Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling
Destination Density	5	Provides access to areas with a high density of major employers and destinations
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage
Equity	5	Improves access to disadvantaged populations and underserved communities
Local Network Connectivity	5	Implements locally planned priorities

Additional Considerations



Category	Scoring (pts)	Description
Project Readiness and Other Factors *	20	Project readiness/ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region

* **Emphasis** given to nominating entities that contribute a cash match and/or an **over match** of local funds, and projects requesting only construction funding (not requesting funding for design).

Schedule

Activity	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP	11/14/18
Surface Transportation Technical Committee (STTC) – Info on CFP	12/7/18
Regional Transportation Council (RTC) – Info on CFP	12/13/18
Call for Projects Opens	12/17/18
Deadline for Meetings to Review Applications for Completeness	2/8/19
Call for Projects Closes	3/01/19, 5 PM
Review of Projects / Scoring by NCTCOG	March–April 2019
Public Meetings*	May 2019
Surface Transportation Technical Committee (STTC) – Action on Selected Projects	5/24/19
Regional Transportation Council (RTC) – Action on Selected Projects	6/13/19
Individual Meetings with TxDOT District Staff	June–July 2019
Submittal Deadline for Transportation Improvement Program (TIP) Modifications	7/26/19
Approval of Statewide Transportation Improvement Program (STIP)	Nov./Dec. 2019

Other Future Funding Opportunities*

Category	Anticipated Date	Description
State TA- SA Program Call for Projects (for rural areas outside of the urbanized area)	Feb 2019 (Call opens)	Active Transportation projects for small cities and areas outside of the urbanized area
Safe Routes to School	Feb 2019 (Call opens)	All eligible entities across the state (including cities in the urbanized area)

 * Contact TxDOT District Representatives for more information about eligibility

Dallas District

Maher Ghanayem
214-320-6691
Maher.Ghanayem@txdot.gov

Fort Worth District

Phil Hays
817-370-6500
Phillip.Hays@txdot.gov

Paris District

Sydney Newman
903-737-9285
Sydney.Newman@txdot.gov

Questions?



Application Information

nctcog.org/TAP



(application materials available beginning 12/17/18)

Contact Information

Karla Weaver, AICP

Sustainable Development Program
Senior Program Manager
kweaver@nctcog.org
817-608-2376

Kevin Kokes, AICP

Sustainable Development Program
Program Manager, Active Transportation
kkokes@nctcog.org
817-695-9275

Daniel Snyder

Sustainable Development Program
Transportation Planner II
dsnyder@nctcog.org
817-608-2394



North Central Texas
Council of Governments



**Regional Transportation Council Attendance Roster
December 2017-November 2018**

RTC MEMBER	Entity	12/14/17	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18
Tennell Atkins (09/17)	Dallas	P	P	P	A	P	A	P	A	A	P	A	A	A
Richard E. Aubin (06/18)	Garland	--	--	--	--	--	--	--	A(R)	P	P	P	P	P
Sue S. Bauman (10/17)	DART	P	A	P	P	E(R)	P	E(R)	P	A	P	E	P	A
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	--	--	--	P	P	P	P	P	E(R)
Carol Bush (01/15)	Ellis Cnty	P	P	E(R)	A	P	A	P	P	P	A	P	A	P
Loyl Bussell (05/17)	TxDOT, FW	P	P	P	P	E(R)	P	P	P	E	P	P	P	E(R)
Rickey D. Callahan (09/17)	Dallas	P	P	P	E	P	P	P	P	A(R)	P	P	P	E(R)
George Conley (07/18)	Parker Cnty	--	--	--	--	--	--	--	--	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P	E(R)
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	--	--	--	--	--	--	--	--	--	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	E	P	P	P	P	P	E	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	A	P	P	P	E	P	P	P	P	P	E(R)	P	E(R)
Gary Fickes (12/10)	Tarrant Cnty	P	P	E(R)	P	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	A	P	P	P	P	E(R)	P	P	E(R)	P
George Fuller (07/17)	McKinney	A	A	A	A	E(R)	P	E(R)	P	E(R)	P	A	A	P
Rick Grady (09/13)	Plano	--	--	--	--	--	--	--	--	--	--	P	P	A
Sandy Greyson (11/11)	Dallas	P	P	E	P	P	P	P	P	A	E	P	P	P
Jim Griffin (06/18)	Bedford	--	--	--	--	--	--	--	P	P	E(R)	P	E(R)	P
Mojy Haddad (10/14)	NTTA	A	P	E	P	P	A	E	E	P	A	P	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	E(R)	E	P	A(R)	P	P	P	P	E	E	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	E	P	P	P	P	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	A	P	P	E	E(R)	P
Jungus Jordan (4/07)	Fort Worth	E(R)	P	P	P	P	P	P	P	P	P	P	E	P
Lee M. Kleinman (09/13)	Dallas	P	E(R)	P	E	P	P	P	P	A(R)	P	A	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	P	P	E	E	P	P	P
Scott Mahaffey (03/13)	FWTA	E(R)	P	P	P	E(R)	P	P	P	P	P	E(R)	P	P
B. Adam McGough (07/16)	Dallas	P	P	P	E	P	P	P	A	P	P	A	P	E(R)
William Meadows (02/17)	DFW Airport	E	A	E(R)	E	E(R)	P	P	A	P	A	E(R)	E(R)	P
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	P	P	P	E(R)	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	E(R)	E(R)	P	P	P	A	E
Stan Pickett (06/15)	Mesquite	P	P	P	P	E	E(R)	P	P	P	P	E(R)	E	P
John Ryan (05/18)	Denton	--	--	--	--	--	--	P	P	A	P	P	P	P
Will Sowell (10/17)	Frisco	P	P	P	E(R)	P	A	P	E(R)	A	P	P	E(R)	P
Stephen Terrell (6/14)	Allen	E(R)	E(R)	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	A(R)	P	E(R)	E	P	P	E(R)	P	A(R)	P	E(R)

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
December 2017-November 2018**

RTC MEMBER	Entity	12/14/17	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	--	--	--	--	--	--	--	--	--	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	E(R)	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	E	E	P	E(R)	A	P	E	A	E(R)	P	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	E
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	P	P	P	P	E(R)	E(R)	E	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	E

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)



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

December 2018

Mobility 2045 receives AQ conformity

The US Department of Transportation ruled last month that Dallas-Fort Worth's Metropolitan Transportation Plan complies with federal air quality regulations. Current and future transportation projects outlined by the \$136.4 billion Mobility 2045 may now proceed.

The plan involves a comprehensive strategy that includes improvements to highways, rail corridors and bicycle-pedestrian facilities, while embracing emerging technologies. For more, visit www.nctcog.org/mobility2045.

Calendar

December 5, 8:30 am TRTC Meeting

Fort Worth Intermodal Transportation Center
1001 Jones St..
Fort Worth, TX 76102

December 7, 1:30 pm Surface Transportation Technical Committee NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

December 13, 1 pm Regional Transportation Council NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Visit 511DFW for your trip and transit needs



BEGIN YOUR TRIP HERE.

The new 511DFW is a leading source for road condition information for Dallas-Fort Worth (DFW) trip planning needs.

To save time and energy, you can quickly access free information on traffic and transit conditions before you begin your commute, and real-time information is available while you commute. The

new 511DFW contains travel data from other apps, including Google Maps, Apple Maps and Waze.

Local cities and municipalities also submit data to provide you with the most up-to-date and accurate traffic information possible.

The 511DFW service is easy to use. Download the 511DFW app from the App Store or Google Play on any mobile device. Visit www.511dfw.org or simply call 511 from a mobile phone or landline in the DFW area to receive the latest traffic and transit information.

Additionally, 511DFW also has a public transit trip planning feature. Here, you can set your origin and destination, as well as the date and time you want to leave. Alternatively, you can plot your start and end points on the map.

Real-time traffic and transit condition information for incidents such as crashes and road construction is also available. Use the personalized My511 and the customizable map of DFW with freeway camera images and message board information for current traffic conditions. Information is also available on traffic speeds for freeways and arterials, weather alerts, bus stops and more.

The 511DFW app has all of the same traffic information optimized for your phone – or feel free to call 511 on the go. To learn more about 511DFW, you can also follow us on Facebook.

Save time, hassle and money – visit www.511dfw.org today.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.

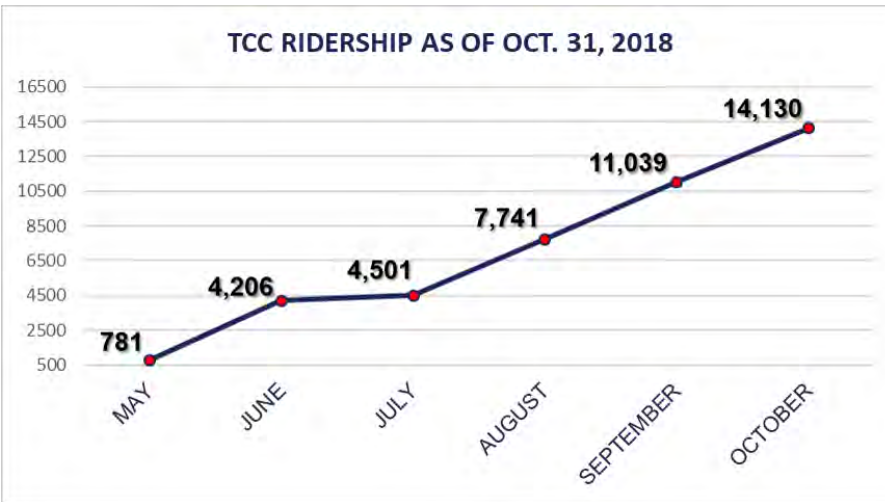


North Central Texas
Council of Governments

TCC partnership leads to substantial Trinity Metro ridership growth

Thousands of Tarrant County College students are enjoying the public transportation benefit they receive for furthering their education. When TCC started covering the cost of Trinity Metro bus and rail rides in May, students took nearly 1,000 rides in Tarrant County.

The upward trend skyrocketed in subsequent months, with more than 14,000 rides in October. As part of the agreement, Trinity Metro added service to TCC's Northeast and Southeast campuses in August.



Now students can access all of the TCC campuses at no cost to them. For students like Alexandra Lopez, having TCC pick up the tab has made a big difference.

"It has saved me so much money and I am just so grateful for it," she said. Having the flexibility to reach multiple locations is another aspect of the program that has made a significant impact on her education, she said.

For more, visit www.ridettrinitymetro.org. - Submitted by Trinity Metro

Grand Prairie named Partner of the Year for air quality efforts

For the third year in a row, the City of Grand Prairie is the Air North Texas Partner of the Year. Grand Prairie implemented a yearlong comprehensive outreach and communications plan centered on Clean Air Action Day, a regionwide event held on the first Friday of every summer to call attention to the actions individuals can take to improve air quality.

Grand Prairie built community and employee engagement through social media posts, air quality alerts, city newsletters and participation in local events to help raise awareness about air quality throughout the year. These efforts culminated with Grand Prairie's Clean Air Action Day activities, including an art contest for city staff and the city's annual corporate Clean Air Challenge. Industry leaders Lockheed Martin, PepsiCo and Siemens participated in the challenge, along with local employers such as Fruit of the Earth and Texas General Hospital.

The City of Cedar Hill took home the award for outstanding initiative by featuring Air North Texas in a number of creative campaigns, community events and educational forums. Hood County Clean Air Coalition (HCCAC) continues to set the standard for clean air advertising in North Texas. For the fourth year in a row, HCCAC won the award for outstanding advertising with a multiplatform approach. The City of Plano received the award for outstanding outreach for using both traditional and digital strategies to engage residents and businesses. Finally, the City of Dallas again received the Arlo Ambassador Award for advancing the Air North Texas message through the campaign mascot.

For more information, visit www.airnorthtexas.org.

PUBLIC PARTICIPATION

Updated plan streamlines meetings, input options

The Regional Transportation Council has approved a new version of the NCTCOG Transportation Department's Public Participation Plan that better aligns public input opportunities to the level of public interest in the topics being presented for comment.

The length of public comment periods remains the same, but the requirement for multiple public meetings has been removed.

Staff may still choose to hold multiple public meetings for items of particular interest, but the new plan will provide for greater efficiency and flexibility.

In addition to this change, all public meetings will be livestreamed whenever possible.

Other changes include refined evaluation measures and reporting processes and updated demographics in the Language Assistance Plan. The PPP also adds public ports, private providers of transportation, natural disaster risk-reduction agencies and agencies related to tourism to the list of public participation stakeholders.

The Public Participation Plan was last updated in 2015.

Learn more about the latest version of the plan at www.nctcog.org/trans/involve.

REGIONAL News

NCTCOG helping define census geographies

Data from the Census Bureau is used by a wide range of groups, including communities, schools, businesses and local governments. The Census 2020 Participant Statistical Areas Program allows North Texans a unique opportunity to redraw the census geographies.

The Census 2020 PSAP process gives local governments and other interested parties the opportunity to review and update boundaries for various geographies, including census tracts and block groups.

These statistical areas are to be used for all Census Bureau products, such as the 2020 decennial census and the American Community Survey. The definition of these statistical areas determines how census data is presented geographically for the next 10 years.

NCTCOG will serve as the primary participant for the region. In this role, NCTCOG will coordinate all review efforts in early 2019 and submit the regional statistical plan to the Census Bureau in spring 2019. Participation is not mandatory, but is encouraged. For more information or to sign up as a participant, visit www.nctcog.org/census2020psap or contact Kathy Yu at 817-608-2343 or kyu@nctcog.org.

Funding still available for clean fleets

NCTCOG has approximately \$395,000 in grant funding remaining for the replacement of heavy-duty diesel vehicles or equipment.

Local governments and private companies that contract with local governments are eligible to apply.

Eligible vehicles or equipment must operate in the 10-county ozone nonattainment area, which includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

Grant funding will pay for 25, 35 or 45 percent of the new vehicle or equipment cost, depending on the emissions rate of the new engine. For more information, visit www.nctcog.org/agfunding or email aggrants@nctcog.org.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

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

\$136.4 billion

Proposed spending through 2045, as prescribed by Mobility 2045, the region's latest Metropolitan Transportation Plan. The plan received air quality conformity in November.

PUBLIC *Involvement*

NCTCOG to provide online input opportunity

NCTCOG will seek online comments on proposed modifications to the Transportation Improvement Program (TIP) beginning December 10.

Information will be posted at www.nctcog.org/input through January 8, 2019. For printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

The TIP is updated regularly, extends through 2022 and includes projects with committed funds from federal, State and local sources.

To view the current list of funded projects, visit www.nctcog.org/trans/tip.

Fall 2018 Mobility Matters now available

The fall 2018 Mobility Matters newsletter is here! This issue contains updates on North Texas' pursuit of hyperloop technology and the recently approved \$136.4 billion Metropolitan Transportation Plan, Mobility 2045.

The MTP outlines improvements to the region's transportation system through 2045.

The newsletter also features articles on alternative fuel corridors being established to accommodate the growing popularity of vehicles powered by means other than gasoline, as well as NCTCOG's Bicycle Opinion Survey.

Additionally, you can get to know Loyl Bussell, P.E., District Engineer of the Fort Worth District of the Texas Department of Transportation.

Visit www.nctcog.org/mobilitymatters for the online version or contact Brian Wilson at bwilson@nctcog.org for individual copies.

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