

AGENDA

**Regional Transportation Council
Thursday, October 11, 2018
North Central Texas Council of Governments**

**11:30 am Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 11:30 – 11:35** 1. **Approval of September 13, 2018, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Gary Fickes, RTC Chair
Item Summary: Approval of the September 13, 2018, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 11:35 – 11:35** 2. **Consent Agenda**
 Action Possible Action Information Minutes: 0
- 2.1. **Transportation Improvement Program Modifications**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council 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: November 2018 revisions to the 2019-2022 TIP are provided as [Electronic Item 2.1](#) 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
- 2.2. **FY2018 and FY2019 Unified Planning Work Program Modifications**
Presenter: Vickie Alexander, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff.

The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect new initiatives, project updates and funding adjustments. The proposed amendments were presented to the public through the September 10, 11, and 19, 2018, public meetings and are also included as [Electronic Item 2.2.1](#). Additional information is provided in [Electronic Item 2.2.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its September meeting to recommend RTC approval of the modifications.

Performance Measure(s) Addressed:

- | | |
|----------------------------------------|---------------------------------------------------------------------|
| <input type="checkbox"/> Safety | <input type="checkbox"/> Pavement and Bridge Condition |
| <input type="checkbox"/> Transit Asset | <input checked="" type="checkbox"/> System Performance/Freight/CMAQ |

2.3. Clean Fleets North Texas 2018 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 2.3.1](#) provides an overview of the call for projects. [Electronic Item 2.3.2](#) provides additional detail on recommended projects.

Performance Measure(s) Addressed:

- | | |
|----------------------------------------|---------------------------------------------------------------------|
| <input type="checkbox"/> Safety | <input type="checkbox"/> Pavement and Bridge Condition |
| <input type="checkbox"/> Transit Asset | <input checked="" type="checkbox"/> System Performance/Freight/CMAQ |

2.4. **2018 Incident Management Equipment Purchase Call for Projects**

Presenter: Sonya Landrum, NCTCOG

Item Summary: Staff will request approval from the Regional Transportation Council to host a new round of Incident Management Equipment Purchase Call for Projects in 2018.

Background: The North Central Texas Council of Governments (NCTCOG) hosted the first Incident Management Equipment Purchase Call for Projects (CFP) in 2014 to assist first responder partner agencies in purchasing equipment and technology used to mitigate traffic incidents in the North Central Texas nonattainment area. The 2014 CFP was developed in support of the NCTCOG Traffic Incident Management Training Program's recommendation to use Best Practice Equipment and Technology. The goal of NCTCOG's Traffic Incident Management Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel and the traveling public, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area. Equipment and technology that aid in quick incident clearance can assist with keeping motorists and first responders safe on the roadway and in improving air quality for the region. The 2018 Incident Management Equipment Purchase CFP will be the second round of CFP. [Electronic Item 2.4](#) provides an overview of the 2018 Incident Management Equipment Purchase CFP.

Performance Measure(s) Addressed:

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

11:35 – 11:55

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

Action Possible Action Information Minutes: 20

Presenter: Michael Morris, NCTCOG

1. Format for Today's Meeting

- Texas Municipal League Annual Meeting in Fort Worth
- Lunch
- Bob Poole: *Rethinking America's Highways* Book
- Short Presentations

2. Bob Poole: *Rethinking America's Highways*
3. Regional Transportation Council (RTC) Member Representation at Events
 - RTC Chair Gary Fickes, Monthly Texas Transportation Commission Meetings
 - RTC Chair Gary Fickes, Texas Commission on Environmental Quality Public Hearing on the Volkswagen Settlement
4. Schedule for RTC Legislative Program
 - Workshops with Legislators, October 19 and October 31
5. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
6. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
7. Ozone Season Update ([Electronic Item 3.1](#))
8. September Public Meeting Minutes ([Electronic Item 3.2](#))
9. October Public Meeting Notice ([Electronic Item 3.3](#))
10. Public Comments Report ([Electronic Item 3.4](#))
11. Recent Correspondence ([Electronic Item 3.5](#))
12. Recent News Articles ([Electronic Item 3.6](#))
13. Recent Press Releases ([Electronic Item 3.7](#))
14. Transportation Partners Progress Reports

11:55 – 12:05

4. **Auto Occupancy Verification Technology and High-Occupancy Vehicle Rewards Program**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval of a high-occupancy vehicle (HOV) verification technology utilizing the Carma Auto Occupancy Detection and Verification Technology.

Background: The RTC's Tolerated Managed Lane Policy includes provisions to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Currently, HOV drivers wishing to receive the discount must register their trip as an HOV trip in advance of taking that trip. Enforcement is done through a manual process in which an officer verifies that a declared HOV has at least two occupants. This is a dangerous situation for the police officers, as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. Staff provided an update of the auto occupancy verification technology and HOV Rewards Program at the RTC Workshop and meeting on September 13, 2018. The North Central Texas Council of Governments (NCTCOG) contracted with a vendor, Carma Technology Corporation, to develop an occupancy verification technology solution to apply the HOV discount during the peak periods. The HOV Rewards Program will be evaluated and not approved at this time. The vision is to someday implement a rewards-based technology solution on all tolled managed lanes within the region, with a staged approach to apply on other roadways within the region that could also be deployed

statewide through the Texas Department of Transportation. Additional information can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed:

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

12:05 – 12:10

5. **Implementation of Regional Trail Corridors**

Action Possible Action Information Minutes: 5

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will provide an overview of a funding request for design and construction of critical sections of Regional Veloweb trail corridors including last-mile connections to rail stations. Regional Transportation Council (RTC) approval of the funding will be requested.

Background: In November 2013, a coordination meeting held at the North Central Texas Council of Governments brought together the mayors from five cities of the Dallas-Fort Worth region to discuss implementing a Regional Veloweb trail alignment from Downtown Fort Worth to Downtown Dallas. The participating cities included Arlington, Dallas, Fort Worth, Grand Prairie, and Irving. Since 2013, various sections of the trail have begun construction and/or have secured construction funding. Funding is needed on an additional 3.1 miles of trail in proximity to CentrePort Trinity Railway Express rail station that will complete a continuous 53-mile trail southern alignment between the five cities.

The Dallas Area Rapid Transit (DART) Cotton Belt rail project includes a parallel regionally significant Veloweb Trail corridor that will connect with multiple planned commuter rail stations located in seven cities across three counties.

Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor. Several sections of the trail corridors have been identified as critical to be constructed with the Cotton Belt rail project due to right-of-way constraints and other factors impacting the feasibility of construction in the future when the commuter rail is operational.

The RTC will be asked to approve funding to implement various sections of these priority regional trail corridors including last mile connections to rail stations. The funding recommend is provided in [Electronic Item 5.1](#), and information on the overall effort is provided in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

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

12:10 – 12:15

6. **Automated Vehicle Program 2.0**

Action Possible Action Information Minutes: 5

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval of an Automated Vehicle (AV) Program that will provide eligible public entities with: 1) planning resources to prepare for AVs, 2) funding to cover costs incurred when there is an AV deployment, and 3) an opportunity to deliver an AV project to address transportation needs not covered by private AV developers.

Background: The region is attracting more attention from the AV developer community for a variety of AV deployment types such as robo-taxis and freight delivery. The proposed AV Program consists of three elements:

- **Planning:** Provide planning assistance for public entities that are planning ahead for the deployment of AVs in their community; \$1.7 million (\$1.5 million net).
- **Implementation Costs:** Funding to help public entities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; \$10.6 million (\$10 million net).
- **Regional Priority Projects:** AV deployment projects supporting use cases/communities that have not attracted AV developer interest. \$20.9 million (\$20 million net).

The Planning grants will be accessible by public entities that indicate they are interested in AV deployments. The Implementation Cost grants will be accessible by such public entities with AV deployments. The Regional Priority Projects will be selected through a competitive process at a later date. [Electronic Item 6.1](#) provides more detail regarding the Automated Vehicle 2.0 program. The Council will be asked to approve the program and related policies. A proposed RTC policy statement is included for review in [Electronic Item 6.2](#).

Performance Measure(s) Addressed:

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

12:15 – 12:25

7. **Status Report on Positive Train Control Implementation in North Central Texas**

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG, and Tim McKay, Dallas Area Rapid Transit

Item Summary: An update on Positive Train Control (PTC) implementation in North Central Texas will be provided to the Council.

Background: On October 16, 2008, Congress passed the Rail Safety Improvement Act of 2008 requiring the installation of Positive Train Control technology on a majority of the United States

railroad network, including all commuter rail, by December 31, 2018. PTC technology can help prevent collisions and other incidents by automatically detecting and controlling the movement of trains, which could save lives. Staff will summarize progress made with PTC implementation for commuter rail in North Central Texas. Additional background information can be found in [Electronic Item 7](#).

Performance Measure(s) Addressed:

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

12:25 – 12:40

8. **Performance Measures Target Setting**

Action Possible Action Information Minutes: 15

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will update the Regional Transportation Council (RTC) on proposed regional targets for federally required performance measures. The targets are set in cooperation and coordination with the Texas Department of Transportation.

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

Each performance measure rulemaking consists of several specific performance measures. Targets for these required specific performance measures must be adopted by the RTC by November 15. Proposed targets will be presented for the Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures. Additional performance measures representative of the region's long-range transportation planning goals as outlined in the recently adopted Mobility 2045 plan will be proposed for RTC consideration at a later date.

The proposed targets for the required federal performance measures are being discussed at North Central Texas Council of Governments public meetings in October and final targets will be proposed for RTC action on November 8, 2018.

Performance Measure(s) Addressed:

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

12:40 – 12:45

9. **Public Participation Plan Update**

Action Possible Action Information Minutes: 5

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will present an overview of the Public Participation Plan and outline proposed revisions, which are necessary to reflect Fixing America's Surface Transportation (FAST) Act requirements and changing demographics.

Background: The current Public Participation Plan, provided in [Electronic Item 9.1](#), was approved by the Regional Transportation Council in February 2015. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public and describes measures to include diverse voices in the transportation and air quality planning process. The Language Assistance Plan is included as an appendix. Updates are necessary to address FAST Act stakeholder requirements, changing demographics, and the increasing role of technology in public input opportunities. A 45-day comment period on an updated Public Participation Plan and Language Assistance Plan, provided in [Electronic Item 9.2](#), began September 10. A presentation containing additional information on the proposed revisions is included as [Electronic Item 9.3](#).

Performance Measure(s) Addressed:

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

10. **Progress Reports**

Action Possible Action Information

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

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

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

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

13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, November 8, 2018, at the North Central Texas Council of Governments.**

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

The Regional Transportation Council (RTC) met on Thursday, September 13, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Richard E. Aubin, Mohamed "Mo" Bur, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Robert Dye (Kevin Falconer), Gary Fickes, Robert Franke, Rick Grady, Sandy Greyson, Jim Griffin, Mojoy Haddad, Clay Lewis Jenkins, Jungus Jordan, David Magness, Jon Michael Franks, Steve Mitchell, Cary Moon, Greg Noschese (representing Stan Pickett), John Ryan, Will Sowell, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Dennis Webb, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Tyler Arbogast, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Emily Beckham, Natalie Bettger, Brandi Bird, Jonathan Blackman, Alberta Blair, David Boski, Jason Brown, Ron Brown, Pamela Burns, David Cain, Marrk Callier, Jack Carr, Ken Cates, Dan Chisholm, Lori Clark, Mike Coleman, Michael Copeland, John Cordary, Hal Cranor, Brian Crooks, Clarence Daugherty, Inga Dedon, Kim Diederich, David Dryden, Chris Dyser, Chad Edwards, Sal Espino, Kevin Feldt, Brian Flood, Barry Gordon, Christie Gotti, Lane Grayson, Clint Hail, Victor Henderson, Robert Hinkle, Ivan Hughes, Tim James, Yagnesh Jarmarwala, Amy Johnson, Tom Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Tom Krampitz, Dan Lamers, Sonya Landrum, April Leger, Dee Leggett, Ramiro Lopez, Paul Luedtke, Nancy Luong, Barbara Maley, Steve McCullough, Cliff Miller, Mindy Mize, Jim Moffitt, Cesar Molina, Erin Moore, Michael Morris, Katherine Mural, Sterling Naron, Jeff Neal, Mark Nelson, Corey Nesbit, Archie Nettles, Hilary Nguyen, Than Nguyen, Mickey Nowell, Timothy O'Leary, Paul Paine, Chris Paris, Johan Petterson, Shawn Poe, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Ernie Ramos, Chris Reed, Hal Richards, Kyle Roy, Greg Royster, Steve Salin, Devin Sanders, Russell Schaffner, Ronald Selby, Randy Skinner, Tim Slifka, Darryl Spencer, Tom Stallings, Shannon Stevenson, Dean Stuller, Vic Suhm, Gary Thomas, Mark Titus, Kimberlin To, Joe Trammel, Dan Vedral, Mitzi Ward, Amanda Wilson, Ed Wueste, and Jing Xu.

1. **Approval of August 9, 2018, Minutes:** The minutes of the August 9, 2018, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Ann Zadeh (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Letter in Support for HR 5701, to Establish an Aviation Maintenance Workforce Development Pilot Program:** Regional Transportation Council approval of a support letter for HR 5701, to Establish an Aviation Maintenance Workforce Development Pilot Program, was requested. The draft letter of support was provided in Electronic Item 2.1.
 - 2.2. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** Approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the call for projects was provided in Electronic Item 2.2.1. Additional detail on the recommended project was provided in Electronic Item 2.2.2.

2.3. Fiscal Year 2019 Advertising for Transportation Initiatives: Regional Transportation Council approval to support a recommendation to the North Central Texas Council of Governments Executive Board of up to \$1,400,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year 2019 was requested. Benefits of the initiative were provided in Electronic Item 2.3.1. Additional information on FY2019 advertising costs along with examples of past advertising was provided in Electronic Item 2.3.2.

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

3. Orientation to Agenda/Director of Transportation Report: Bill Hale presented the American Road and Transportation Builders Association 2018 P3 Project of the Year award received by several regional partners for the North Tarrant Express. He noted the award recognizes projects that exemplify the value of public-private partnership for North Tarrant Express. Regional Transportation Council (RTC) Chair Gary Fickes presented Bill Hale with a pair of construction barrel socks to thank him for all he has done for transportation in the region and across the state.

Lori Clark announced the 2018 Dallas-Fort Worth Clean Cities Fleet Recognition Award recipients. Bronze awardees included Carrollton, Coppell, Denton, Irving, Lewisville, Plano, Dallas Area Rapid Transit, Denton Independent School District, Tarrant County, Addison, Flower Mound, and Trinity Metro. Silver awardees included Dallas, Euless, North Richland Hills, Richardson, Southlake, and the Dallas Fort Worth International Airport. Details were provided in Electronic Item 3.1.

A moment of silence was observed for the passing of Judge John Horn from Hunt County. Michael Morris noted that screens in the Transportation Council Room have been upgraded to widescreen. In addition, he noted that the Texas Municipal League annual meeting will be held in the City of Fort Worth October 10-12. In order to allow members an opportunity to attend afternoon sessions, it was proposed that the October 11 RTC meeting be held from 11:30 am-1:15 pm. No member was opposed to the change in meeting time. He noted that the November 8 RTC was in conflict with the National Leagues of Cities but that the November 8 RTC meeting would remain at its regularly schedule time of 1:00 pm. Mr. Morris noted that the Denton County Transportation Authority recently named Raymond Suarez as President. A copy of the recently adopted Regional Transportation Council Bylaws and Operating Procedures was provided in Electronic Item 3.2. Information on air quality funding opportunities for vehicles was available to members at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle. An ozone season update was provided in Electronic Item 3.3. The Safety Program Performance Measures Report was provided in Electronic Item 3.4. Electronic Item 3.5 contained dates of the September public meetings scheduled in the region. The Public Comments Report was provided in Electronic Item 3.6, recent correspondence in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9, Reference Item 3.7.1, distributed at the meeting, contained a copy of correspondence regarding the US 75 Technology Lane.

4. Metropolitan Planning Organization Planning Agreement: Ken Kirkpatrick provided an overview of the Metropolitan Planning Organization (MPO) Planning Agreement with the Texas Department of Transportation (TxDOT). A copy of the draft agreement was provided in Electronic Item 4, and serves as the conduit of MPO planning funds from the Federal Highway Administration (FHWA) through TxDOT to the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) to carry out core

MPO functions. Parties to the agreement include TxDOT, the RTC as the MPO policy committee, and NCTCOG as the MPO fiscal agent on behalf of the RTC. The current six-year agreement is set to expire on September 30, 2018, and the new agreement will cover October 1, 2018, to September 30, 2024. The responsibilities of the parties to the agreement were highlighted. The State provides federal funding and in-kind match to NCTCOG. It is also responsible for providing certain data and technical assistance to the MPO and MPO staff. The responsibilities of NCTCOG as the MPO include providing staff support to the RTC that includes facilities, staff, materials, and supplies necessary for staff to carry out RTC's direction. It is also responsible for collecting data, forecasting certain parameters, preparing required plans and reports, and personnel decisions regarding the MPO and Transportation Director. The RTC, as the MPO policy committee, is responsible for all transportation policy decisions. The primary function is to ensure the federal requirements of the metropolitan planning process are fulfilled. This includes developing and adopting the Metropolitan Transportation Plan that guides the long term policy decisions for transportation in the region, a Transportation Improvement Program that allocates funding for State and federal funds in the region, the Congestion Management Process, and air quality conformity analysis to ensure the transportation plan is consistent with the goals and objectives of the statewide air quality plan. The RTC is also responsible for providing policy direction to the MPO Transportation Planning Director. As the fiscal agent, NCTCOG is responsible for the financial transactions such as ensuring that planning funds are spent in a federally eligible manner, allocating money in the Unified Planning Work Program, providing personnel services, providing benefits for staff, and establishing and maintaining procurement and purchasing procedures. The requirements of the MPO planning director are basic and consistent with others across the state. Mr. Kirkpatrick also reviewed the signatories to the agreement. He noted that the Executive Board would be asked to approve the agreement at the end of September. Duncan Webb asked if there have been any material changes to the agreement. Mr. Kirkpatrick noted there have been no substantial changes to the agreement, and that differences between the previous agreement are primarily associated with changes in federal regulations/citations. A motion was made to approve the Metropolitan Planning Organization Planning Agreement and authorize Michael Morris, Director of Transportation, to execute on behalf of the Regional Transportation Council. Duncan Webb (M); Jim Griffin (S). The motion passed unanimously.

5. **Trinity Metro (Fort Worth Transportation Authority)/Fort Worth Housing Solutions Proposed Funding Exchange:** Christie Gotti presented a funding exchange proposed to provide assistance to Fort Worth Housing Solutions and Trinity Metro who are working together to develop a transit-oriented development project in the Vickery/IH 30 area near the Texas and Pacific Rail Station. Ms. Gotti noted that this project will provide access to low-income housing and create a positive land-use/transportation nexus. Funding has been identified for the residential building and surface parking lot. However, a funding gap exists and Fort Worth Housing Solutions and Trinity Metro have requested assistance with the \$11.36 million funding shortfall. Parking garages are federally eligible, but because of the public-private nature of the project, North Central Texas Council of Governments (NCTCOG) staff believes a different solution may be simpler. A map of the project area was highlighted. She noted that staff proposed a federal funding exchange for the project in which \$11.36 million in federal funds would be set aside for a future project(s) of interest to Trinity Metro that will be selected through the Transportation Improvement Program modification process. In return, Trinity Metro would transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. NCTCOG staff will bring back the specific project on which to use the federal funds for the Regional Transportation Council to concur. A motion was made to approve the proposed \$11,362,000 funding exchange as outlined in slide 4 of Electronic Item 5 and to direct staff to administratively amend the 2019-

2022 Transportation Improvement Program and other funding, planning, and administrative documents to reflect the action as appropriate. Ann Zadeh (M); Sheri Capehart (S). The motion passed unanimously.

6. **Volkswagen Mitigation Program:** Lori Clark provided an update on the status of the Volkswagen Settlement and proposed comments to the Texas Commission on Environmental Quality (TCEQ) on the Volkswagen Mitigation Program. She noted there were two programs in the Volkswagen Settlement that will fund new projects to help reduce additional emissions. The one discussed at the meeting was the Environmental Mitigation Trust. Under the Environmental Mitigation Trust, Texas will receive approximately \$209 million and TCEQ has been designated as the lead agency responsible for administering the funds in Texas. Goals for use of the funds, proposed funding breakdowns, and eligible projects and funding levels were highlighted and outlined in Electronic Item 6.2. Ms. Clark noted that the court allowed government projects to be funding at 100 percent. However, TCEQ proposed up to 60 percent funding for local governments. In addition, she noted categories defined by the trust that TCEQ is proposing to not make eligible in Texas. A list comparing the project types and funding levels eligible under the Trust to what is eligible under the draft plan developed by TCEQ was provided in Electronic Item 6.1. Ms. Clark added that one notable element of the trust is the amount TCEQ has proposed to allocate to which areas of the State. She noted that the Regional Transportation Council (RTC) previously recommended that the Dallas-Fort Worth region should receive approximately \$63 million based on technical analysis that led to the selection of the metropolitan areas. TCEQ has proposed counties it has deemed eligible, along with the proportion of funding proposed for each area: San Antonio-\$73.5 million, Dallas-Fort Worth-\$29 million, Austin-\$0, Beaumont-Port Arthur-\$12.7 million, and El Paso-\$26.7 million. This proposed distribution was largely different from the North Central Texas Council of Governments' (NCTCOG) recommendations so NCTCOG staff analyzed various performance metrics to determine potential fair share allocations to NCTCOG based on the various metrics. In addition, NCTCOG analyzed and compared each areas need versus the funding it is proposed to receive. In each instance, metrics indicated that NCTCOG would not receive an appropriate share of the distribution. Based on this information, NCTCOG staff proposed that the RTC provide comments to TCEQ. Draft correspondence was provided in Electronic Item 6.3. Major concepts were highlighted, and included requesting that TCEQ: ensure fair share allocation to the regions with the Dallas-Fort Worth region receiving approximately \$63 million, allow administration through council of government/MPOs in priority areas with NCTCOG charging no administrative costs, utilize latest/greatest quantification methodologies, ensure that cost-effectiveness calculations only consider Volkswagen funds, support interpretation that there is equity between electric and hydrogen infrastructure submitted as part of a replacement/repower project, and encourage through the legislative program that funding for infrastructure incentives under the Texas Emissions Reduction Plan be appropriated for FY2020 and 2021. The schedule for this effort was reviewed. Ms. Clark noted that a TCEQ public hearing will be held at NCTCOG on September 14 and that the deadline for comments was October 8. B. Glen Whitley suggested that staff consider adding Austin to the distribution of funds since the area likely should have been considered for funding initially. Michael Morris discussed options considered by staff, and noted that it decided it may be best not to suggest to the State how it should do its business and focus on the performance measures that should be used and the direct impact to the region. A motion was made to approve the letter from the Regional Transportation Council Chair to the Texas Commission on Environmental Quality and the proposed comments in the attached policy paper provided in Electronic Item 6.3. Jungus Jordan (M); Andy Eads (S). The motion passed unanimously.

7. **Auto Occupancy Detection Technology Follow up to Workshop, Rewards Program, and High-Occupancy Vehicle Subsidy Report:** Berrien Barks presented the quarterly high-occupancy vehicle (HOV) subsidy report for discounts given to HOV 2+ users that travel the managed lanes during the peak periods. He noted the discount is paid by the Regional Transportation Council (RTC) on two of the managed lane corridors in the region. A map of the opened, under construction, or nearing construction facilities was highlighted. Facilities in which the RTC is responsible for the subsidy are the open portions of the North Tarrant Express and LBJ Express. Texas Department of Transportation (TxDOT) facilities are not subject to the subsidy. As of May 2018, approximately \$2.4 million of the \$17 million originally allocated by the RTC has been used for the subsidy. In addition, the policy also provides discounts to RTC-sponsored vanpool users when they travel during peak periods. As of June 2018, approximately \$5,000 in reimbursement requests have been received from vanpool users. As a result, staff believes that the 2+ requirement can be maintained at this time. He added that the North Texas Tollway Authority (NTTA) acts as the back office for tolled managed lanes and has reported no customer service impacts or concerns to date. In addition, there has not been an instance when average corridor speeds have dropped below 35 miles per hour due to the fault of the operator on the facilities. A table outlining the subsidies by corridor was highlighted.

Natalie Bettger presented information on the Auto Occupancy Detection Technology and Rewards Program. An overview of the current HOV enforcement process was highlighted, which includes setting up an account, preregistration, and manual enforcement. While this occurs, toll collection occurs and the HOV discount is applied. The new technology for HOV verification includes a one-time registration, no pre-declaration, and no enforcement by officers in the field. Multiple occupants are detected and the appropriate toll discount applied. Part of the staged approach is moving from a discount program to a rewards programs that can be applied on other facilities and for other reasons. Similar to the verification process, in the rewards program the number of occupants would be determined by the technology, and the toll collected. However, instead of a discount being applied, the technology would detect and verify the number of occupants and users would receive an incentive equal to or more than the value of the toll discount. Moving forward, the rewards program can be applied to facilities other than managed lanes. Phase 1 is the implementation of the rewards program on the managed lane corridors. Phase 2 would be proposed implementation of the rewards program on the US 75 Technology Lane that would allow HOV users to be treated differently than single occupancy vehicle (SOV) users within the corridors without applying a toll for SOV users. Phase 3 and beyond would include expansion of the HOV rewards to any corridor, for special events, or to provide incentives for taking other modes of travel. Ms. Bettger noted the current HOV subsidy is funded by the Regional Transportation Council using Regional Toll Revenue funds. The RTC originally set aside \$17 million to fund the subsidy, and the future rewards program will be paid with the same funds for private-public partnership operated facilities. In the proposed program, the additional money that the Texas Department of Transportation (TxDOT) would collect from collecting the full toll rate would pay for the rewards. The expected program costs over 10 years were also highlighted. Ms. Bettger highlighted the expected program cost of development/pilot testing and implementation over a 10-year period totaling approximately \$24 million. She noted there are marketing needs to educate people how to receive the rewards, as well as costs to integrate the application with partner agencies. She also noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. The new technology operating and marketing costs are approximately \$20 million over a 10-year period. Cost savings could be applied to other corridors and modes of transportation. Other indirect benefits include safety, court cost savings, expandability, and air quality. Additional information was provided in Electronic Item 7.

Ms. Bettger noted that staff would request action at the October 11 meeting on the new approach and funding for the first three years of the proposed program. In addition, she noted that an RTC workshop was held prior to the meeting and that staff would provide a copy of the presentation to those interested. B. Glen Whitley asked how much of the technology described for the new approach currently exists. Ms. Bettger described the current process and technology versus the proposed process and technology. The proposed technology will detect occupancy by using a beacon and can apply the correct toll at the same time it is collected, or the reward as proposed. Mr. Whitley asked why a credit could not be added to his account versus receiving the reward as a gift card. Mr. Morris noted that there may be several options to choose as a reward. Ms. Bettger noted that the proposed option would allow use of the program on roads that are not tolled since a non-tolled road would not allow for the user to be credited on their toll tag. Mojoy Haddad noted that as the region's toll collection partner, the NTTA will do whatever is requested but suggested that staff not move forward until after the upcoming legislative session. Mr. Morris asked that NTTA permit NCTCOG staff to meet with TxDOT and NTTA to determine which approach would be more friendly to the legislature and determine the pros and cons. Mr. Haddad noted that NTTA staff would be happy to meet, but added that in NTTA's opinion it does not want to create more of an anti-toll sentiment during the legislative session. In addition, he noted concern regarding education of the users. Mr. Morris noted there is still additional field work to be implemented in December that will provide additional data to staff. He also noted that staff will develop a graphic of all items that need to be monitored and coordinated throughout the implementation process for the October RTC meeting. Eddie Reeves asked about the technology used to collect the data, where the data is kept, and how long the data is kept. He noted that the issue of location-based geo-market targeting is a concern and some of the questions being asked are who owns the data, where it is kept, and how long it is kept. Mr. Morris noted the question was raised at the Workshop, and that staff will bring back at the October meeting how much data needs to be retained, what type of data is retained, the pros and cons of private-sector ownership of collected data, and the duration for which the data is retained.

8. **Performance Measures Target Setting:** Dan Lamers provided an update regarding the schedule and process for Metropolitan Planning Organization (MPO) adoption of federally required performance measure targets. When the Fixing America's Surface Transportation (FAST) Act was approved, it required all States and MPOs to set certain targets to meet designated performance measures. The Regional Transportation Council (RTC) previously approved targets for two of the required performance measures: Transit Asset Management and Safety. Targets for two additional performance measures must be adopted by November 15: Pavement and Bridge (Infrastructure Condition) and System Performance/Freight/Congestion Mitigation and Air Quality. For Pavement and Bridge, targets measure the percentage of pavement that is in good and poor condition and are required for all parts of the National Highway System. This includes interstate highways, on-system non-interstate highways, on-system arterials, off-system toll roads, and off-system arterials. Texas Department of Transportation (TxDOT) conditions and proposed targets for interstate highways in good and poor condition were highlighted, with TxDOT proposing a target of 66.4 percent in good condition and .3 percent in poor condition by 2022. He noted North Central Texas Council of Governments (NCTCOG) regional data estimates that 33 percent of the system is estimated to be in good condition. TxDOT condition averages and proposed targets for non-interstate pavement were also highlighted. The statewide proposed target for good condition is approximately 52 percent and 14 percent for poor condition. Mr. Lamers pointed out that non-interstate facilities are the responsibility of local governments and TxDOT does not have control over all of the included facilities. For the region, pavement in good condition is estimated at approximately 31 percent and in poor condition at 16 percent. Bridge condition averages and proposed targets statewide were

also highlighted. TxDOT estimates approximately 50 percent in good condition and 1 percent in poor condition, staying similar statewide over time. He noted that NCTCOG percentages in good condition are slightly higher as a result of strategic decisions to expedite bridge projects in need of repair. Mr. Lamers also discussed interstate system reliability. Observed characteristics from 2013-2017 were highlighted, with reliability staying roughly the same over the last five to six years. NCTCOG data suggests approximately the same reliability in the future. For this performance measure, TxDOT will provide estimates for the region as well as statewide and suggests that reliability is decreasing. He noted that NCTCOG staff is working with TxDOT to understand its assumptions. Regarding targets, he noted the RTC will be asked if it prefers regional targets be consistent with TxDOT, maintain the status quo, or be aspirational. For freight system reliability data during the same timeframe, data indicates that freight system performance is improving slightly over time. TxDOT data suggests that the freight system performance may stay the same or be slightly worse in the future. Another measure, peak hour excessive delay on the national highway system, measures the amount of travel if the speeds in the corridor drop below 60 percent below or 20 mph or greater. TxDOT data suggests the delay remains roughly the same over time, but NCTCOG data anticipates an increase in delay. Mr. Lamers noted that the next performance measure received a lot of attention by the RTC during discussion of Mobility 2045, non-single occupancy vehicle (SOV) performance. This is the percentage of people commuting to work not driving alone and can include carpooling, transit, taxi, bicycling, and working at home. Data comes from the American Community Survey and is specific by region. For the Dallas-Fort Worth region, TxDOT proposes that the targets stay roughly the same or decrease over time, while regional trends indicate the percentage of SOV travel is increasing. Staff noted that additional coordination with TxDOT is also needed on this performance measure. The schedule for this effort was reviewed. Draft targets will be presented to the RTC for action at its November 8, 2018, meeting. Targets are due to TxDOT by November 15. A copy of the August 24, 2018, Workshop presentation was provided in Electronic Item 8.

9. **Implementation of Regional Trail Corridors:** Karla Weaver presented funding recommendations for design and construction of critical sections of Regional Veloweb trail corridors. A map of the over 1,800 planned miles of the Regional Veloweb was highlighted, including the two corridors discussed at the meeting: the regional trail from Fort Worth to Dallas and the Cotton Belt Corridor that connects from Dallas Fort Worth International Airport to Plano. Regarding the Fort Worth to Dallas trail, the mayors of Arlington, Dallas, Fort Worth, Grand Prairie, and Irving met in 2013 and committed to making the 64-mile Regional Veloweb alignment a priority. Since that time, over 18 of the unfunded 24 miles of trail have received funding commitments. Funding is needed for an additional 3.1 miles of trail that will complete a continuous east-west route southern route connecting the five cities. She noted an additional section in Irving that is not included in the funding request and that is associated with a future roadway project to be implemented at a later time. The second project highlighted was the Cotton Belt Regional Veloweb trail from the Dallas Fort Worth International Airport to Plano. Dallas Area Rapid Transit (DART) has been working to environmentally clear the rail line. Since it will be critical to construct portions of the trail as part of the rail project due to various constraints, funding for design of the entire 26 mile trail corridor and construction of 8.5 miles that have been classified as critical sections of the trail will be requested. She noted that Dallas County Commissioner Mike Cantrell has provided funding towards a portion of the trail and the Dallas County Planning and Parks Division has taken action to award funding to fill in some of the funding gaps. Approximately 11 miles of the trail remain, and there is interest from TxDOT Austin to potentially partner to fund a portion of the trail. A summary of the proposed funding was presented and detailed in Electronic Item 9.1. This overall request for funding totals \$36.7 million in federal funds. The schedule for the effort was reviewed. Regional Transportation Council action will be

requested at the October 11, 2018, RTC meeting. She noted that all local and State funding commitments are anticipated to be in place by December 2018. Sandy Greyson discussed the usefulness of Transportation Development Credits that allowed flexibility to help fund trail projects in Dallas. Information on the overall efforts was provided in Electronic Item 9.2.

10. **Automated Vehicle Program Briefing:** Thomas Bamonte provided information on the proposed Automated Vehicle (AV) Program Round 2. Examples of AV deployment at the regional level were highlighted. The purpose of the program is to provide resources to local communities so they can plan for AV deployments and have the resources to build the effective partnerships for the deployment. For the AV Planning project, the North Central Texas Council of Governments would procure one or more experts in automated vehicle planning on a retainer basis to provide assistance to local communities plan for AV deployment. Up to \$1.5 million would be available. If the AV technology does not proceed, funding would not be expended. For the Implementation Costs project, up to \$10 million would be available to cover the costs associated with a public entity hosting an AV deployment. This will allow communities that may not have staffing or resources available for AV deployments to be competitive. For the Regional Priority project, up to \$20 million would be available to identify communities and use cases in the region which the AV developer community may be overlooking. Funding for this project will be available through a competitive selection process. Mr. Bamonte noted that the AV Program is voluntary. Entities would be asked to express their interest in serving as an AV deployment test site, with those entities then able to access planning and cost reimbursement resources. Communities not interested in the first generation deployment can choose to join later and access resources. Michael Morris noted that staff will bring back a policy position for consideration by the Regional Transportation Council that addresses automated vehicle deployment voids in specific areas, segments, or modes to ensure that automated vehicle deployments serve all residents, user groups, and modes of travel.
11. **Freight North Texas Truck Parking Study:** Jeff Hathcock provided an overview of the Freight North Texas Truck Parking Study, a comprehensive document that identifies innovative solutions to meet the growing truck parking needs of the region. During the study, data was collected and analyzed for area-specific recommendations. Staff collected data on the classification of freight infrastructure, major freight facilities, and freight oriented developments. Literature review was also completed which looked at recently completed truck parking studies and identified opportunities and challenges in other areas. Staff also inventoried both private and public parking facilities and rest areas. In addition, local truck parking ordinances, federal rules of hours of service, in region travel times, and heavily traveled freight corridors data were reviewed. A driver survey and stakeholder outreach meetings were also conducted. From the data collected, staff identified regional and State facilities, corridors of concern criteria and scoring, and corridors of concern that have major freight activity while lacking sufficient truck parking. Regional corridors of concern were highlighted and include the Great Southwest area, southwest Dallas, north Fort Worth, north Dallas, east Dallas County, and Parker County. Mr. Hathcock discussed a map showing how many regional facilities are located along the periphery of the corridor instead of on or near a heavily traveled corridor, which does not meet the demands for the region. He also highlighted State and regional recommendations from the parking study which include a recommendation that short-term truck parking facilities could be located on underutilized public land, partnerships with the public and private sectors are needed to develop truck parking in specified areas through a mutually beneficial incentivized plan, and technology enhancements and applications such as dynamic messaging signs and other technologies that may be implemented for notification of truck parking availability at facilities. Air quality mitigation strategies that should be implemented and pursued with future truck parking locations were also identified. Staff will continue updating data sets established in the

beginning of the study, coordinating recommendations and plans with the Texas Department of Transportation with regard to underutilized land and new public facilities, and leveraging public-private partnerships to increase the number of parking facilities. Additional information is available in Electronic Item 11. Duncan Webb noted he was interested in the definition of a truck stop and pointed out that he was not aware of any truck stops at several of the locations indicated on the map at the meeting. Mr. Hathcock noted that a truck stop could also include a small public gas station with as few as one parking space. He noted that he would provide additional detail regarding the locations and associated facilities to Mr. Webb. Sandy Greyson asked if the Regional Transportation Council has a policy on triple tandem trucks. Mr. Morris noted that staff would review and respond to Ms. Greyson regarding policies on triple tandem trucks. Jungus Jordan noted that the City of Fort Worth has had this discussion and have asked for a study on this in Fort Worth. He asked that staff look at the southern portion of Fort Worth near IH 35W.

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, October 11, 2018, 11:30 am, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.

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 NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54018 **Facility:** US 377 **Location/Limits From:** END OF BRAZOS RIVER BRIDGE **Modification #:** 2019-0015
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF BRAZOS RIVER BRIDGE
County: HOOD **CSJ:** 0080-03-049
City: GRANBURY **Desc:** WIDEN 4 LANE TO 6 LANE DIVIDED WITH INTERCHANGE AT SH 144 AND FM 51
Request: REVISE LIMITS TO US 377 FROM END OF BRAZOS RIVER BRIDGE TO HOLMES DR; REVISE SCOPE TO WIDEN 4 LANE TO 4/6 LANE DIVIDED WITH INTERCHANGE AT SH 144 AND FM 51; REVISE ENGINEERING & ROW FUNDING SHARES FROM 100% STATE TO 80% FEDERAL/20% STATE
Comment: RELATED TO TIP 54019/CSJ 0080-04-081 & TIP 54071/CSJ 0080-04-094

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0080-03-049	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2021	ROW	0080-03-049	S102:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
Grand Total:				\$0	\$8,500,000	\$0	\$0	\$0	\$8,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0080-03-049	SBPE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2021	ROW	0080-03-049	S102:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
Grand Total:				\$6,800,000	\$1,700,000	\$0	\$0	\$0	\$8,500,000

Revisions since STTC Meeting: **REVISED SCOPE TO WIDEN 4 LANE TO 4/6 LANE DIVIDED WITH INTERCHANGE AT SH 144 AND FM 51 TO BE CONSISTENT WITH MOBILITY 2045**

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11651.4 **Facility:** VA **Location/Limits From:** ALONG US 377 FROM DESERT RIDGE DR TO EAST OF FLOYD DR, ALONG FLOYD DR FROM US 377 TO W CLAYTON RD **Modification #:** 2019-0020

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** ALONG CAMP BOWIE W BLVD FROM ALTA MERE DR TO LACKLAND RD, ALONG LACKLAND RD FROM CAMP BOWIE W BLVD TO Z BOAZ PL

County: TARRANT **CSJ:** 0902-90-941

City: FORT WORTH **Desc:** SAFE ROUTES TO SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS IN PROXIMITY TO THE APPLIED LEARNING ACADEMY

Request: ADD NEW PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); NEW FUNDS OFFSET BY A DECREASE IN FUNDING ON TIP 11651/CSJ 0902-00-173

Comment: LOCAL MATCH PAID BY CITY OF FORT WORTH

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-941	Cat 5:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2020	CON	0902-90-941	Cat 5:	\$328,406	\$0	\$0	\$82,102	\$0	\$410,508
Grand Total:				\$488,406	\$0	\$0	\$122,102	\$0	\$610,508

TIP Code: 11651.3 **Facility:** VA **Location/Limits From:** ON BOMBER SPUR TRAIL FROM INTERSECTION OF SH 183 AND W. VICKERY BOULEVARD **Modification #:** 2019-0021

Impementing Agency: NCTCOG **Location/Limits To:** INTERSECTION OF SH 183 AND CALMONT AVENUE

County: TARRANT **CSJ:** 0902-90-958

City: FORT WORTH **Desc:** PREPARE DESIGN & DEVELOPMENT SCHEMATIC & ENV SUMMARY FOR THE BOMBER SPUR REGIONAL VELOWEB SHARED-USE PATH

Request: ADD NEW PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); NEW FUNDS OFFSET BY A DECREASE IN FUNDING ON TIP 11651/CSJ 0902-00-173

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-958	STBG:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
Grand Total:				\$160,000	\$0	\$0	\$40,000	\$0	\$200,000

Revisions since STTC Meeting: **REVISED PROJECT LIMITS FROM "ON BOMBER SPUR TRAIL FROM INTERSECTION OF SH 183 AND CALMONT AVENUE TO INTERSECTION OF SH 183 AND IH 30" TO "ON BOMBER SPUR TRAIL FROM INTERSECTION OF SH 183 AND W. VICKERY BOULEVARD TO INTERSECTION OF SH 183 AND CALMONT AVENUE"**

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11652 **Facility:** VA **Location/Limits From:** REGIONAL MINOR INTERSECTION EQUIPMENT PROGRAM **Modification #:** 2019-0022

Impementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0902-00-172, 0902-00-217

City: VARIOUS **Desc:** REGIONAL MINOR INTERSECTION EQUIPMENT PROGRAM-MINOR IMPROVEMENTS SUCH AS TRAFFIC SIGNAL CABINETS, ETC.

Request: DECREASE FUNDING ON OFF-SYSTEM CSJ 0902-00-172 AND MOVE TO ON-SYSTEM CSJ 0902-00-217 WITH CORRESPONDING STATE MATCH; REVISE SCOPE TO REGIONAL MINOR INTERSECTION EQUIPMENT PROGRAM- REPLACE TRAFFIC SIGNAL CABINETS OR CONTROLLERS TO IMPROVE SIGNAL COORD & TIMING; BATTERY BACKUPS TO RESTORE OPERATIONS AFTER POWER OUTAGE; INTERSECTION CAMERAS TO ADJUST SIGNAL TIMING REMOTELY; RADIO COMM TO COORD PROGRESSION OF VEHICLES ALONG A CORRIDOR; GPS CLOCKS TO SYNC TRAFFIC SIGNALS ALONG A CORRIDOR; FLASHING YELLOW ARROW CONVERSIONS & RESTRIPIING TO ALLOW IMPROVED TRAFFIC FLOW; VEHICLE DETECTION TO PROVIDE LESS IDLING OF VEHICLES AT TRAFFIC SIGNALS; MINOR GEOMETRIC IMPROVEMENTS; LENGTHENING OF TURN LANE STORAGE BAYS; PEDESTRIAN SIGNAL ENHANCEMENTS; ADD CSJ 0902-00-217 TO FY2019 OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0902-00-172	Cat 5:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0902-00-172	Cat 5:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2019	CON	N/A	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
Grand Total:				\$2,000,000	\$250,000	\$0	\$250,000	\$0	\$2,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0902-00-172	Cat 5:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2019	CON	0902-00-217	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
Grand Total:				\$2,000,000	\$250,000	\$0	\$250,000	\$0	\$2,500,000

Revisions since STTC Meeting: **UPDATED FY2019 CSJ TO 0902-00-217; REVISE SCOPE TO CLARIFY SPECIFIC IMPROVEMENT TYPES BEING FUNDED**

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55246 **Facility:** FM 1886 **Location/Limits From:** SH 199 **Modification #:** 2019-0026
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** PARKER COUNTY LINE
County: TARRANT **CSJ:** 1605-02-024
City: AZLE **Desc:** WIDEN 2 LANE RURAL TO 6 LANE URBAN DIVIDED
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1605-02-024	SBPE:	\$0	\$4,100,000	\$0	\$0	\$0	\$4,100,000
2022	ROW	1605-02-024	S102:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$6,100,000	\$0	\$0	\$0	\$6,100,000

Revisions since STTC Meeting: CHANGE SCOPE FROM "WIDEN 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED" TO "WIDEN 2 LANE RURAL TO 6 LANE URBAN DIVIDED"

TIP Code: 55247 **Facility:** FM 1886 **Location/Limits From:** FM 3325 **Modification #:** 2019-0027
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** TARRANT COUNTY LINE
County: PARKER **CSJ:** 1605-01-015
City: AZLE **Desc:** WIDEN 2 LANE RURAL TO 4 LANE RURAL DIVIDED (ULTIMATE 6 LANES)
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1605-01-015	SBPE:	\$0	\$3,100,000	\$0	\$0	\$0	\$3,100,000
2022	ROW	1605-01-015	S102:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$0	\$4,600,000	\$0	\$0	\$0	\$4,600,000

Revisions since STTC Meeting: CHANGED SCOPE FROM "WIDEN 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED" TO "WIDEN FROM 2 LANE RURAL TO 4 LANE RURAL DIVIDED (ULTIMATE 6 LANES)"

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55214 **Facility:** IH 20 **Location/Limits From:** PARK SPRINGS BLVD **Modification #:** 2019-0035
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE
County: TARRANT **CSJ:** 2374-05-084
City: ARLINGTON **Desc:** PRELIMINARY ENGINEERING FOR OPERATIONAL AND SAFETY IMPROVEMENTS; WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES FROM MATLOCK TO DALLAS COUNTY LINE
Request: CANCEL PROJECT; DECREASE IN FUNDING OFFSETS AN INCREASE IN FUNDING ON TIP 13027.1/CSJ 2374-05-084
Comment: 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	2374-05-084	SBPE:	\$0	\$1,750,000	\$0	\$0	\$0	\$1,750,000
Grand Total:				\$0	\$1,750,000	\$0	\$0	\$0	\$1,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	N/A	SBPE:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

TIP Code: 11898.1 **Facility:** CS **Location/Limits From:** ON AVONDALE-HASLET FROM WESTPORT PARKWAY CONNECTOR **Modification #:** 2019-0037
Impementing Agency: HASLET **Location/Limits To:** WEST OF HASLET COUNTY LINE RD
County: TARRANT **CSJ:** 0902-90-020
City: HASLET **Desc:** CONSTRUCT NEW 0 TO 4 LANE AND RECONSTRUCT EXISTING 2 LANE TO 4 LANE DIVIDED URBAN ROADWAY
Request: REVISE LIMITS TO ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE RD; ADD ENGINEERING FUNDS TO FY2020; CHANGE FISCAL YEAR OF ORIGINAL ENGINEERING FUNDS TO FY2015

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-020	Cat 7:	\$1,360,000	\$0	\$0	\$340,000	\$0	\$1,700,000
Grand Total:				\$1,360,000	\$0	\$0	\$340,000	\$0	\$1,700,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-90-020	Cat 7:	\$1,360,000	\$0	\$0	\$340,000	\$0	\$1,700,000
2019	ENG	0902-90-020	STBG:	\$380,000	\$0	\$0	\$95,000	\$0	\$475,000
Grand Total:				\$1,740,000	\$0	\$0	\$435,000	\$0	\$2,175,000

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20105 **Facility:** CORPORATE DR **Location/Limits From:** WATERS RIDGE DRIVE **Modification #:** 2019-0043
Impementing Agency: LEWISVILLE **Location/Limits To:** DGNO RR
County: DENTON **CSJ:** 0918-46-235
City: LEWISVILLE **Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 1
Request: ACKNOWLEDGE \$20,049 IN INTEREST EARNINGS AND MOVE INTEREST TO RELATED PROJECT CORPORATE DRIVE SEGMENT 5 (TIP 20111/CSJ 0918-46-239); INCREASE LOCAL FUNDS AND LOCAL CONTRIBUTION FUNDING
Comment: LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE; CHANGES DUE TO PROJECT CLOSEOUT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-46-235	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$180,048	\$0	\$0	\$180,048
2010	CON	0918-46-235	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,392,723	\$0	\$0	\$1,392,723
Grand Total:				\$0	\$0	<u>\$1,572,771</u>	\$0	\$0	<u>\$1,572,771</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-46-235	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$180,048	\$45,012	\$0	\$225,060
2010	CON	0918-46-235	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,392,723	\$348,181	\$0	\$1,740,904
2012	CON	0918-46-235	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$341,778	\$341,778
Grand Total:				\$0	\$0	<u>\$1,572,771</u>	<u>\$393,193</u>	<u>\$341,778</u>	<u>\$2,307,742</u>

Revisions since STTC Meeting: UPDATE INTEREST EARNINGS FROM \$20,055 TO \$20,049 TO REFLECT FINAL INVOICES AND ADJUST REQUEST ACCORDINGLY

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55176 **Facility:** SH 199 **Location/Limits From:** SOUTH OF FM 1886 **Modification #:** 2019-0045
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH END OF LAKE WORTH BRIDGE
County: TARRANT **CSJ:** 0171-04-050
City: LAKE WORTH **Desc:** RECONSTRUCT AND WIDEN 0 LANE TO 6 LANE FREEWAY, RECONSTRUCT 4 LANE TO 6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM
Request: INCREASE CONSTRUCTION FUNDING; ADVANCE CONSTRUCTION FUNDS TO FY2020; ADD ENGINEERING PHASE TO FY2019; REVISE UTILITY & CONSTRUCTION FUNDING SHARES FROM 80% FEDERAL/20% LOCAL TO 80% FEDERAL/20% STATE; REVISE SCOPE TO RECONSTRUCT 0 LANE TO 6 LANE FREEWAY AND RECONSTRUCT 4/6 LANE TO 4/6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	UTIL	0171-04-050	S102:	\$204,800	\$0	\$0	\$51,200	\$0	\$256,000
2023	CON	0171-04-050	Cat 2M:	\$36,005,120	\$0	\$0	\$9,001,280	\$0	\$45,006,400
2023	CON	0171-04-050	Cat 4:	\$32,234,880	\$0	\$0	\$8,058,720	\$0	\$40,293,600
Phase Subtotal:				\$68,240,000	\$0	\$0	\$17,060,000	\$0	\$85,300,000
Grand Total:				\$68,444,800	\$0	\$0	\$17,111,200	\$0	\$85,556,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0171-04-050	SBPE:	\$4,786,293	\$1,196,573	\$0	\$0	\$0	\$5,982,866
2019	UTIL	0171-04-050	S102:	\$204,800	\$51,200	\$0	\$0	\$0	\$256,000
2020	CON	0171-04-050	Cat 2M:	\$36,005,120	\$9,001,280	\$0	\$0	\$0	\$45,006,400
2020	CON	0171-04-050	Cat 4:	\$55,194,400	\$13,798,600	\$0	\$0	\$0	\$68,993,000
Phase Subtotal:				\$91,199,520	\$22,799,880	\$0	\$0	\$0	\$113,999,400
Grand Total:				\$96,190,613	\$24,047,653	\$0	\$0	\$0	\$120,238,266

Revisions since STTC Meeting: **REVISED EXISTING NUMBER OF FRONTAGE ROAD LANES FROM 4 TO 4/6 TO BE CONSISTENT WITH MOBILITY 2045**

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55173 **Facility:** SH 199 **Location/Limits From:** SOUTH END OF LAKE WORTH BRIDGE **Modification #:** 2019-0046
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** AZLE AVE
County: TARRANT **CSJ:** 0171-05-097
City: LAKE WORTH **Desc:** WIDEN ROADWAY FROM 4 LANES TO 6 LANES, AND RECONSTRUCT 4/6 LANE TO 4/6 LANE FRONTAGE ROADS
Request: ADVANCE CONSTRUCTION PHASE TO FY2020 AND DECREASE FUNDING; ADD ENGINEERING PHASE TO FY2019; REVISE FUNDING SHARES FROM 80% FEDERAL/20% LOCAL TO 80% FEDERAL/20% STATE FOR UTILITY AND CONSTRUCTION PHASES; REVISE SCOPE TO CONSTRUCT 0 TO 6 LANE FREEWAY, CONSTRUCT BRIDGES OVER SH 199
Comment: 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	UTIL	0171-05-097	S102:	\$144,400	\$0	\$0	\$36,100	\$0	\$180,500
2028	CON	0171-05-097	Cat 4:	\$23,760,000	\$0	\$0	\$5,940,000	\$0	\$29,700,000
Grand Total:				\$23,904,400	\$0	\$0	\$5,976,100	\$0	\$29,880,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0171-05-097	SBPE:	\$923,670	\$230,918	\$0	\$0	\$0	\$1,154,588
2019	UTIL	0171-05-097	S102:	\$144,400	\$36,100	\$0	\$0	\$0	\$180,500
2020	CON	0171-05-097	Cat 4:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$18,668,070	\$4,667,018	\$0	\$0	\$0	\$23,335,088

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55222 **Facility:** IH 30 **Location/Limits From:** DALROCK RD (ROCKWALL C/L) **Modification #:** 2019-0052
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF DALROCK RD
County: ROCKWALL **CSJ:** 0009-12-221
City: ROWLETT **Desc:** TRANSITION FOR DALROCK INTERCHANGE
Request: ADD CATEGORY 4 FUNDS FOR CONSTRUCTION IN FY2021 AS APPROVED BY THE RTC ON AUGUST 9, 2018 AND INCREASE CONSTRUCTION FUNDING BY ADDING CATEGORY 1 FUNDS (THE TTC DID NOT APPROVE CATEGORY 12 CLEAR LANES FUNDING, SO CATEGORY 4 FUNDS WILL REMAIN ON PROJECT); CLARIFY SCOPE AS TRANSITION FOR DALROCK INTERCHANGE INCLUDING RECONSTRUCTION OF EXISTING 4 TO 4 LANE FRONTAGE ROADS AND RAMPS
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-12-221	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-12-221	S102:	\$1,350,000	\$150,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				<u>\$1,350,000</u>	<u>\$1,150,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,500,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-12-221	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-12-221	S102:	\$1,350,000	\$150,000	\$0	\$0	\$0	\$1,500,000
2021	CON	0009-12-221	Cat 1:	\$741,559	\$185,390	\$0	\$0	\$0	\$926,949
2021	CON	0009-12-221	Cat 4:	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
Phase Subtotal:				<u>\$6,341,559</u>	<u>\$1,585,390</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$7,926,949</u>
Grand Total:				<u>\$7,691,559</u>	<u>\$2,735,390</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$10,426,949</u>

Revisions since STTC Meeting: **CLARIFIED REQUEST FROM "RECONSTRUCTION OF EXISTING 4 LANE FRONTAGE ROADS" TO "RECONSTRUCTION OF EXISTING 4 TO 4 LANE FRONTAGE ROADS"**

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55169 **Facility:** IH 30 **Location/Limits From:** BASS PRO DRIVE **Modification #:** 2019-0053
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** DALROCK RD
County: DALLAS **CSJ:** 0009-11-241
City: VARIOUS **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, BAYSIDE BRIDGE, AND RAMP MODIFICATIONS; RECONSTRUCT DALROCK INTERCHANGE
Request: ADD CATEGORY 1 FUNDS TO CONSTRUCTION PHASE IN FY 2021; DECREASE CATEGORY 4 FUNDS FOR CONSTRUCTION PHASE IN FY2021 AS APPROVED BY THE RTC ON AUGUST 9, 2018 (THE TTC DID NOT APPROVE CATEGORY 12 CLEAR LANES FUNDING, SO CATEGORY 4 FUNDS WILL REMAIN ON PROJECT)
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0009-11-241	SBPE:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2019	ROW	0009-11-241	S102:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2021	CON	0009-11-241	Cat 4:	\$102,059,903	\$25,514,976	\$0	\$0	\$0	\$127,574,879
Grand Total:				\$104,459,903	\$34,114,976	\$0	\$0	\$0	\$138,574,879

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0009-11-241	SBPE:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2019	ROW	0009-11-241	S102:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2021	CON	0009-11-241	Cat 1:	\$10,607,065	\$2,651,766	\$0	\$0	\$0	\$13,258,831
2021	CON	0009-11-241	Cat 4:	\$96,459,903	\$24,114,976	\$0	\$0	\$0	\$120,574,879
Phase Subtotal:				\$107,066,968	\$26,766,742	\$0	\$0	\$0	\$133,833,710
Grand Total:				\$109,466,968	\$35,366,742	\$0	\$0	\$0	\$144,833,710

TIP Code: 20118.1 **Facility:** US 377 **Location/Limits From:** IH 35E **Modification #:** 2019-0055
Impementing Agency: DENTON **Location/Limits To:** FM 1830
County: DENTON **CSJ:** 0918-46-983
City: DENTON **Desc:** CITY OF DENTON UTILITY RELOCATIONS ASSOCIATED WITH TXDOT PROJECT
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); RELATED TO TIP 20118/CSJ 0081-04-036 AND CSJ 0081-04-025

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	UTIL	0918-46-983	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
Grand Total:				\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13029 **Facility:** IH 45 **Location/Limits From:** AT FM 664 **Modification #:** 2019-0059
Impementing Agency: TXDOT-DALLAS
County: ELLIS **CSJ:** 0092-03-053
City: FERRIS **Desc:** CONSTRUCT INTERCHANGE
Request: DECREASE CONSTRUCTION FUNDING IN FY2022; REVISE CONSTRUCTION FUNDING BY REMOVING CATEGORY 4 FUNDS AND ADDING CATEGORY 12 AS APPROVED BY THE RTC ON AUGUST 9, 2018 AND CATEGORY 1 FUNDS
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0092-03-053	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0092-03-053	S102:	\$4,080,000	\$510,000	\$0	\$510,000	\$0	\$5,100,000
2022	CON	0092-03-053	Cat 4:	\$32,335,973	\$8,083,993	\$0	\$0	\$0	\$40,419,966
Grand Total:				\$36,415,973	\$10,593,993	\$0	\$510,000	\$0	\$47,519,966

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0092-03-053	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0092-03-053	S102:	\$4,080,000	\$510,000	\$0	\$510,000	\$0	\$5,100,000
2022	CON	0092-03-053	Cat 1:	\$3,588,906	\$897,226	\$0	\$0	\$0	\$4,486,132
2022	CON	0092-03-053	Cat 12:	\$27,200,000	\$6,800,000	\$0	\$0	\$0	\$34,000,000
Phase Subtotal:				\$30,788,906	\$7,697,226	\$0	\$0	\$0	\$38,486,132
Grand Total:				\$34,868,906	\$10,207,226	\$0	\$510,000	\$0	\$45,586,132

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53003 **Facility:** SS 482 **Location/Limits From:** AT SH 114 & SH 183 **Modification #:** 2019-0061
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0094-03-060
City: IRVING **Desc:** RECONSTRUCT INTERCHANGE (PH 2)
Request: INCREASE CONSTRUCTION FUNDING IN FY2020 AS APPROVED BY THE RTC ON AUGUST 9, 2018; REVISE ROW FUNDING SHARES FROM 80% FEDERAL/20% STATE TO 80% FEDERAL/10% STATE/10% LOCAL
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0094-03-060	Cat 3 - Prop 14:	\$0	\$8,923,507	\$0	\$0	\$0	\$8,923,507
2019	ROW	0094-03-060	S102:	\$6,556,046	\$1,639,011	\$0	\$0	\$0	\$8,195,057
2020	CON	0094-03-060	Cat 12:	\$102,439,200	\$25,609,800	\$0	\$0	\$0	\$128,049,000
Grand Total:				\$108,995,246	\$36,172,318	\$0	\$0	\$0	\$145,167,564

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0094-03-060	Cat 3 - Prop 14:	\$0	\$8,923,507	\$0	\$0	\$0	\$8,923,507
2019	ROW	0094-03-060	S102:	\$6,556,046	\$819,506	\$0	\$819,505	\$0	\$8,195,057
2023	CON	0094-03-060	Cat 12:	\$168,000,000	\$42,000,000	\$0	\$0	\$0	\$210,000,000
Grand Total:				\$174,556,046	\$51,743,013	\$0	\$819,505	\$0	\$227,118,564

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0094-03-060	Cat 3 - Prop 14:	\$0	\$8,923,507	\$0	\$0	\$0	\$8,923,507
2019	ROW	0094-03-060	S102:	\$6,556,046	\$819,506	\$0	\$819,505	\$0	\$8,195,057
2019	CON	0094-03-060	Cat 12:	\$168,000,000	\$42,000,000	\$0	\$0	\$0	\$210,000,000
Grand Total:				\$174,556,046	\$51,743,013	\$0	\$819,505	\$0	\$227,118,564

Revisions since STTC Meeting: **ADVANCED CONSTRUCTION PHASE FROM FY2023 TO FY2019**

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55004 **Facility:** US 377 **Location/Limits From:** NORTH OF HICKORY CREEK **Modification #:** 2019-0063
Impementing Agency: DENTON CO **Location/Limits To:** I 183
County: DENTON **CSJ:** 0081-04-038
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN
Comment: LOCAL CONTRIBUTION PAID BY DENTON COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0081-04-038	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$321,955	\$321,955
Grand Total:				\$0	\$0	\$0	\$0	\$321,955	\$321,955

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0081-04-038	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$321,955	\$321,955
Grand Total:				\$0	\$0	\$0	\$0	\$321,955	\$321,955

Revisions since STTC Meeting: WITHDRAW MODIFICATION DUE TO SCOPE CHANGE REQUEST BEING INCONSISTENT WITH MOBILITY 2045

TIP Code: 53108 **Facility:** US 80 **Location/Limits From:** IH 30 **Modification #:** 2019-0066
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF TOWN EAST BLVD
County: DALLAS **CSJ:** 0095-10-033
City: MESQUITE **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES, RECONSTRUCT AND WIDEN 2/6 CONTINUOUS FRONTAGE ROADS TO 4/8 CONTINUOUS FRONTAGE ROADS
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND WIDEN 2/6 LANE CONTINUOUS FRONTAGE ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0095-10-033	SBPE:	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2028	ROW	0095-10-033	S102:	\$21,600,000	\$2,700,000	\$0	\$2,700,000	\$0	\$27,000,000
Grand Total:				\$21,600,000	\$8,700,000	\$0	\$2,700,000	\$0	\$33,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0095-10-033	SBPE:	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2028	ROW	0095-10-033	S102:	\$21,600,000	\$2,700,000	\$0	\$2,700,000	\$0	\$27,000,000
Grand Total:				\$21,600,000	\$8,700,000	\$0	\$2,700,000	\$0	\$33,000,000

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 35001 **Facility:** US 287 **Location/Limits From:** AT WALNUT GROVE ROAD **Modification #:** 2019-0067
Impementing Agency: TXDOT-DALLAS
County: ELLIS **CSJ:** 0172-05-115
City: WAXAHACHIE **Desc:** RECONSTRUCT INTERSECTION
Request: CLARIFY SCOPE AS CONSTRUCT INTERCHANGE; ADD CAT 11 FUNDS TO CONSTRUCTION PHASE IN FY2019
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0172-05-115	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	0172-05-115	S102:	\$292,800	\$36,600	\$0	\$36,600	\$0	\$366,000
2019	UTIL	0172-05-115	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0172-05-115	Cat 4:	\$21,360,000	\$5,340,000	\$0	\$0	\$0	\$26,700,000
Grand Total:				\$23,252,800	\$7,076,600	\$0	\$236,600	\$0	\$30,566,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0172-05-115	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	0172-05-115	S102:	\$292,800	\$36,600	\$0	\$36,600	\$0	\$366,000
2019	UTIL	0172-05-115	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0172-05-115	Cat 11:	\$781,297	\$195,324	\$0	\$0	\$0	\$976,621
2019	CON	0172-05-115	Cat 4:	\$21,360,000	\$5,340,000	\$0	\$0	\$0	\$26,700,000
Phase Subtotal:				\$22,141,297	\$5,535,324	\$0	\$0	\$0	\$27,676,621
Grand Total:				\$24,034,097	\$7,271,924	\$0	\$236,600	\$0	\$31,542,621

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20209.2 **Facility:** US 175 **Location/Limits From:** US 175 CONNECTOR (ON SM WRIGHT PKWY PHASE 1/FORMERLY TRINITY PKWY PHASE 1/US 175) FROM IH 45 **Modification #:** 2019-0071
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF BEXAR ST
County: DALLAS **CSJ:** 0197-02-122
City: DALLAS **Desc:** EXTEND US 175, RECONSTRUCT INTERCHANGE WITH SM WRIGHT/SH 310, 2 LANE DIRECT CONNECTORS IN EACH DIRECTION WEST OF THE INTERCHANGE, RECONSTRUCT MAINLANES EAST OF INTERCHANGE TO BEXAR ST., 2/3 LANE FRONTAGE ON EACH SIDE BETWEEN LAMAR AND BEXAR ST.
Request: INCREASE CONSTRUCTION FUNDING IN FY2018 TO ACCOUNT FOR EXISTING/ANTICIPATED CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
Phase Subtotal:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153
2018	CON	0197-02-122	Cat 7:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$40,065,722	\$10,016,431	\$0	\$0	\$0	\$50,082,153

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
Phase Subtotal:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153
2018	CON	0197-02-122	Cat 7:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Grand Total:				\$42,065,722	\$10,516,431	\$0	\$0	\$0	\$52,582,153

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55120 **Facility:** US 175 **Location/Limits From:** EAST OF E. MALLOY BRIDGE RD **Modification #:** 2019-0072
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** KAUFMAN COUNTY LINE
County: DALLAS **CSJ:** 0197-02-124
City: SEAGOVILLE **Desc:** RAMP MODIFICATIONS
Request: ADD CATEGORY 1 FUNDS FOR COST OVERRUNS FOR CONSTRUCTION PHASE IN FY2019
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-02-124	SBPE:	\$0	\$106,000	\$0	\$0	\$0	\$106,000
2019	UTIL	0197-02-124	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0197-02-124	Cat 2M:	\$1,730,560	\$432,640	\$0	\$0	\$0	\$2,163,200
Grand Total:				\$3,330,560	\$738,640	\$0	\$200,000	\$0	\$4,269,200

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-02-124	SBPE:	\$0	\$106,000	\$0	\$0	\$0	\$106,000
2019	UTIL	0197-02-124	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0197-02-124	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2019	CON	0197-02-124	Cat 2M:	\$1,730,560	\$432,640	\$0	\$0	\$0	\$2,163,200
Phase Subtotal:				\$2,530,560	\$632,640	\$0	\$0	\$0	\$3,163,200
Grand Total:				\$4,130,560	\$938,640	\$0	\$200,000	\$0	\$5,269,200

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55134 **Facility:** US 175 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2019-0073
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF FM 1389
County: KAUFMAN **CSJ:** 0197-03-074
City: SEAGOVILLE **Desc:** RAMP MODIFICATIONS
Request: ADD CATEGORY 1 FUNDING TO CONSTRUCTION IN FY2019 FOR COST OVERRUNS
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2019	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
Grand Total:				\$1,730,400	\$632,600	\$0	\$0	\$0	\$2,363,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2019	CON	0197-03-074	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2019	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
Phase Subtotal:				\$2,530,400	\$632,600	\$0	\$0	\$0	\$3,163,000
Grand Total:				\$2,530,400	\$832,600	\$0	\$0	\$0	\$3,363,000

TIP Code: 14032.2 **Facility:** IH 35E **Location/Limits From:** AT BEAR CREEK ROAD **Modification #:** 2019-0074
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0442-02-161
City: GLENN HEIGHTS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTING EXISTING 4 TO 4 LANE FRONTAGE ROADS WITH THE ADDITION OF A TEXAS U-TURN AND SIDEWALKS
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ON-SYSTEM PROJECT RELATED TO TIP 14032/CSJ 0918-45-999

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0442-02-161	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0442-02-161	S102:	\$1,350,000	\$150,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$1,350,000	\$650,000	\$0	\$0	\$0	\$2,000,000

Revisions since STTC Meeting: **UPDATED SCOPE FROM "CONSTRUCT INTERSECTION IMPROVEMENTS" TO "CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTING EXISTING 4 TO 4 LANE FRONTAGE ROADS WITH THE ADDITION OF A TEXAS U-TURN AND SIDEWALKS"**

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54119.5 **Facility:** IH 35E **Location/Limits From:** ELLIS COUNTY LINE **Modification #:** 2019-0075
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BEAR CREEK ROAD
County: DALLAS **CSJ:** 0442-02-162
City: VARIOUS **Desc:** CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E
Request: SPLIT FROM TIP 54119 AND CHANGE CMAQ FUNDS TO STBG DUE TO PROJECT ELIGIBILITY; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADDITION OF STBG FUNDS OFFSET BY A DECREASE IN CMAQ FUNDS ON TIP 54119.1/CSJ 2964-10-008, TIP 54119.3/CSJ 2964-12-001, AND TIP 54119.4/CSJ 2964-12-002

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0442-02-162	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2045	ROW	0442-02-162	S102:	\$1,530,000	\$170,000	\$0	\$0	\$0	\$1,700,000
2045	CON	0442-02-162	STBG:	\$466,400	\$116,600	\$0	\$0	\$0	\$583,000
Grand Total:				\$1,996,400	\$786,600	\$0	\$0	\$0	\$2,783,000

TIP Code: 54119.6 **Facility:** IH 35E **Location/Limits From:** REESE DRIVE **Modification #:** 2019-0076
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** DALLAS COUNTY LINE
County: ELLIS **CSJ:** 0442-03-044
City: VARIOUS **Desc:** CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E
Request: SPLIT FROM TIP 54119 AND CHANGE CMAQ FUNDS TO STBG DUE TO PROJECT ELIGIBILITY AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADDITION OF STBG FUNDS OFFSET BY A DECREASE IN CMAQ FUNDS ON TIP 54119.1/CSJ 2964-10-008, TIP 54119.3/CSJ 2964-12-001, AND TIP 54119.4/CSJ 2964-12-002

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0442-03-044	SBPE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2045	ROW	0442-03-044	S102:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2045	CON	0442-03-044	STBG:	\$5,320,000	\$1,330,000	\$0	\$0	\$0	\$6,650,000
Grand Total:				\$8,120,000	\$2,830,000	\$0	\$0	\$0	\$10,950,000

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11527 **Facility:** SL 12 **Location/Limits From:** AT SH 183 **Modification #:** 2019-0077
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0581-02-124
City: IRVING **Desc:** RECONSTRUCT INTERCHANGE (PH 2)
Request: ADVANCE ENGINEERING, ROW, & CONSTRUCTION PHASES TO FY2019; REPLACE CATEGORY 2 FUNDS WITH CATEGORY 12 FUNDS AS APPROVED BY THE RTC ON AUGUST 9, 2018 AND ADD CATEGORY 1 FUNDS FOR COST OVERRUNS
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0581-02-124	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2028	ROW	0581-02-124	S102:	\$12,080,000	\$1,510,000	\$0	\$1,510,000	\$0	\$15,100,000
2028	CON	0581-02-124	Cat 2M:	\$137,560,800	\$34,390,200	\$0	\$0	\$0	\$171,951,000
Grand Total:				\$149,640,800	\$40,900,200	\$0	\$1,510,000	\$0	\$192,051,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0581-02-124	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2019	ROW	0581-02-124	S102:	\$12,080,000	\$1,510,000	\$0	\$1,510,000	\$0	\$15,100,000
2019	CON	0581-02-124	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2019	CON	0581-02-124	Cat 12:	\$168,000,000	\$42,000,000	\$0	\$0	\$0	\$210,000,000
Phase Subtotal:				\$169,600,000	\$42,400,000	\$0	\$0	\$0	\$212,000,000
Grand Total:				\$181,680,000	\$48,910,000	\$0	\$1,510,000	\$0	\$232,100,000

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 83284 **Facility:** FM 148 **Location/Limits From:** SOUTH OF FM 3039 **Modification #:** 2019-0080
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** US 175
County: KAUFMAN **CSJ:** 0751-02-027, 0751-05-001
City: CRANDALL **Desc:** CONSTRUCT 0 TO 2 LANE
Request: DELAY ENGINEERING AND ROW PHASES TO FY2045 THEREBY REMOVING PROJECT FROM THE 4 YEAR WINDOW OF THE 2019-2022 TIP/STIP; INCREASE SBPE FUNDS FOR ENGINEERING PHASE; INCREASE S102 FUNDS FOR ROW PHASE; REMOVE LOCAL CONTRIBUTION FROM ENGINEERING PHASE; CHANGE CSJ FROM 0751-02-027 TO 0751-05-001; CLARIFY SCOPE AS CONSTRUCT 0 TO 2 LANE RURAL UNDIVIDED ROADWAY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2019	ENG	0751-02-027	SBPE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
Phase Subtotal:				\$0	\$1,100,000	\$0	\$0	\$600,000	\$1,700,000
2019	ROW	0751-02-027	S102:	\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,480,000	\$1,410,000	\$0	\$310,000	\$600,000	\$4,800,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2019	ENG	0751-02-027	SBPE:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2019	ROW	0751-02-027	S102:	\$0	\$0	\$0	\$0	\$0	\$0
2045	ENG	0751-05-001	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2045	ROW	0751-05-001	S102:	\$5,200,000	\$650,000	\$0	\$650,000	\$0	\$6,500,000
Grand Total:				\$5,200,000	\$2,150,000	\$0	\$650,000	\$0	\$8,000,000

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55217 **Facility:** VA **Location/Limits From:** ON BELT LINE RD FROM DRY BRANCH **Modification #:** 2019-0082
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BEAR CREEK
County: DALLAS **CSJ:** 0918-47-176
City: IRVING **Desc:** DRAINAGE IMPROVEMENTS
Request: INCREASE CATEGORY 11 FUNDS AND TDCS DUE TO LOWBID AMOUNT AND FUTURE CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-176	Cat 11:	\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000
2018	CON	0918-47-176	Cat 3 - TDC (MPO):	\$0	\$0	\$550,000	\$0	\$0	\$0
Phase Subtotal:				\$2,750,000	\$0	\$550,000	\$0	\$0	\$2,750,000
Grand Total:				\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-176	Cat 11:	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000
2018	CON	0918-47-176	Cat 3 - TDC (MPO):	\$0	\$0	\$700,000	\$0	\$0	\$0
Phase Subtotal:				\$3,500,000	\$0	\$700,000	\$0	\$0	\$3,500,000
Grand Total:				\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000

TIP Code: 55248 **Facility:** FM 1378 **Location/Limits From:** FM 3286 **Modification #:** 2019-0086
Impementing Agency: TXDOT-DALLAS
County: COLLIN **CSJ:** 1392-01-044
City: VARIOUS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1392-01-044	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2045	ROW	1392-01-044	S102:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
Grand Total:				\$400,000	\$200,000	\$0	\$0	\$0	\$600,000

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55075.3 **Facility:** IH 635 **Location/Limits From:** AT IH 30 **Modification #:** 2019-0090
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 2374-02-153
City: MESQUITE **Desc:** RECONSTRUCT INTERCHANGE
Request: REVISE FUNDING
Comment: LBJ EAST CORRIDOR; S102 FUNDS INCLUDED IN CONSTRUCTION PHASE DUE TO DESIGN-BUILD PROCESS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-02-153	Cat 2M:	\$33,597,218	\$8,399,305	\$0	\$0	\$0	\$41,996,523
2019	UTIL	2374-02-153	Cat 2M:	\$3,872,800	\$968,200	\$0	\$0	\$0	\$4,841,000
2019	CON	2374-02-153	Cat 2M:	\$9,567,787	\$2,391,947	\$0	\$0	\$0	\$11,959,734
2019	CON	2374-02-153	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000,000	\$150,000,000
2019	CON	2374-02-153	S102:	\$0	\$91,661,122	\$0	\$0	\$0	\$91,661,122
2019	CON	2374-02-153	STBG:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Phase Subtotal:				\$29,567,787	\$99,053,069	\$0	\$0	\$150,000,000	\$278,620,856
Grand Total:				\$67,037,805	\$108,420,574	\$0	\$0	\$150,000,000	\$325,458,379

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-02-153	Cat 2M:	\$33,597,218	\$8,399,305	\$0	\$0	\$0	\$41,996,523
2019	UTIL	2374-02-153	Cat 2M:	\$3,872,800	\$968,200	\$0	\$0	\$0	\$4,841,000
2019	CON	2374-02-153	Cat 2M:	\$65,383,257	\$16,345,815	\$0	\$0	\$0	\$81,729,072
2019	CON	2374-02-153	S102:	\$0	\$168,406,748	\$0	\$0	\$0	\$168,406,748
2019	CON	2374-02-153	STBG:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Phase Subtotal:				\$85,383,257	\$189,752,563	\$0	\$0	\$0	\$275,135,820
Grand Total:				\$122,853,275	\$199,120,068	\$0	\$0	\$0	\$321,973,343

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55034 **Facility:** SH 183 **Location/Limits From:** FM 157 **Modification #:** 2019-0093
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 10
County: TARRANT **CSJ:** 0364-05-925
City: FORT WORTH **Desc:** WIDEN 3 TO 6 CONCURRENT MANAGED LANES AND RECONSTRUCT AND WIDEN EXISTING 2/6 LANE DISCONTINUOUS TO 4/6 CONTINUOUS FRONTAGE ROADS (ULTIMATE)
Request: REVISE LIMITS TO SH 183 FROM SH 121 TO SH 10 FOR CONSISTENCY WITH MOBILITY 2045

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2037	ENG	0364-05-925	SBPE:	\$0	\$16,500,000	\$0	\$0	\$0	\$16,500,000
2037	ROW	0364-05-925	S102:	\$54,000,000	\$6,750,000	\$0	\$6,750,000	\$0	\$67,500,000
Grand Total:				\$54,000,000	\$23,250,000	\$0	\$6,750,000	\$0	\$84,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2037	ENG	0364-05-925	SBPE:	\$0	\$16,500,000	\$0	\$0	\$0	\$16,500,000
2037	ROW	0364-05-925	S102:	\$54,000,000	\$6,750,000	\$0	\$6,750,000	\$0	\$67,500,000
Grand Total:				\$54,000,000	\$23,250,000	\$0	\$6,750,000	\$0	\$84,000,000

TIP Code: 55249 **Facility:** IH 45 **Location/Limits From:** AT SL 9 **Modification #:** 2019-0098
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0092-02-130
City: VARIOUS **Desc:** RECONSTRUCT EXISTING 2 TO 2 LANE SOUTHBOUND FRONTAGE ROAD AND RAMP MODIFICATIONS
Request: ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-02-130	SBPE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2045	ROW	0092-02-130	S102:	\$450,000	\$50,000	\$0	\$0	\$0	\$500,000
Grand Total:				\$450,000	\$200,000	\$0	\$0	\$0	\$650,000

Revisions since STTC Meeting: **UPDATED LIMITS FROM "IH 45 FROM LAVENDER ROAD TO BI 45J" TO "IH 45 AT SL 9;" CHANGED SCOPE FROM "CONSTRUCT RAMP AND FRONTAGE ROAD AT LOOP 9" TO "RECONSTRUCT EXISTING 2 LANE SOUTHBOUND FRONTAGE ROAD AND RAMP MODIFICATIONS"**

PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13027 **Facility:** IH 20 **Location/Limits From:** PARK SPRINGS BLVD. **Modification #:** 2019-0143
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE
County: TARRANT **CSJ:** 2374-05-902
City: ARLINGTON **Desc:** OPERATIONAL AND SAFETY IMPROVEMENTS
Request: CANCEL PROJECT; DECREASE IN FUNDING OFFSETS AN INCREASE IN FUNDING ON TIP 13027.1/CSJ 2374-05-084
Comment: 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	2374-05-902	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	2374-05-902	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

TIP Code: 13027.1 **Facility:** IH 20 **Location/Limits From:** PARK SPRINGS BLVD **Modification #:** 2019-0145
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE
County: TARRANT **CSJ:** 2374-05-084
City: ARLINGTON **Desc:** WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES
Request: SPLIT TIP CODE FROM 55214; DELAY ENGINEERING PHASE TO FY2019 AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES; INCREASE ENGINEERING FUNDS & REVISE FUNDING SHARES FROM 100% STATE TO 80% FEDERAL/20% STATE; ADD CONSTRUCTION PHASE TO FY2024; NEW CONSTRUCTION FUNDS OFFSET BY DELETION OF TIP 13027/CSJ 2374-05-902
Comment: 10-YEAR PLAN PROJECT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-05-084	SBPE:	\$14,400,000	\$3,600,000	\$0	\$0	\$0	\$18,000,000
2024	CON	2374-05-084	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
Grand Total:				\$54,400,000	\$13,600,000	\$0	\$0	\$0	\$68,000,000

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: HANDITRAN

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0101

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE AGENCY NAME TO CITY OF ARLINGTON

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 435,650 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12539.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$836,760	\$0	\$0	\$209,190	0	\$1,045,950		
TOTAL:				\$836,760	\$0	\$0	\$209,190	0	\$1,045,950		
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12036.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	ADD PROJECT (MPO TDCs)	
12037.18	OPERATING ASSISTANCE	2019	OPERATING	\$842,209	\$0	\$0	\$842,209	0	\$1,684,418	ADD PROJECT	
12079.18	CAPITAL COST OF CONTRACTING - PART #1	2019	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	ADD PROJECT (MPO TDCs)	
12153.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$1,300,000	\$0	\$0	\$0	195,000	\$1,300,000	ADD PROJECT (MPO TDCs)	
12539.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12826.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$269,125	\$0	\$0	\$269,125	0	\$538,250	ADD PROJECT	
12845.18	CAPITAL COST OF CONTRACTING - PART #2	2019	CAPITAL	\$538,250	\$0	\$0	\$0	107,650	\$538,250	ADD PROJECT (MPO TDCs)	
TOTAL:				\$3,614,584	\$0	\$0	\$1,111,334	435,650	\$4,725,918		

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2019-0102

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 12,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12154.17	OPERATING ASSISTANCE	2018	OPERATING	\$76,225	\$0	\$0	\$76,255	0	\$152,450	
12748.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	
12750.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	
TOTAL:				\$136,225	\$0	\$0	\$76,255	12,000	\$212,450	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12154.17	OPERATING ASSISTANCE	2018	OPERATING	\$76,225	\$0	\$0	\$76,255	0	\$152,450	NO CHANGE	
12748.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	NO CHANGE	
12750.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12871.17	MOBILITY MANAGEMENT	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$136,225	\$0	\$0	\$76,255	12,000	\$212,450		

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0103

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 5,637 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12510.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$239,811	\$0	\$0	\$59,953	0	\$299,764	
TOTAL:				\$239,811	\$0	\$0	\$59,953	0	\$299,764	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12154.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,827	\$0	\$0	\$87,827	0	\$175,654	ADD PROJECT	
12510.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12749.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$28,182	\$0	\$0	\$0	5,637	\$28,182	ADD PROJECT (MPO TDCs)	
TOTAL:				\$116,009	\$0	\$0	\$87,827	5,637	\$203,836		

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2019-0104

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 85,952 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

			FUNDING TABLE:								
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12003.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$160,000	\$0	\$0	\$0	24,000	\$160,000		
12006.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$209,757	\$0	\$0	\$0	41,952	\$209,757		
12785.16	GENERAL PLANNING	2016	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
TOTAL:				\$469,757	\$0	\$0	\$0	85,952	\$469,757		

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12003.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$160,000	\$0	\$0	\$0	24,000	\$160,000	NO CHANGE	
12006.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$209,757	\$0	\$0	\$0	41,952	\$209,757	NO CHANGE	
12785.16	GENERAL PLANNING	2016	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12858.16	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
12859.16	PROJECT ADMINISTRATION	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$469,757	\$0	\$0	\$0	85,952	\$469,757		

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0105

Request: ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 12,382 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12827.18	OPERATING ASSISTANCE	2019	OPERATING	\$37,180	\$37,180	\$0	\$0	0	\$74,360	ADD PROJECT	
12860.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$36,000	\$0	\$0	\$0	7,200	\$36,000	ADD PROJECT (MPO TDCs)	
12861.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$25,909	\$0	\$0	\$0	5,182	\$25,909	ADD PROJECT (MPO TDCs)	
TOTAL:				\$99,089	\$37,180	\$0	\$0	12,382	\$136,269		

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0106

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$32,324,966	\$0	\$0	\$8,081,242	0	\$40,406,208	
12415.18	SYSTEM TRANSIT ENHANCEMENTS	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824	
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824	
12846.18	VARIOUS PROJECTS (RAIL)	2018	CAPITAL	\$12,800,000	\$0	\$0	\$3,200,000	0	\$16,000,000	
TOTAL:				\$46,166,284	\$0	\$0	\$11,541,572	0	\$57,707,856	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$37,323,515	\$0	\$0	\$9,330,879	0	\$46,654,394	INCREASE FUNDING
12415.18	SYSTEM TRANSIT ENHANCEMENTS	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$582,965	\$0	\$0	\$145,742	0	\$728,707	INCREASE FUNDING
12846.18	VARIOUS PROJECTS (RAIL)	2018	CAPITAL	\$12,800,000	\$0	\$0	\$3,200,000	0	\$16,000,000	NO CHANGE
TOTAL:				\$50,706,480	\$0	\$0	\$12,676,621	0	\$63,383,101	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0107

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12104.18	BUS TRANSIT ENHANCEMENTS	2018	CAPITAL	\$44,552	\$0	\$0	\$11,138	0	\$55,690	
12354.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$44,552	\$0	\$0	\$11,138	0	\$55,690	
12356.18	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$375,000	\$0	\$0	\$93,750	0	\$468,750	
12465.18	OPERATING ASSISTANCE	2018	OPERATING	\$375,000	\$0	\$0	\$375,000	0	\$750,000	
12534.18	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$1,205,000	\$0	\$0	\$301,250	0	\$1,506,250	
12535.18	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,411,063	\$0	\$0	\$602,766	0	\$3,013,829	
TOTAL:				\$4,455,167	\$0	\$0	\$1,395,042	0	\$5,850,209	

Revision Requested:				FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12104.18	BUS TRANSIT ENHANCEMENTS	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12354.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$63,745	\$0	\$0	\$15,937	0	\$79,682	INCREASE FUNDING	
12356.18	ADA PARATRANSIT SERVICE	2019	CAPITAL	\$700,000	\$0	\$0	\$175,000	0	\$875,000	INCREASE FUNDING	
12416.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$2,483,187	\$0	\$0	\$620,797	0	\$3,103,984	ADD PROJECT	
12465.18	OPERATING ASSISTANCE	2019	OPERATING	\$3,000,000	\$0	\$0	\$3,000,000	0	\$6,000,000	INCREASE FUNDING	
12534.18	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12535.18	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$6,246,932	\$0	\$0	\$3,811,734	0	\$10,058,666		

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0108

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12033.18	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$11,203,269	\$0	\$0	\$2,800,818	0	\$14,004,087		
12034.18	BUS TRANSIT ENHANCEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669		
12390.18	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530		
12549.18	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000		
TOTAL:				\$15,989,204	\$0	\$0	\$3,747,082	0	\$19,736,286		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12033.18	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12034.18	BUS TRANSIT ENHANCEMENTS	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12038.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$13,070,687	\$0	\$0	\$3,267,672	0	\$16,338,359	ADD PROJECT	
12390.18	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12549.18	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE	
12732.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$199,957	\$0	\$0	\$49,990	0	\$249,947	ADD PROJECT	
12869.18	ASSOCIATED TRANSIT IMPROVEMENTS	2019	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669	ADD PROJECT	
TOTAL:				\$14,653,579	\$0	\$0	\$3,663,396	0	\$18,316,975		

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: GRAND CONNECTION

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0109

Request: CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE; REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 115,388 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12538.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$494,049	\$0	\$0	\$123,513	0	\$617,562		
TOTAL:				\$494,049	\$0	\$0	\$123,513	0	\$617,562		
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT	
12003.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$463,250	\$0	\$0	\$0	69,488	\$463,250	ADD PROJECT (MPO TDCs)	
12006.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$187,000	\$0	\$0	\$0	37,400	\$187,000	ADD PROJECT (MPO TDCs)	
12538.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12828.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$27,000	\$0	\$0	\$0	5,400	\$27,000	ADD PROJECT (MPO TDCs)	
12862.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$15,500	\$0	\$0	\$0	3,100	\$15,500	ADD PROJECT (MPO TDCs)	
TOTAL:				\$692,750	\$0	\$0	\$0	115,388	\$692,750		

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2019-0110

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: MCKINNEY

Comment: NOTE: 364,900 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12823.16	OPERATING ASSISTANCE	2017	OPERATING	\$1,335,681	\$312,000	\$0	\$1,023,681	0	\$2,671,362		
12824.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$1,300,000	\$0	\$0	\$0	260,000	\$1,300,000		
TOTAL:				\$2,635,681	\$312,000	\$0	\$1,023,681	260,000	\$3,971,362		
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT	
12662.16	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$566,000	\$0	\$0	\$0	84,900	\$566,000	ADD PROJECT (MPO TDCs)	
12823.16	OPERATING ASSISTANCE	2019	OPERATING	\$1,969,681	\$312,000	\$0	\$1,657,681	0	\$3,939,362	INCREASE FUNDING	
12824.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$1,300,000	\$0	\$0	\$0	260,000	\$1,300,000	NO CHANGE	
12866.16	PREVENTIVE MAINTENANCE	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
12867.16	MOBILITY MANAGEMENT	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$3,935,681	\$312,000	\$0	\$1,657,681	364,900	\$5,905,362		

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2019-0111

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: MCKINNEY

Comment: NOTE: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12823.17	OPERATING ASSISTANCE	2018	OPERATING	\$1,339,633	\$312,000	\$0	\$1,027,633	0	\$2,679,266	
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$1,339,632	\$0	\$0	\$0	267,927	\$1,339,632	
TOTAL:				\$2,679,265	\$312,000	\$0	\$1,027,633	267,927	\$4,018,898	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY PROJECT
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12823.17	OPERATING ASSISTANCE	2019	OPERATING	\$2,479,265	\$312,000	\$0	\$2,167,265	0	\$4,958,530	INCREASE FUNDING
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12866.17	PREVENTIVE MAINTENANCE	2019	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
12867.17	MOBILITY MANAGEMENT	2019	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$2,679,265	\$312,000	\$0	\$2,167,265	40,000	\$5,158,530	

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0112

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: MCKINNEY

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY PROJECT
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12823.18	OPERATING ASSISTANCE	2019	OPERATING	\$2,944,216	\$459,079	\$0	\$2,485,137	0	\$5,888,432	ADD PROJECT
TOTAL:				\$2,944,216	\$459,079	\$0	\$2,485,137	0	\$5,888,432	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0113

Request: CHANGE AGENCY NAME TO CITY OF MESQUITE; REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 52,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12540.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$460,000	\$0	\$0	\$115,000	0	\$575,000	
TOTAL:				\$460,000	\$0	\$0	\$115,000	0	\$575,000	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$620,000	\$0	\$0	\$620,000	0	\$1,240,000	ADD PROJECT
12540.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12701.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$190,000	\$0	\$0	\$0	38,000	\$190,000	ADD PROJECT (MPO TDCs)
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	ADD PROJECT
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$982,000	\$0	\$0	\$720,000	52,400	\$1,702,000	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0114

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 390,796 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12541.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$45,733	\$0	\$0	\$11,434	0	\$57,167
12542.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$130,165	\$0	\$0	\$32,542	0	\$162,707
TOTAL:				\$175,898	\$0	\$0	\$43,976	0	\$219,874

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12206.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$392,787	\$0	\$0	\$0	78,558	\$392,787	ADD PROJECT (MPO TDCs)
12541.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12542.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12576.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$1,057,864	\$0	\$0	\$0	158,680	\$1,057,864	ADD PROJECT (MPO TDCs)
12813.18	GENERAL PLANNING	2019	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
12863.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000	ADD PROJECT (MPO TDCs)
12870.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$392,787	\$0	\$0	\$0	78,558	\$392,787	ADD PROJECT (MPO TDCs)
TOTAL:				\$2,218,438	\$0	\$0	\$0	390,796	\$2,218,438	

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0115

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 64,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12543.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	OPERATING	\$80,000	\$0	\$0	\$20,000	0	\$100,000
TOTAL:				\$80,000	\$0	\$0	\$20,000	0	\$100,000

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12543.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12600.18	CAPITAL COST OF CONTRACTING	2019	CAPITAL	\$320,000	\$0	\$0	\$0	64,000	\$320,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$320,000	\$0	\$0	\$0	64,000	\$320,000	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0116

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 28,800 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12544.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$862,400	\$0	\$0	\$215,600	0	\$1,078,000
TOTAL:				\$862,400	\$0	\$0	\$215,600	0	\$1,078,000

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12122.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000	ADD PROJECT (MPO TDCs)
12246.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,224	\$0	\$0	\$87,224	0	\$174,448	ADD PROJECT
12247.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000	ADD PROJECT (MPO TDCs)
12544.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12664.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	ADD PROJECT (MPO TDCs)
12666.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000	ADD PROJECT (MPO TDCs)
12667.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$70,000	\$0	\$0	\$70,000	0	\$140,000	ADD PROJECT
TOTAL:				\$301,224	\$0	\$0	\$157,224	28,800	\$458,448	

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0117

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 75,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12545.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$650,000	\$0	\$0	\$162,500	0	\$812,500
TOTAL:				\$650,000	\$0	\$0	\$162,500	0	\$812,500

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12150.18	OPERATING ASSISTANCE	2019	OPERATING	\$250,367	\$0	\$0	\$250,367	0	\$500,734	ADD PROJECT
12372.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$265,000	\$0	\$0	\$0	53,000	\$265,000	ADD PROJECT (MPO TDCs)
12545.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12711.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$112,000	\$0	\$0	\$0	22,400	\$112,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$627,367	\$0	\$0	\$250,367	75,400	\$877,734	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0118

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 315,253 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12509.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$99,374	\$0	\$0	\$24,844	0	\$124,218	
TOTAL:				\$99,374	\$0	\$0	\$24,844	0	\$124,218	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12151.18	OPERATING ASSISTANCE	2019	OPERATING	\$940,604	\$0	\$0	\$940,604	0	\$1,881,208	ADD PROJECT	
12241.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$108,953	\$0	\$0	\$0	21,791	\$108,953	ADD PROJECT (MPO TDCs)	
12483.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$27,100	\$0	\$0	\$0	5,420	\$27,100	ADD PROJECT (MPO TDCs)	
12484.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$74,000	\$0	\$0	\$0	14,800	\$74,000	ADD PROJECT (MPO TDCs)	
12509.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12627.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$415,905	\$0	\$0	\$0	83,181	\$415,905	ADD PROJECT (MPO TDC)	
12716.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	ADD PROJECT (MPO TDC)	
12717.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$870,303	\$0	\$0	\$0	174,061	\$870,303	ADD PROJECT (MPO TDCs)	
12741.18	OPERATING ASSISTANCE-JARC	2019	OPERATING	\$138,000	\$0	\$0	\$138,000	0	\$276,000	ADD PROJECT	
12833.18	ACQUISITION OF BUS SHELTERS	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$2,654,865	\$0	\$0	\$1,078,604	315,253	\$3,733,469		

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2019-0119

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12797.16	OPERATING ASSISTANCE	2019	OPERATING	\$16,200	\$0	\$0	\$16,200	0	\$32,400	ADD PROJECT	
TOTAL:				\$16,200	\$0	\$0	\$16,200	0	\$32,400		

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: GRAND CONNECTION

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0121

Request: CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE; DECREASE STATE FUNDING BY \$18,091 AND INCREASE LOCAL FUNDING BY \$18,091 FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$524,000 SECTION 5310 (\$262,000 FEDERAL, \$17,584 STATE, AND \$244,416 LOCAL)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12650.18	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$35,675	\$0	\$226,325	0	\$524,000	
TOTAL:				\$262,000	\$35,675	\$0	\$226,325	0	\$524,000	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12650.18	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$17,584	\$0	\$244,416	0	\$524,000	INCREASE LOCAL SHARE & DECREASE STATE SHARE
TOTAL:				\$262,000	\$17,584	\$0	\$244,416	0	\$524,000	

Implementing Agency: MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0122

Request: DELETE PROJECT

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12652.18	OPERATING ASSISTANCE	2018	OPERATING	\$250,000	\$0	\$0	\$250,000	0	\$500,000	
TOTAL:				\$250,000	\$0	\$0	\$250,000	0	\$500,000	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12652.18	OPERATING ASSISTANCE	2018	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0123

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12644.18	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2018	CAPITAL	\$1,279,523	\$0	\$0	\$319,881	0	\$1,599,404		
12678.18	PROGRAM ADMINISTRATION	2018	CAPITAL	\$220,428	\$0	\$0	\$0	0	\$220,428		
TOTAL:				\$1,499,951	\$0	\$0	\$319,881	0	\$1,819,832		
Revision Requested:				FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12644.18	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2019	CAPITAL	\$1,787,203	\$0	\$0	\$446,801	0	\$2,234,004	INCREASE FUNDING	
12678.18	PROGRAM ADMINISTRATION	2019	CAPITAL	\$354,031	\$0	\$0	\$0	0	\$354,031	INCREASE FUNDING	
TOTAL:				\$2,141,234	\$0	\$0	\$446,801	0	\$2,588,035		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0124

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12646.18	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2018	CAPITAL	\$110,661	\$0	\$0	\$27,666	0	\$138,327		
12677.18	PROGRAM ADMINISTRATION	2018	CAPITAL	\$20,120	\$0	\$0	\$0	0	\$20,120		
TOTAL:				\$130,781	\$0	\$0	\$27,666	0	\$158,447		
Revision Requested:				FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12646.18	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2019	CAPITAL	\$197,647	\$0	\$0	\$49,412	0	\$247,059	INCREASE FUNDING	
12677.18	PROGRAM ADMINISTRATION	2019	CAPITAL	\$21,961	\$0	\$0	\$0	0	\$21,961	INCREASE FUNDING	
TOTAL:				\$219,608	\$0	\$0	\$49,412	0	\$269,020		

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0125

Request: DECREASE LOCAL SHARE BY \$104,000 AND ADD 83,200 TDC (MPO) FOR A REVISED TOTAL OF \$416,000 SECTION 5310 (\$416,000 FEDERAL AND 83,200 REGIONAL TDC [MPO]); ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 83,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12653.18	PURCHASE OF SERVICE	2018	CAPITAL	\$416,000	\$0	\$0	\$104,000	0	\$520,000	
			TOTAL:	\$416,000	\$0	\$0	\$104,000	0	\$520,000	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12653.18	PURCHASE OF SERVICE	2019	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	REDUCE FUNDING & ADD MPO TDCs
			TOTAL:	\$416,000	\$0	\$0	\$0	83,200	\$416,000	

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0126

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 7,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12654.18	PURCHASE OF SERVICE	2019	CAPITAL	\$36,000	\$0	\$0	\$0	7,200	\$36,000	ADD PROJECT (MPO TDCs)
			TOTAL:	\$36,000	\$0	\$0	\$0	7,200	\$36,000	

Implementing Agency: STAR TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0127

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12704.18	PURCHASE OF SERVICE	2019	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	ADD PROJECT
			TOTAL:	\$485,072	\$0	\$0	\$121,268	0	\$606,340	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0128

Request: INCREASE FUNDING BY \$7,872,117 SECTION 5337 (\$6,297,964 FEDERAL AND \$1,574,423 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$30,827,690 SECTION 5337 (\$24,662,152 FEDERAL AND \$6,165,538 LOCAL) IN FY2019; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12471.18	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$18,364,458	\$0	\$0	\$4,591,115	0	\$22,955,573	
			TOTAL:	\$18,364,458	\$0	\$0	\$4,591,115	0	\$22,955,573	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12471.18	RAIL PREVENTIVE MAINTENANCE	2019	CAPITAL	\$24,662,152	\$0	\$0	\$6,165,538	0	\$30,827,690	INCREASE FUNDING
			TOTAL:	\$24,662,152	\$0	\$0	\$6,165,538	0	\$30,827,690	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0129

Request: INCREASE FUNDING BY \$1,238,354 SECTION 5337 (\$990,683 FEDERAL AND \$247,671 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$4,417,529 SECTION 5337 (\$3,534,023 FEDERAL AND \$883,506 LOCAL) IN FY2019; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12462.18	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175	
			TOTAL:	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12462.18	RAIL PREVENTIVE MAINTENANCE	2019	CAPITAL	\$3,534,023	\$0	\$0	\$883,506	0	\$4,417,529	INCREASE FUNDING
			TOTAL:	\$3,534,023	\$0	\$0	\$883,506	0	\$4,417,529	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0130

Request: INCREASE FUNDING BY \$5,100,186 SECTION 5339 (\$4,335,158 FEDERAL AND \$765,028 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$6,100,186 SECTION 5339 (\$5,185,158 FEDERAL AND \$915,028 LOCAL) IN FY2019

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12853.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$850,000	\$0	\$0	\$150,000	0	\$1,000,000	
TOTAL:				\$850,000	\$0	\$0	\$150,000	0	\$1,000,000	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12853.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$5,185,158	\$0	\$0	\$915,028	0	\$6,100,186	INCREASE FUNDING
TOTAL:				\$5,185,158	\$0	\$0	\$915,028	0	\$6,100,186	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0131

Request: INCREASE FUNDING BY \$573,008 SECTION 5339 (\$487,056 FEDERAL AND \$85,952 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$673,008 SECTION 5339 (\$572,056 FEDERAL AND \$100,952 LOCAL) IN FY2019

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12726.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$85,000	\$0	\$0	\$15,000	0	\$100,000	
TOTAL:				\$85,000	\$0	\$0	\$15,000	0	\$100,000	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12726.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$572,056	\$0	\$0	\$100,952	0	\$673,008	INCREASE FUNDING
TOTAL:				\$572,056	\$0	\$0	\$100,952	0	\$673,008	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0132

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment: NOTE: 525,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12868.18	CONSTRUCTION OF MAINTENANCE FACILITY	2019	CAPITAL	\$2,625,000	\$0	\$0	\$0	525,000	\$2,625,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$2,625,000	\$0	\$0	\$0	525,000	\$2,625,000	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0133

Request: INCREASE FUNDING BY \$2,114,075 SECTION 5339 (\$1,796,963 FEDERAL AND \$317,112 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$2,514,075 SECTION 5339 (\$2,136,963 FEDERAL AND \$377,112 LOCAL) IN FY2019

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12728.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$340,000	\$0	\$0	\$60,000	0	\$400,000	
TOTAL:				\$340,000	\$0	\$0	\$60,000	0	\$400,000	
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12728.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$2,136,963	\$0	\$0	\$377,112	0	\$2,514,075	INCREASE FUNDING
TOTAL:				\$2,136,963	\$0	\$0	\$377,112	0	\$2,514,075	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0134

Request: REFINE FY2018 PROGRAM OF PROJECT AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 92,004 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12698.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$6,123,132	\$0	\$0	\$1,530,783	0	\$7,653,915	
TOTAL:				\$6,123,132	\$0	\$0	\$1,530,783	0	\$7,653,915	
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12698.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12796.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$613,355	\$0	\$0	\$0	92,004	\$613,355	ADD PROJECT (MPO TDCs)
TOTAL:				\$613,355	\$0	\$0	\$0	92,004	\$613,355	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0135

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12804.18	TEXRAIL COMMUTER RAIL	2019	CAPITAL	\$100,000,000	\$0	\$0	\$100,000,000	0	\$200,000,000	ADD PROJECT
TOTAL:				\$100,000,000	\$0	\$0	\$100,000,000	0	\$200,000,000	

PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0136

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12804.19	TEXRAIL COMMUTER RAIL	2020	CAPITAL	\$100,000,000	\$0	\$0	\$100,000,000	0	\$200,000,000	ADD PROJECT	
TOTAL:				\$100,000,000	\$0	\$0	\$100,000,000	0	\$200,000,000		

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2019-0137

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12804.20	TEXRAIL COMMUTER RAIL	2021	CAPITAL	\$45,390,221	\$0	\$0	\$45,390,221	0	\$90,780,442	ADD PROJECT	
TOTAL:				\$45,390,221	\$0	\$0	\$45,390,221	0	\$90,780,442		

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0138

Request: DECREASE LOCAL SHARE BY \$50,000 AND ADD 40,000 TDC (MPO) FOR A REVISED TOTAL OF \$200,000 (\$200,000 FEDERAL AND 40,000 REGIONAL TDC [MPO])

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12649.18	PURCHASE OF SERVICE	2019	CAPITAL	\$200,000	\$0	\$0	\$50,000	0	\$250,000
TOTAL:				\$200,000	\$0	\$0	\$50,000	0	\$250,000

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12649.18	PURCHASE OF SERVICE	2019	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	REDUCE LOCAL SHARE AND ADD MPO TDCs	
TOTAL:				\$200,000	\$0	\$0	\$0	40,000	\$200,000		



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

TO: Regional Transportation Council

DATE: October 4, 2018

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019.

Listed below, and in the following attachment, are proposed modifications to the FY2018 and FY2019 UPWP. Included in Amendment #5 are new initiatives, project updates and funding adjustments. The proposed modifications were presented at the September 10, 11, and 19, 2018, public meetings. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its meeting on September 28, 2018, to recommend Regional Transportation Council approval of the proposed modifications.

Transportation Planning Fund (TPF) Modifications

As a result of NCTCOG's FY2019 budget development, funding adjustments to Transportation Planning Fund projects are being proposed to reflect a reallocation of resources for FY2019. These changes are highlighted in the table below.

FY2018 and FY2019 Allocation of Transportation Planning Funds

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$2,889,500	\$3,015,100	\$125,600
1.02	Program and Policy Administration	\$522,100	\$655,300	\$133,200
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$1,110,000	\$1,119,800	\$9,800
	Subtask 1 - Administration and Management	\$4,521,600	\$4,790,200	\$268,600

FY2018 and FY2019 Allocation of Transportation Planning Funds (continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
2.01	Travel Forecasting Support	\$2,136,200	\$2,099,500	(\$36,700)
2.02	Transportation Data Management	\$398,800	\$420,600	\$21,800
2.03	Demographic Data and Forecasts	\$1,033,600	\$1,030,800	(\$2,800)
	Subtask 2 - Transportation Data Development and Maintenance	\$3,568,600	\$3,550,900	(\$17,700)
3.01	Transportation Project Programming	\$2,393,700	\$2,408,700	\$15,000
3.02	Regional Air Quality Planning	\$1,036,100	\$1,035,100	(\$1,000)
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$2,988,300	\$2,721,100	(\$267,200)
3.06	Transit Operations	\$0	\$0	\$0
	Subtask 3 - Short-range Planning and Programming, and Air Quality and Transit Operations	\$6,418,100	\$6,164,900	(\$253,200)
4.01	Metropolitan Transportation Planning	\$2,623,700	\$2,265,300	(\$358,400)
4.02	Coordination of Transportation and Environmental Planning Processes	\$223,200	\$463,400	\$240,200
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$132,700	\$263,400	\$130,700
4.04	Performance-Based Planning and Coordination	\$84,200	\$85,900	\$1,700
	Subtask 4 - Metropolitan Transportation Plan	\$3,063,800	\$3,078,000	\$14,200
5.01	Regional Transportation Studies	\$1,041,700	\$1,027,300	(\$14,400)
5.02	Subarea Studies and Local Government Assistance	\$1,097,900	\$1,068,300	(\$29,600)
5.03	Land-Use/Transportation Initiatives	\$641,500	\$816,500	\$175,000
5.04	Capital and Operational Asset Management System	\$372,300	\$339,200	(\$33,100)

FY2018 and FY2019 Allocation of Transportation Planning Funds (continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
5.05	Congestion Management Planning and Operations	\$824,700	\$858,000	\$33,300
5.06	Regional Freight Planning	\$10,000	\$171,000	\$161,000
5.07	Transportation System Security and Emergency Preparedness	\$53,200	\$53,600	\$400
5.08	Roadway and Railroad Safety	\$610,700	\$697,700	\$87,000
5.09	Regional Aviation Planning and Education	\$234,000	\$192,000	(\$42,000)
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$483,500	\$554,400	\$70,900
	Subtask 5 - Special Studies and System Operations	\$5,369,500	\$5,778,000	\$408,500
	Funding Totals	\$22,941,600	\$23,362,000	\$420,400

Other Funding Source Budget Modifications

In addition to the adjustments proposed above for Transportation Planning Funds, adjustments are also proposed to other funding sources as a result of NCTCOG's FY2019 budget process. Affected funding sources include Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Texas Department of Transportation (TxDOT), Regional Toll Revenue (RTR), and local funds. The adjustments by funding source are included in the table below, as well as the associated Unified Planning Work Program Subtasks.

Non-TPF FY2019 Budget Adjustments

Funding Source	Amount	UPWP Subtasks
Local	\$545,050	2.02, 3.03, 3.05, 4.02, 5.01, 5.03, 5.05, 5.06, 5.08, 5.11
CMAQ	\$5,275,500	3.03, 5.03, 5.05
EPA	\$16,200	3.03
FHWA	\$44,400	2.01, 4.02, 5.03
FTA	\$360,600	5.03
RTR	\$3,331,500	1.03, 3.01, 4.02, 5.01, 5.05
STBG	\$1,057,100	1.02, 2.01, 3.03, 3.04, 5.01, 5.03, 5.05, 5.08
TxDOT	\$274,400	5.04, 5.05, 5.08

Other Transportation Planning Fund (TPF) Modifications

- 1.01 Community Outreach – Public Involvement, Publications, and Legislative Support (update text to reflect the addition of outreach activities to the business community)
- 1.04 Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (update Exhibit II-1 to include web-based traffic count reporting software)
- 2.02 Transportation Data Management – Collection of Traffic Data (delete project; work is included in Subtask 5.05, Congestion Management Planning and Operations, Transportation System Management and Operations, and Subtask 5.06, Regional Freight Planning, utilizing Surface Transportation Block Grant Program funds)
- 2.02 Transportation Data Management – Integration of Data (add \$30,000 TPF and update text to incorporate web-based traffic count reporting) (dollars are included in TPF budget table above)
- 2.03 Demographic Data and Forecasts – Participant Statistical Area Program (add project to define Census statistical geographies in preparation for the 2020 Census)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (update text to add Ellis County Thoroughfare Plan as a Category 2 project for technical assistance)

- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (add \$65,000 TPF to continue work activities in FY2019 on a regional program for coordination on school siting, safety, and communication between schools and local governments; and update text to incorporate the initiative. Surface Transportation Block Grant Program [STBG] funding was previously approved by the Regional Transportation Council; a change in funding source is proposed.) (dollars are included in TPF budget table above)
- 5.06 Regional Freight Planning (add \$161,000 TPF to support planning activities related to the movement of freight within the region and update text to identify which activities will be carried out with these funds vs. other funding sources in the Subtask) (dollars are included in TPF budget table above)

Appendix G Public Participation Plan (include revised Public Participation Plan upon adoption by the Regional Transportation Council)

Other Funding Source Modifications

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (add \$62,500 Department of Energy [DOE] funds and update text to reflect technical assistance to local governments to help improve energy management efforts, in collaboration with NCTCOG's Environment and Development Department)
- 4.01 Metropolitan Transportation Planning – Strategic Highway Research Program 2 (SHRP2) Performance Target Setting Collaboration (add project and remaining \$40,000 Federal Highway Administration funds from FY2017 effort for additional work on the performance target setting collaboration initiative as part of the metropolitan transportation planning process)
- 5.01 Regional Transportation Studies – High Speed Passenger Technology (remove \$300,000 STBG funds and \$200,000 local funds previously approved by the Regional Transportation Council for the conceptual feasibility study for high-speed passenger technology between Fort Worth and Laredo and replace with \$500,000 Regional Transportation Council Local funds as the funding source for this initiative)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (remove \$65,000 STBG funds and Transportation Development Credits as funding match for continued work on a regional program for coordination on school siting, safety, and communication between schools and local governments. Funding source changing to Transportation Planning Funds as noted above)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering – Bomber Spur Regional Veloweb Shared-use Path in Fort Worth (add project and \$160,000 Surface Transportation Block Grant Program funds and \$40,000 local funds for engineering activities and environmental summary)

The following modifications have previously been approved by the Regional Transportation Council and/or NCTCOG Executive Board, or are already included in the Transportation Improvement Program and are now being incorporated into the Unified Planning Work Program:

Other Funding Source Modifications

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (add \$14,400 DOE funds to support an intern under the Clean Cities University Workforce Development Program for the 2018-2019 school year)
- 3.05 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (add project and \$350,000 Federal Transit Administration 5307 funds, \$500,000 Regional Toll Revenue funds, and \$1,150,000 Surface Transportation Block Grant Program funds matched with Transportation Development Credits to develop a comprehensive approach to planning and implementing transit services outside of transportation authority service areas in portions of Collin, Dallas, and Tarrant Counties)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (add \$138,500 Regional Transportation Council Local funds and update text to include three new projects: Hightower Drive Biofiltration Rain Gardens, Retrofitting Neighborhood Commercial Green Bicycle Park, and Micro-Detention Storage System)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering – Feasibility and Alignment Study of the Southern Dallas County Regional Veloweb Shared-use Path (add project and \$240,000 Surface Transportation Block Grant Program funds and \$60,000 local funds)
- 5.08 Roadway and Railroad Safety – Railroad Crossing Coordination (update text to reflect Texas Department of Transportation funding as a source of funding match)

Please contact Tara Bassler at (817) 704-2505 or tbassler@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

va
Attachment

AMENDMENT #5 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

1.01 Community Outreach

This annual Work Program subtask will be conducted in FY2018 and FY2019 and includes staff activities in support of NCTCOG's Transportation public involvement, outreach, and education program; monitoring of the regional transportation system performance and reliability; **business community outreach**; legislative outreach; and Internet/Intranet outreach and support improvements.

Public Involvement, Publications, and Legislative Support

Transportation Planning Funds

Staff will appear regularly at community **and business** events to discuss transportation and air quality matters. Efforts to ensure full and fair participation in the transportation decision-making process consistent with Title VI and Environmental Justice principles are implemented through a public participation plan. Anticipated products include:

- Regular opportunities, including public meetings, online opportunities, and listening sessions, among others, for North Texans to learn about and provide input on transportation and air quality plans, programs and policies;
- Summaries of public input provided to the Regional Transportation Council (RTC);
- Appearances at neighborhood meetings, professional association meetings, **business community/chamber of commerce meetings**, and other events;
- Dynamic outreach and communications plan to continually enhance public involvement;
- Press releases and other media relations materials;
- Department newsletters including Local Motion and Mobility Matters, among others;
- Progress North Texas state-of-the-region report and other reports and brochures;
- Contributions to agency newsletters;
- Enhanced multimedia and social media presence;
- Summaries of activity in the Legislature and Congress relating to Metropolitan Planning Organization functions;
- Legislative testimony;
- RTC state and federal legislative programs; and
- Regular updates to policy and technical committee members on legislative initiatives related to RTC priorities.

1.04 Computer System Administration and Application Coordination

Computer Resource Management and Equipment Purchases

Transportation Planning Funds

EXHIBIT II-1

PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES/LEASES USING TRANSPORTATION PLANNING FUNDS

QUANTITY	DESCRIPTION	ESTIMATED PRICE
110	Microcomputer systems (desktops, portable, tablet)	\$275,000
8	Laser printers for network group usage	\$76,000
12	High-end modeling computers	\$240,000
20	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$8,000
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, digital data tapes, network cards, network cabling, warranty extensions)	\$23,000
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$10,000
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals - Other	\$60,000
---	Web-based traffic count reporting software (funding to support this purchase is included in Subtask 2.02)	\$30,000

2.01 Travel Forecasting Support

Regional Travel Model - Maintenance

Transportation Planning Funds

This component covers activities related to the **maintenance of the existing** regional travel model (RTM), which is the main tool in the analytical tool set of the subtask. The **existing** RTM is a collection of computer program software applications, training materials, and documents used by transportation analysts for planning the projects and policies in the region. The regional travel model includes Hill County in addition to the 12 counties that comprise the Metropolitan Planning Area (MPA) due to the fact that the southern split of IH 35 is located within the boundary of this county and because of the impact that this facility has on transportation planning within the MPA. The tasks in this component are divided into ~~three~~ **two** sections: the existing RTM, ~~the next generation of the RTM~~, and the information system for transportation supply system. ~~Two~~ **One** University Partnership Program project ~~and communication subcomponents are~~ **is** also included in this component to support the ~~three~~ tasks.

The existing RTM is called the Dallas-Fort Worth Regional Travel Model for the Expanded Area (DFX). The tasks related to the DFX are grouped into maintenance and operation (M&O) of the DFX, and ongoing training and documentation of the changes to the DFX. Maintenance and operation activities include technical support, software updates, version maintenance, file backup and archiving, incorporation of updates, and providing services to the Texas Department of Transportation (TxDOT) and member local governments. The technical support may include enabling the local governments or agencies to have access to DFX. Training and documentation includes training model users and updating documents to reflect the latest changes. The documentation may include creation of validation reports to benchmark the performance of the model.

~~The next generation RTM encompasses model development, software and hardware design, and documentation. The model development portion includes conversion of data from travel surveys into estimation data sets, and calibration of the various sub-models of the next generation RTM. The software and hardware activities include software design and implementation of the application software, and development specifications of the hardware on which the next generation RTM will run. The documentation explains the development process and the performance of the developed model.~~

The activities related to the transportation supply system are categorized into development of transit networks, development of roadway networks, and software and hardware design. Transit networks represent fixed routes of public transit in the region obtained from three local transportation agencies. The roadway network is a geographic information system of all roadways except local access roads. These networks are maintained in an information system that is supported by a software application and special hardware.

~~Two~~ **The** University Partnership Program (UPP) projects will ~~include~~ **study** managed lanes in travel modeling ~~and Behavioral Estimation of Origin-Destination (OD) Trip Tables~~. The North Texas region has several managed lanes that serve travelers with reliable travel times. The Managed Lanes UPP project will enhance NCTCOG's travel model forecasting capabilities with regard to managed lanes. The study will involve the inclusion of travel time reliability on managed lanes, as well as determine the value of time to the users of these facilities. Travel time reliability measures the probability of on-time arrival of the trips experienced by travelers due to

uncertainties present in the roadway network. Project results will be used to help guide long-term transportation planning decisions.

~~The purpose of the Behavioral Estimation of OD Trip Tables UPP project is to create a method of estimating travel demand based on trip generation/distribution and traffic counts. The challenge of the traditional method is that the estimation of travel demand is based on traffic counts, and the connection between trip generation/distribution is lost. This initiative will develop and implement a method that can change trip generation/distribution parameters to result in a traffic assignment that matches traffic counts.~~

~~Additionally, this subtask provides for technical communication and participation at the state and national levels to ensure the travel models are developed in a coordinated manner according to future needs and expectations.~~ The **existing** RTM components and sub-components are ongoing throughout FY2018 and FY2019. Anticipated products include:

- model software application;
- training material, documentation, and reports;
- technical services;
- transit and roadway networks; and
- software and hardware for networks.

Regional Travel Model – Next Generation

Other Funding Sources

This component covers activities related to the next generation regional travel model (RTM), which is the main tool in the analytical tool set of the subtask. The next generation RTM is a collection of computer program software applications, training materials, and documents used by transportation analysts for planning the projects and policies in the region. The next generation RTM encompasses model development, software and hardware design, and documentation. The model development portion includes conversion of data from travel surveys into estimation data sets, and calibration of the various sub-models of the next generation RTM. The software and hardware activities include software design and implementation of the application software, and development specifications of the hardware on which the next generation RTM will run. The documentation explains the development process and the performance of the developed model.

A University Partnership Program (UPP) project on the Behavioral Estimation of Origin-Destination (OD) Trip Tables is also included in this component. The purpose of this project is to create a method of estimating travel demand based on trip generation/distribution and traffic counts. The challenge of the traditional method is that the estimation of travel demand is based on traffic counts, and the connection between trip generation/distribution is lost. This initiative will develop and implement a method that can change trip generation/distribution parameters to result in a traffic assignment that matches traffic counts.

Additionally, this subtask provides for technical communication and participation at the state and national levels to ensure the travel models are developed in a coordinated manner according to future needs and expectations.

Surface Transportation Block Grant Program funds, as well as Transportation Development Credits will be utilized to support work efforts in FY2019. Anticipated products include:

- model software application;
- documentation, and
- reports.

2.02 Transportation Data Management

Collection of Traffic Data

Transportation Planning Funds

~~The activities of this component are associated to providing support in the collection of data considered for Subtasks 5.05 (Congestion Management) and 5.06 (Regional Freight Planning). Both subtasks require the collection of traffic counts for planning and validation of data.~~

~~The collection of traffic data for Congestion Management is required to ensure that vehicle detectors report accurate speeds and traffic counts. The data collected is used to calibrate and validate more than 500 detectors that are installed at freeway sections of the Metropolitan Planning Area. This effort involves the coordination with the Dallas and Fort Worth Texas Department of Transportation districts for the creation and maintenance of an accurate inventory of vehicle detectors.~~

~~For Regional Freight Planning, the collection of data refers to traffic counts by time of day and type of vehicle at numerous locations on freeways, arterials and collectors of the Metropolitan Planning Area. The support provided for this subtask includes assisting in the identification of the best location for the traffic counts, scheduling, and providing guidance of the best equipment to be utilized. This component will be an ongoing activity in FY2018 and FY2019. Anticipated products include:~~

- ~~• A geographic database of classification traffic counts; and~~
- ~~• Inventory of vehicle detectors and results of their calibration and validation.~~

Integration of Data

Transportation Planning Funds

This component encompasses the development of methods and computer tools to facilitate and optimize the integration of the data collected by NCTCOG or provided by participating agencies. The purpose of this effort is to provide better access to the transportation data by staff, stakeholders, and the public. The datasets assembled by NCTCOG from participating agencies and cities will be transferred from their original files into spatial SQL Server databases and GIS layers. Examples of these datasets are the traffic count files from TxDOT; the travel time data that FHWA delivers as part of the National Performance Management Research Dataset (NPMRDS); and the ridership statistics, routes, and schedules compiled by regional

transportation agencies. This component will be an ongoing activity in FY2018 and FY2019. Anticipated products include:

- Database for traffic counts;
- Database for speed and travel-time data;
- Geographic databases of transportation inventories; ~~and~~
- Databases for several transportation performance measures; ~~and~~
- **Web-based traffic count reporting (software request inventoried in Subtask 1.04).**

2.03 Demographic Data and Forecasts

The purpose of this subtask is to create data products and models related to land use and demographic data in the region. These products will be used for planning and transportation projects. The subtask is closely associated with Subtask 2.01 for compatibility of data. The activities related to this subtask are grouped into inventory of land-use and demographic data, ~~and~~ creation of demographic forecast-, **and defining census statistical geographies.**

Participant Statistical Area Program

Transportation Planning Funds

As part of Census 2020 preparation, in FY2019 NCTCOG will lead a coordination effort in the NCTCOG region for defining census statistical geographies. This project includes coordinating and assisting local governments and member agencies to delineate boundaries of statistical areas such as Census Tract and Block Groups. The work also includes use of GIS software to identify the high growth areas to be redrawn and communicated back to the Census Bureau. Anticipated products include:

- **Census Tract Geography file to be used for Census 2020; and**
- **Census Block Group Geography file to be used for Census 2020.**

3.03 Air Quality Management and Operations

Partnerships and Collaborations

Other Funding Sources

This element includes participation in collaborative efforts on the local, State, and federal levels to promote or implement projects or programs that help improve air quality. New innovative partnerships may also be sought with local governments, and private and non-profit stakeholders with key connections or interest in air quality or promoting “green” initiatives, such as hospitals, hotels, utility companies, or private developers. Collaborations may also be established with entities having connections to vehicles/equipment/technologies. Staff may also provide technical assistance and develop resources to facilitate involvement and aid decision making among local governments, industry, and the public. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, US Department of Energy funds, Regional Transportation Council Local funds, local funds, and Transportation Development Credits. NCTCOG may seek assistance from universities through the University Partnership Program for data collection and/or analysis to

optimize use of funded improvements. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:

- Continued partnerships with federal, State, and regional/local partners including, but not limited to, the National Association of Regional Councils (NARC) and DOE;
- Continued membership in and support of formal partnership arrangements, including the North Central Texas Stewardship Forum and EPA SmartWay Transport Partnership;
- Administration of a cooperative purchasing initiative to reduce alternative fuel vehicle costs, in conjunction with local fleets and the NARC through the Fleets for the Future project;
- Administration of the Freight Efficiency Outreach Program or similar program, in collaboration with local trucking industry representatives and other entities;
- Comments drafted and submitted on air quality regulations, projects, programs, or studies by federal, State, local, or private entities, as requested and appropriate;
- Periodic meetings and conference calls regarding various air quality initiatives;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- A website that serves as a “clearinghouse” of information regarding energy efficiency and conservation associated with air quality, transportation, and related issues;
- A report evaluating the effectiveness of various funding programs; **and**
- Continued implementation of DFW Clean Cities Coalition activities including, but not limited to, collaboration with stakeholders to identify strategies to increase use of Clean Cities approaches with regard to resiliency and emergency response efforts, hosting of meetings/trainings/workshops/webinars focused on Clean Cities initiatives (including maintenance of the DFW Clean Cities website as noted in Exhibit II-2 of Subtask 1.04), recognition and highlights of local fleet efforts, coordination of alternative fuel and electric vehicle activities associated with implementation of the Volkswagen Settlement, collaboration regarding designation of alternative fuel corridors under Section 1413 of the FAST Act, and collection/submittal of data regarding alternative fuel use in the North Central Texas region; **and**
- **Technical assistance to local governments to help improve energy management efforts, including the monitoring of project impacts and submittal of reports, in collaboration with the NCTCOG Environment and Development Department.**

3.05 Public Transportation Planning and Management Studies

Regional Transit Planning Assistance

Other Funding Sources

Efforts will begin in FY2019 to support activities that encourage short- and long-term transit implementation planning for local governments. Activities include providing technical assistance and general planning support to local governments with transit implementation options including internal and regional connections, focus on strategic implementation, near-term implementation, increased transportation options, funding options, and private-sector involvement. Federal Transit Administration, Surface Transportation Block Grant Program, and Regional Toll Revenue funds, as well as Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- Planning and implementation assistance to local governments based on requested and identified needs;
- Procurement and executed agreements for consultant assistance; and
- A report on transit implementation options in identified subregions.

4.01 Metropolitan Transportation Planning

Strategic Highway Research Program 2 (SHRP2) Performance Target Setting Collaboration

Other Funding Sources

Building on previous work performed under this grant, during FY2018 and FY2019 this project will document the collaborative efforts between the Texas Department of Transportation (TxDOT) and NCTCOG in developing and reaching consensus on performance targets for federally required performance measures. Technical and policy committees will be engaged to review performance measure data and potential target setting processes. Using the Federal Highway Administration (FHWA) developed PlanWorks resource tool, NCTCOG will document which specific elements within PlanWorks were used to foster collaboration with TxDOT. Federal Highway Administration funds will be utilized for this project. Anticipated products include:

- Report documenting the agreed-upon targets; and
- Documentation of the collaborative process undertaken.

4.02 Coordination of Transportation and Environmental Planning Processes

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

In many cases, traditional transportation planning has resulted in “silos” that cause projects to be disjointed due to lack of communication or coordination amongst planners or project champions in various disciplines. To combat this challenge, NCTCOG solicited project ideas through a “Blue-Green-Grey” initiative to identify “silo-busting” projects that focus on three

elements – blue (water), green (environment), and grey (transportation infrastructure). Selected projects are expected to help develop new ideas that engage multiple disciplines and implement projects that could be further developed and replicated regionwide. Through the 2017 solicitation, three projects were selected for funding: the City of Southlake Burney Lane Biofiltration System, the City of Farmers Branch Green Bus Stop Design Guidelines, and the Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot. **Through the 2018 solicitation, three projects were selected for funding: Hightower Drive Biofiltration Rain Gardens, Retrofitting Neighborhood Commercial Green Bicycle Park, and Micro-Detention Storage System.** This initiative is supported through RTC Local funds. Work will be completed during FY2018 and FY2019. Anticipated products include:

- Installation of a biofiltration system as a part of the City of Southlake Burney Lane repaving project;
- Completion of a Green Bus Stop Guidelines document for the City of Farmers Branch, along with a study of, and design for, ten existing bus stops;
- Completion of a community garden in a vacant parcel near the DART Hatcher Station; ~~and~~
- **Implementation of an eco-friendly bike parking design in the Bishop Arts District in the City of Dallas;**
- **Installation of a biofiltration system at the City of Watauga's Hightower Drive storm drain inlets;**
- **Development of concept-level design details for implementation of a micro-detention storage system; and**
- Final reports/case studies summarizing impacts, lessons learned, and any future plans.

5.01 Regional Transportation Studies

High-Speed Passenger Technology

Other Funding Sources

NCTCOG staff will provide leadership and/or support for work activities related to high- and higher-speed passenger technology within the Dallas-Fort Worth Planning Area Boundary and those areas outside the Planning Area Boundary that impact travel within the Boundary. NCTCOG work activities will be supported with Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, **Regional Transportation Council Local funds**, ~~local funds~~, and Transportation Development Credits. Efforts may include all activities associated with planning and implementation of high- or higher- speed passenger technology (i.e., rail, next-generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. Consultant assistance may be used for this initiative. RTC Local funds will **also** be used to support project-related travel expenses associated with the Dallas to Fort Worth corridor.

The following products will be delivered during FY2018 and FY2019 as the result of work done on this project:

- Various maps identifying alternatives and Regional Transportation Council policies;

- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations; and
- Recommended station locations, alignments and technology.

5.02 Subarea Studies and Local Government Assistance

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

Roadway

Category 2

- City of Cleburne Thoroughfare Plan
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- Tarrant County (Mansfield/Kennedale) Business 287/Kennedale Pkwy. Corridor Study
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- Western Tarrant County Transportation Initiative
- Hunt County Thoroughfare Plan
- East-West Connector for Dallas Fort Worth International Airport
- City of Grapevine Thoroughfare Plan Update
- City of Balch Springs Master Thoroughfare Plan Update
- City of Dallas Bishop Arts Transportation Plan
- City of Wylie Collin College Regional Transportation Study
- City of Lake Worth Thoroughfare Planning Assistance
- City of White Settlement Thoroughfare Planning Assistance
- **Ellis County Thoroughfare Plan**

5.03 Land-use/Transportation Initiatives

Sustainable Development Initiatives

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning along with technical assistance focused on the interface between transportation and land use, **including assistance with school siting**. Staff will continue work on the development and implementation of tools related to land use planning principles such as sustainable zoning practices and others, and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products include:

- Technical assistance to local governments on implementing sustainable development programs and projects such as the development of unified corridor plans, land use analysis, data collection, parking technology and management education and training, form-based code review, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments; ~~and~~
- Online information, training, and education on topics related to Green Infrastructure, Sustainable Resource Efficiency, sustainable zoning, and other such topics to assist in growth management and land-use planning; ~~and~~
- **Coordination between Independent School Districts and other stakeholders in FY2019 to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;**

Other Funding Sources

Utilizing Regional Transportation Council (RTC) Local funds, staff will continue developing and tracking regional performance measures related to land-use and transportation projects and will develop future funding programs for implementation. Utilizing Federal Highway Administration (FHWA) Transportation Investment Generating Economic Recovery funds, ~~and~~ RTC Local funds, ~~Surface Transportation Block Grant Program funds, and Transportation Development Credits,~~ staff will support efforts related to school siting and technical assistance. Anticipated products include:

- Funding programs and coordination on regional sustainability/livability grant initiatives;
- Development and implementation of land-use supported funding programs;
- Data collection and performance measure tracking;
- Coordination between Independent School Districts and other stakeholders to engage in regional issues related to school siting, safe routes to school, and various policy and transportation issues;
- Establishment of a regional working group;
- Coordination on growth and demographics;
- Technical assistance and best practices related to school siting, land banking, and transportation connections to schools;

- Development of Safe Routes to School plans;
- Safety and education information; and
- Training opportunities for various stakeholders.

Bicycle and Pedestrian Engineering

Other Funding Sources

Staff will oversee the preliminary engineering of the Bomber Spur Regional Veloweb Shared-Use Path in Fort Worth from the intersection of SH 183 and W. Vickery Boulevard on the south to the intersection of SH 183 and Calmont Avenue on the north. Coordination efforts will include the City of Fort Worth, TxDOT, Union Pacific Railroad, and Streams & Valleys Inc. Surface Transportation Block Grant Program (STBG) and local funds will be used to support engineering activities, and STBG funds and Transportation Development Credits (TDCs) will be used for staff oversight activities. Anticipated products include:

- Preliminary design development schematic;
- Environmental summary;
- Estimate of probable construction cost; and
- Construction phasing plan.

Staff will oversee the feasibility and alignment study of the Southern Dallas County Regional Veloweb Shared-Use Path from near the intersection of FM1382 and W. Pleasant Run Road in Cedar Hill to near the intersection of E. Pleasant Run Road and Lancaster Hutchins Road in Lancaster. Coordination efforts will include TxDOT, Dallas County, and the cities of Cedar Hill, DeSoto, Duncanville, and Lancaster. STBG and local funds will be used to support the study activities, and STBG funds and TDCs will be used for staff oversight activities. Anticipated products include:

- Preliminary design development schematic;
- Environmental summary;
- Estimate of probable construction cost by jurisdiction; and
- Construction phasing plan by jurisdiction.

5.06 Regional Freight Planning

Transportation Planning Funds

During FY2019, freight planning activities will be conducted based on truck, rail and air cargo movements throughout the region in support of city, county, state and federal agencies. Also, coordination between private-sector stakeholders and public-sector staff will be initiated through various initiatives and meetings. Anticipated products include:

- Quarterly Regional Freight Advisory Committee (RFAC) meetings;
- Regional Transportation Council Intermodal/Multimodal/High Speed Rail/Freight Subcommittee meetings, as needed; and

- **Support to the USDOT Federal Highway Administration and Texas Department of Transportation for various projects as needed.**

Other Funding Sources

This subtask is ongoing throughout FY2018 and FY2019, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW Region. This task includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. Also, University Partnership Program (UPP) assistance will be utilized for supporting planning studies and analysis. Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation, Regional Transportation Council (RTC) Local funds and Transportation Development Credits will be utilized to support this project. Consultant assistance will be used. Anticipated products include:

- ~~Quarterly Regional Freight Advisory Committee (RFAC) meetings;~~
- ~~Regional Transportation Council Intermodal/Multimodal/High Speed Rail/Freight Subcommittee meetings, as needed;~~
- ~~Support to the USDOT Federal Highway Administration and Texas Department of Transportation for various projects as needed;~~
- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the DFW region, including a Regional Hazardous Materials Route Study, Economic Impact Analyses and a Freight and Passenger Rail Integration Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis and a Data Collection Program which could include traffic counts, classification counts and surveys for the Regional Freight Model;
- Freight Mobility Plan;
- Public outreach and educational programs; and
- UPP report on Automated Vehicles and Freight Transportation Analysis.

5.08 Roadway and Railroad Safety

Railroad Crossing Coordination

Other Funding Sources

This element is ongoing throughout FY2018 and FY2019 and includes the identification, planning, and implementation of rail crossing projects throughout the DFW region. Surface Transportation Block Grant Program funds, RTC Local funds, **Texas Department of Transportation funds**, and Transportation Development Credits will be utilized to support this project. Anticipated products include:

- Maintenance of the regional banking program;

- Analysis of rail safety data to identify target areas for educational efforts;
- Public outreach and education efforts in the region; and
- Enhanced regional partnerships.

Appendix G Public Participation Plan

Include revised Public Participation Plan upon adoption by the Regional Transportation Council in November 2018.

VIII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2018 and FY2019 Unified Planning Work Program. Financial support for Fiscal Years 2018 and 2019 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.

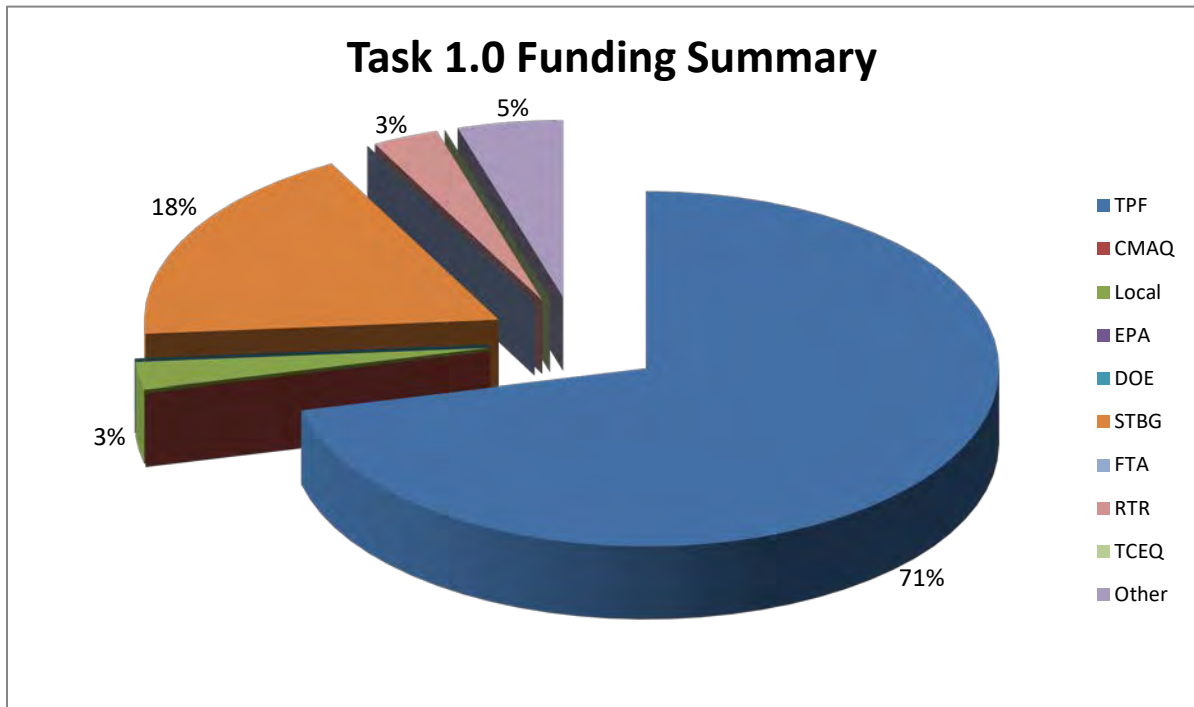
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2018 and FY2019 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2018 and FY2019 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is ~~\$7,455,075~~ **\$7,589,902** in FY2018 and \$7,455,075 in FY2019 for a two-year total of ~~\$14,910,150~~ **\$15,044,977**. The Federal Transit Administration 5303 funding is ~~\$2,770,459~~ **\$2,774,086** in FY2018 and \$2,825,868 in FY2019 for a two-year total of ~~\$5,596,327~~ **\$5,599,954**. An estimated balance of ~~\$5,981,498~~ **\$6,372,719** in unexpended/unobligated FHWA PL 112 funding will be available from the FY2017 authorization. Each of these funding amounts is

incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2018 and FY2019 UPWP is estimated at ~~\$26,487,975~~ **\$27,017,650**. Transportation Planning Funds in the amount of ~~\$22,941,600~~ **\$23,362,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,596,327~~ **\$5,599,954**, the estimated FY2017 FHWA PL 112 fund balance of ~~\$5,981,498~~ **\$6,372,719**, and ~~\$11,363,775~~ **\$11,389,327** of Fiscal Years 2018 and 2019 FHWA PL 112 funding. The remaining balance of Fiscal Years 2018 and 2019 FHWA PL 112 funds of ~~\$3,546,375~~ **\$3,655,650** is anticipated to be carried over to Fiscal Year 2020.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$3,015,100			
		\$4,000	NCTCOG Local	
Subtotal				\$3,019,100
1.02	\$655,300			
		\$116,900	Local	
		\$125,800	NCTCOG Local	
		\$293,500	STBG	
Subtotal				\$1,191,500
1.03				
		\$50,000	Local	
		\$20,000	NCTCOG Local	
		\$202,800	RTR	
		\$255,800	STBG	
Subtotal				\$528,600
1.04	\$1,119,800			
		\$690,040	STBG	
		\$173,760	TXDOT	
Subtotal				\$1,983,600
Total	\$4,790,200	\$1,932,600		\$6,722,800

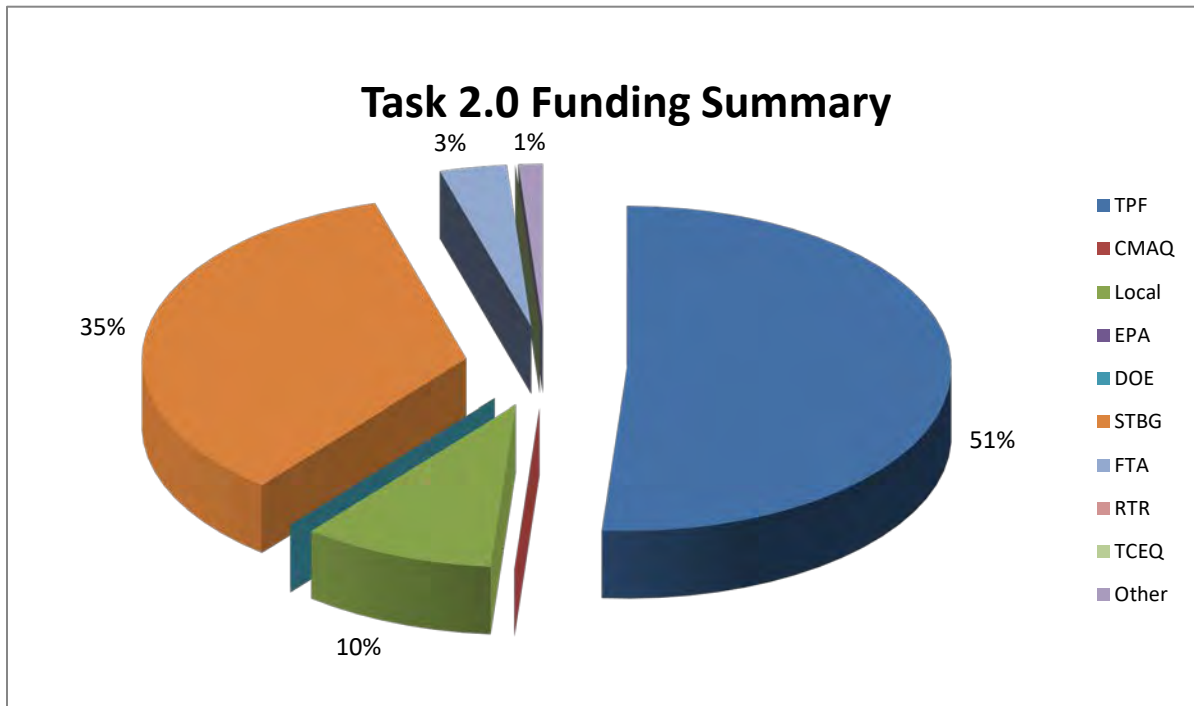
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$2,099,500	\$83,400 \$399,200 \$2,398,600	FHWA Local STBG	
Subtotal				\$4,980,700
2.02	\$420,600	\$232,200 \$266,141	FTA Local	
Subtotal				\$918,941
2.03	\$1,030,800			
Subtotal				\$1,030,800
Total	\$3,550,900	\$3,379,541		\$6,930,441

Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

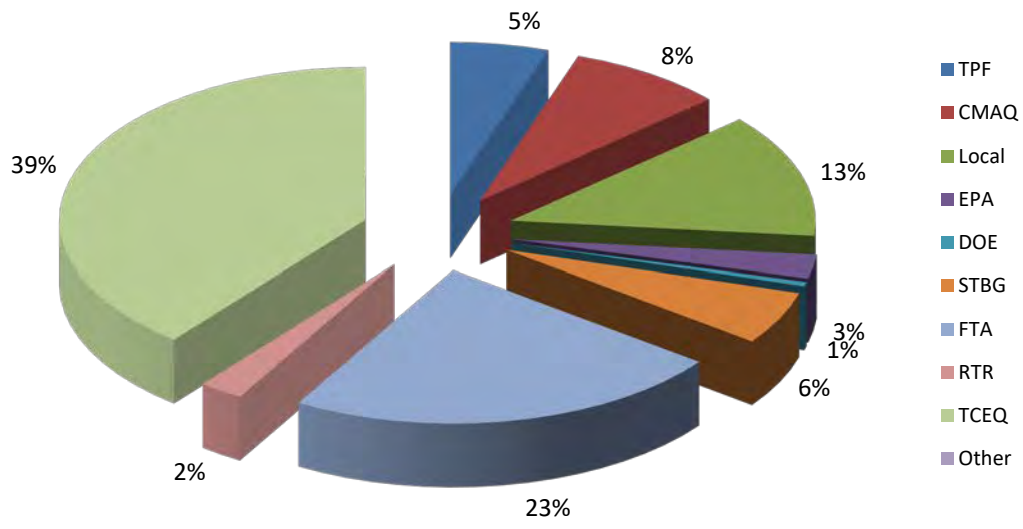


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,408,700	\$1,774,100	RTR	
		\$667,000	STBG	
Subtotal				\$4,849,800
3.02	\$1,035,100			
		\$448,000	TCEQ	
Subtotal				\$1,483,100
3.03		\$6,859,800	CMAQ	
		\$190,400	DOE	
		\$3,000,712	EPA	
		\$8,839,099	Local	
		\$4,460,300	STBG	
		\$46,094,000	TCEQ	
Subtotal				\$69,444,311
3.04		\$2,935,600	CMAQ	
		\$342,515	DOE	
		\$80,200	Local	
		\$380,500	STBG	
Subtotal				\$3,738,815
3.05	\$2,721,100	\$999,700	FTA	
		\$22,100	Local	
		\$500,000	RTR	
		\$1,150,000	STBG	
Subtotal				\$5,392,900
3.06		\$26,543,720	FTA	
		\$6,615,000	Local	
		\$500,000	RTR	
Subtotal				\$33,658,720
Total	\$6,164,900	\$112,402,746		\$118,567,646

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

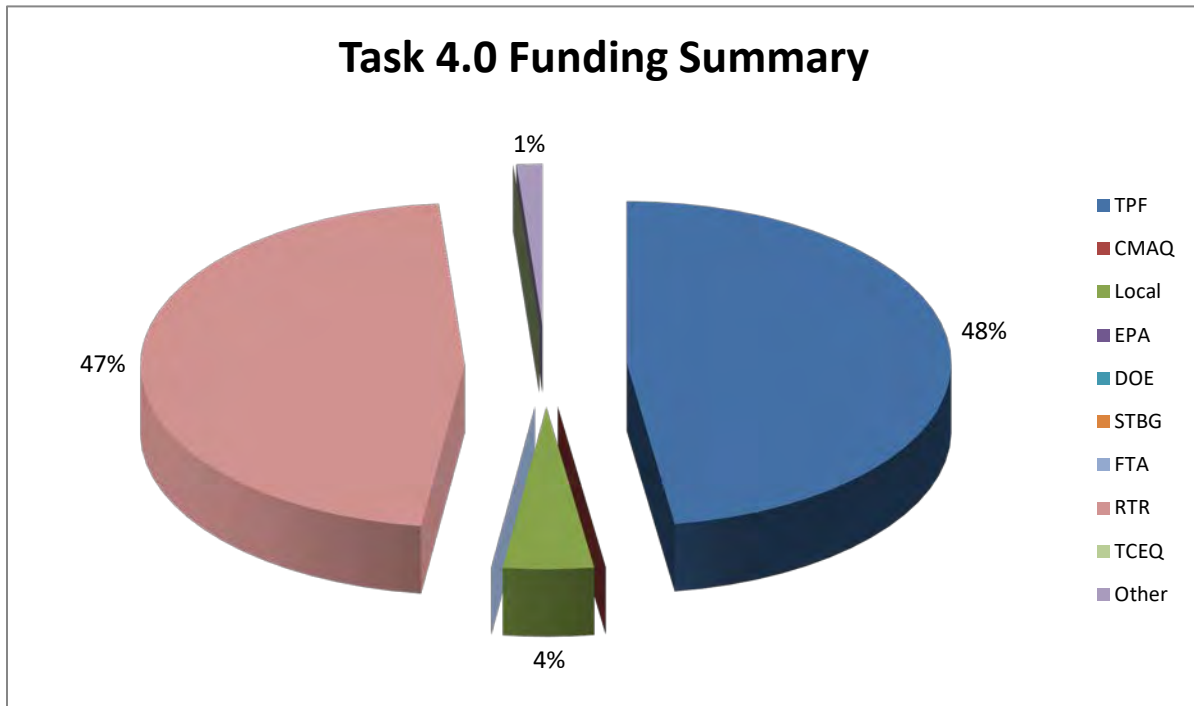
Task 3.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,265,300	\$40,000	FHWA	
Subtotal				\$2,305,300
4.02	\$463,400	\$43,200	FHWA	
		\$290,870	Local	
		\$3,008,400	RTR	
Subtotal				\$3,805,870
4.03	\$263,400			
Subtotal				\$263,400
4.04	\$85,900			
Subtotal				\$85,900
Total	\$3,078,000	\$3,382,470		\$6,460,470

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,027,300			
		\$543,100	Local	
		\$48,200	NTTA	
		\$5,075,800	RTR	
		\$9,275,700	STBG	
		\$261,800	TxDOT	
Subtotal				\$16,231,900
5.02	\$1,068,300			
		\$1,183,500	RTR	
		\$500,000	Local	
Subtotal				\$2,751,800
5.03	\$816,500			
		\$677,000	CMAQ	
		\$80,000	FHWA	
		\$1,345,000	FTA	
		\$3,305,520	Local	
		\$3,109,800	STBG	
Subtotal				\$9,333,820
5.04	\$339,200			
		\$22,500	Local	
		\$327,800	STBG	
		\$17,000	TXDOT	
Subtotal				\$706,500
5.05	\$858,000			
		\$13,140,400	CMAQ	
		\$5,025,400	Local	
		\$490,600	RTR	
		\$13,843,600	STBG	
		\$3,474,000	TXDOT	
Subtotal				\$36,832,000
5.06	\$171,000			
		\$110,800	Local	
		\$1,978,900	STBG	
		\$147,800	TxDOT	
Subtotal				\$2,408,500
5.07	\$53,600			
Subtotal				\$53,600

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$697,700	\$36,900 \$109,800 \$11,900	Local STBG TXDOT	
Subtotal				\$856,300
5.09	\$192,000	\$727,900	Local	
Subtotal				\$919,900
5.10		\$22,140 \$83,260	DOD Local	
Subtotal				\$105,400
5.11	\$554,400	\$250,000 \$165,000 \$1,456,300 \$100,000	CMAQ Local STBG TXDOT	
Subtotal				\$2,525,700
Total	\$5,778,000	\$66,947,420		\$72,725,420

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

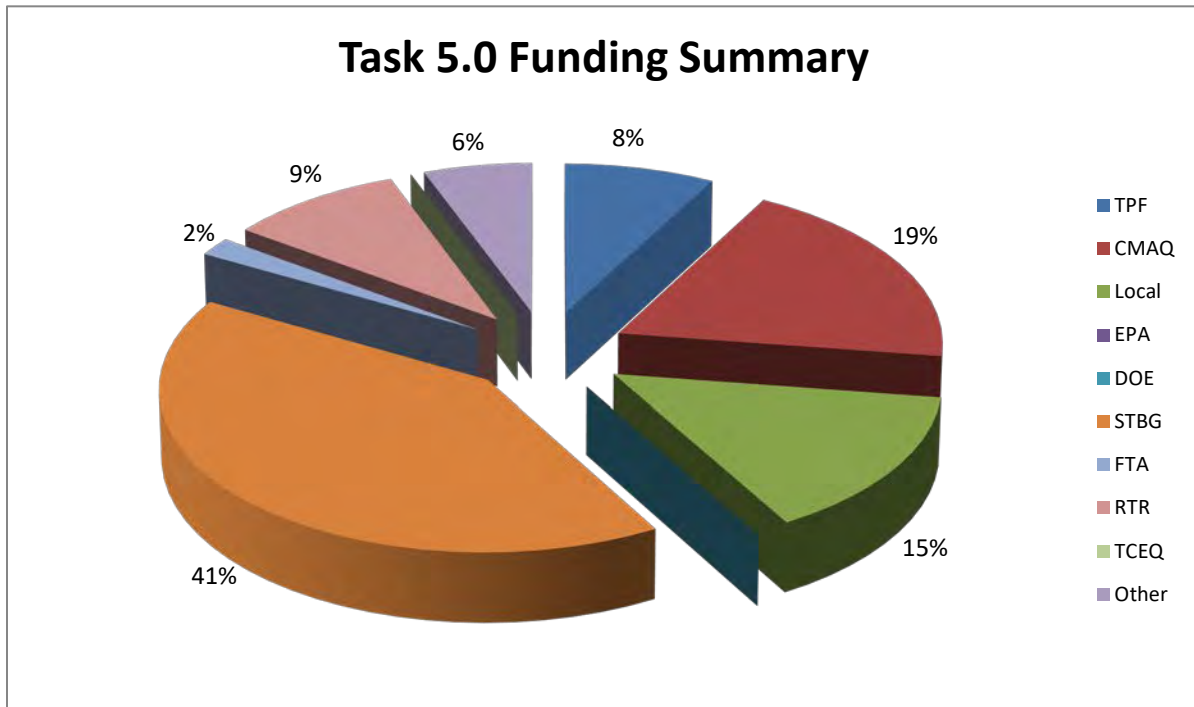
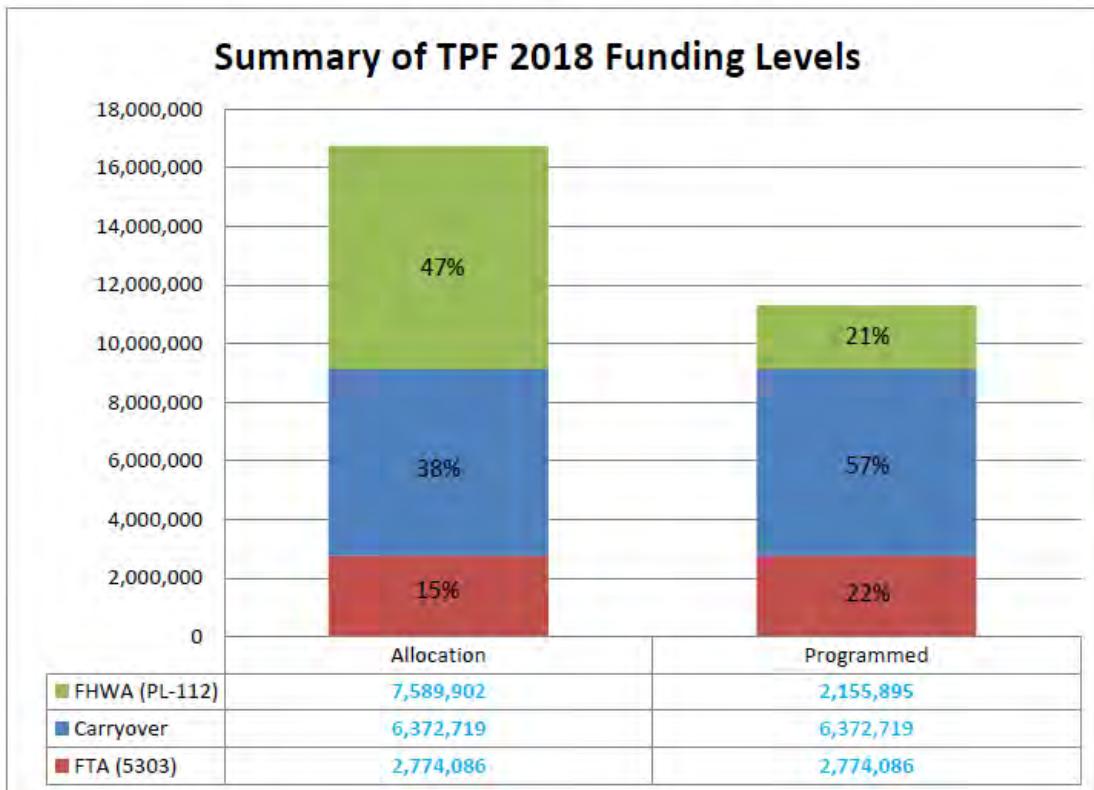


EXHIBIT VIII-1

FY2018 AND FY2019 TPF PROGRAMMING SUMMARY

	FY2018		FY2019	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,774,086	2,774,086	2,825,868	2,825,868
FHWA (PL-112)				
Carryover	6,372,719	6,372,719	5,434,007	5,434,007
New Allocation	7,589,902	2,155,895	7,455,075	3,799,425
Total TPF	16,736,707	11,302,700	15,714,950	12,059,300
Carryover		5,434,007		3,655,650
Two-Year Totals				
FTA Section 5303	5,599,954			
FHWA PL-112	21,417,696			
Total	27,017,650			
Programmed		23,362,000		
Carryover				3,655,650



Summary of TPF 2019 Funding Levels

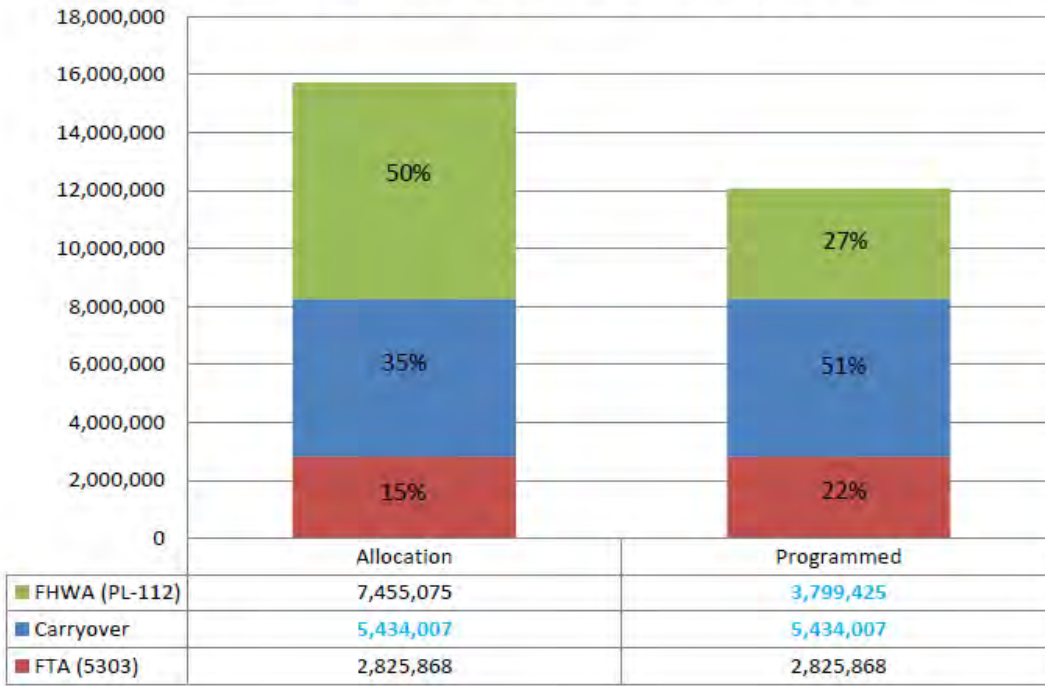
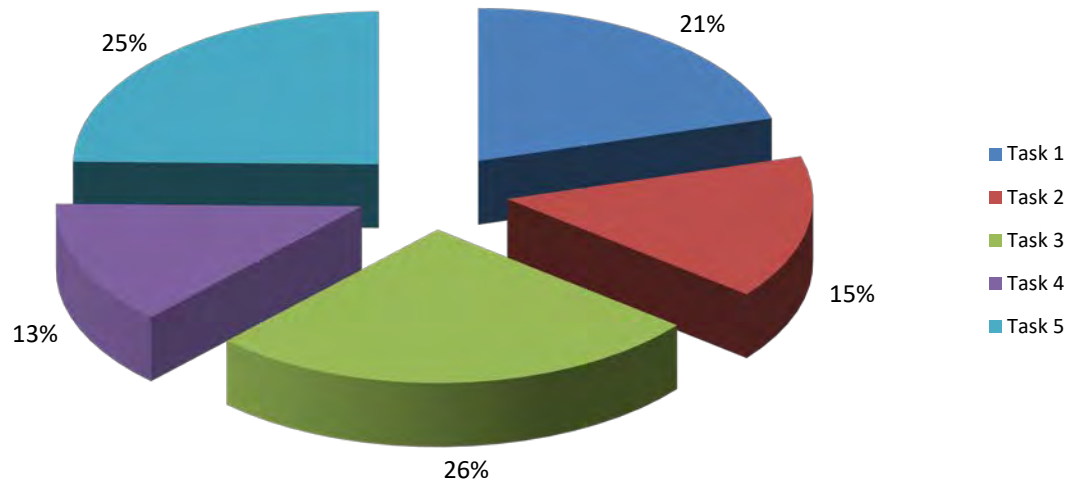


EXHIBIT VIII-2

FY2018 AND FY2019 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY 2018	FY 2019	Total
1.01	Community Outreach	\$1,449,100	\$1,566,000	\$3,015,100
1.02	Program Administration	\$268,300	\$387,000	\$655,300
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$553,800	\$566,000	\$1,119,800
	Subtask 1.0	\$2,271,200	\$2,519,000	\$4,790,200
2.01	Travel Forecasting Support	\$1,036,500	\$1,063,000	\$2,099,500
2.02	Transportation Data Management	\$195,600	\$225,000	\$420,600
2.03	Demographic Data and Forecasts	\$516,800	\$514,000	\$1,030,800
	Subtask 2.0	\$1,748,900	\$1,802,000	\$3,550,900
3.01	Transportation Project Programming	\$1,197,400	\$1,211,300	\$2,408,700
3.02	Regional Air Quality Planning	\$625,100	\$410,000	\$1,035,100
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$1,403,100	\$1,318,000	\$2,721,100
3.06	Transit Operations	\$0	\$0	\$0
	Subtask 3.0	\$3,225,600	\$2,939,300	\$6,164,900
4.01	Metropolitan Transportation Planning	\$1,196,300	\$1,069,000	\$2,265,300
4.02	Coordination of Transportation and Environmental Planning Processes	\$147,400	\$316,000	\$463,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$71,400	\$192,000	\$263,400
4.04	Performance Based Planning & Coordination	\$67,900	\$18,000	\$85,900
	Subtask 4.0	\$1,483,000	\$1,595,000	\$3,078,000
5.01	Regional Transportation Corridor Studies	\$452,300	\$575,000	\$1,027,300
5.02	Subarea Studies and Local Government Assistance	\$545,300	\$523,000	\$1,068,300
5.03	Land-Use/Transportation Initiatives	\$313,500	\$503,000	\$816,500
5.04	Capital and Operational Asset Management System	\$186,200	\$153,000	\$339,200
5.05	Congestion Management Planning and Operations	\$369,000	\$489,000	\$858,000
5.06	Regional Freight Planning	\$10,000	\$161,000	\$171,000
5.07	Transportation System Security and Emergency Preparedness	\$26,600	\$27,000	\$53,600
5.08	Roadway and Railroad Safety	\$306,700	\$391,000	\$697,700
5.09	Regional Aviation Planning and Education	\$119,000	\$73,000	\$192,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$245,400	\$309,000	\$554,400
	Subtask 5.0	\$2,574,000	\$3,204,000	\$5,778,000
	FUNDING TOTALS	\$11,302,700	\$12,059,300	\$23,362,000

Transportation Planning Funds (TPF) Summary by Task

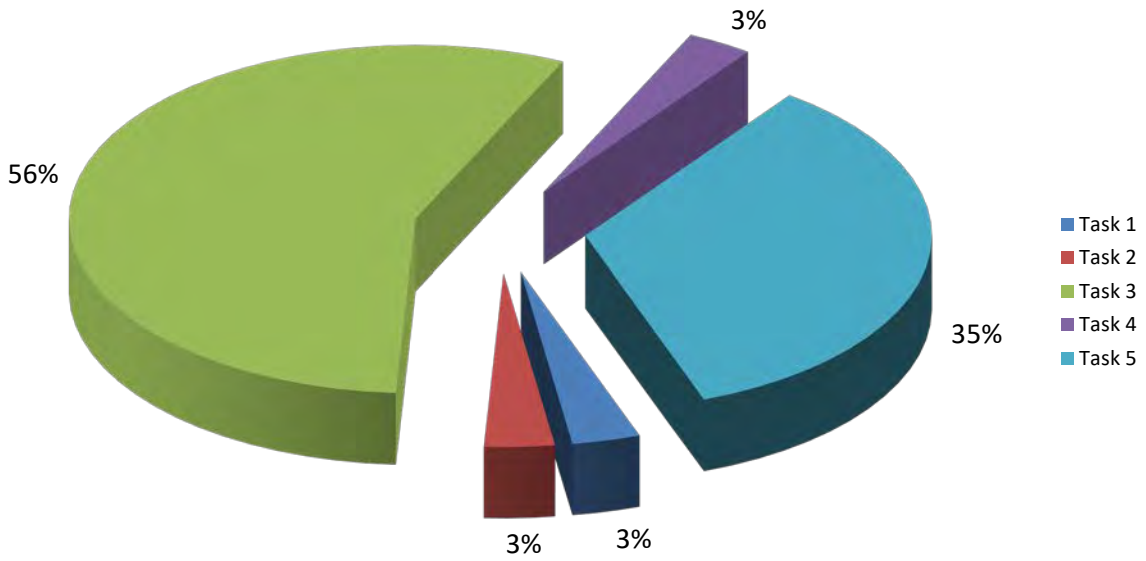


EXHIPBIT VIII-3

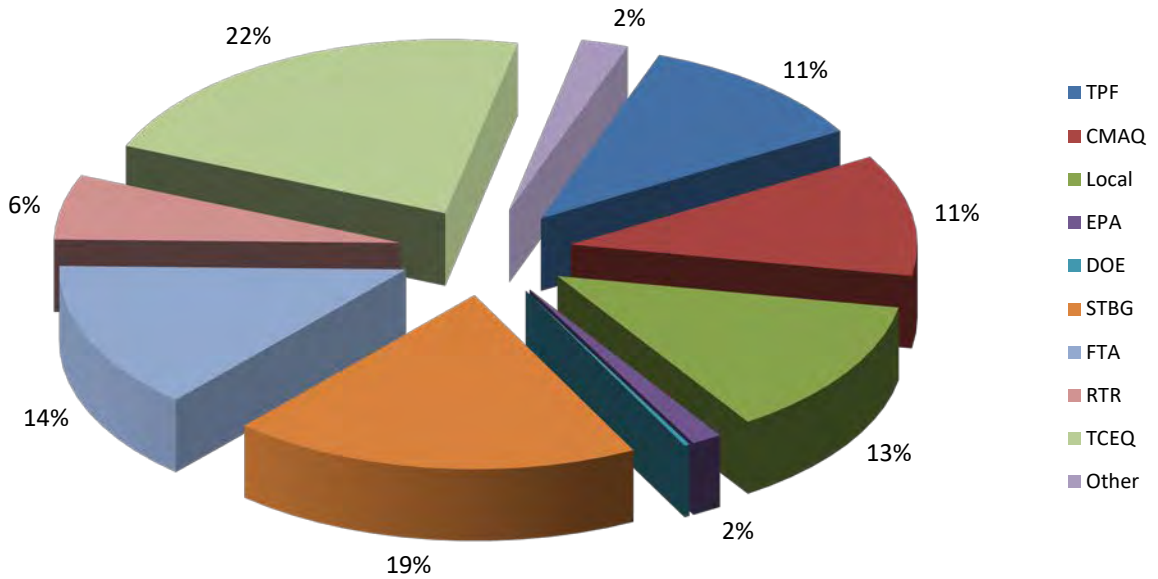
FY2018 AND FY2019 UPWP FUNDING SUMMARY

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$4,790,200	\$3,550,900	\$6,164,900	\$3,078,000	\$5,778,000	\$23,362,000
CMAQ	\$0	\$0	\$9,795,400	\$0	\$14,067,400	\$23,862,800
DOD	\$0	\$0	\$0	\$0	\$22,140	\$22,140
DOE	\$0	\$0	\$532,915	\$0	\$0	\$532,915
EPA	\$0	\$0	\$3,000,712	\$0	\$0	\$3,000,712
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$83,400	\$0	\$83,200	\$80,000	\$246,600
FTA	\$0	\$232,200	\$27,543,420	\$0	\$1,345,000	\$29,120,620
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$166,900	\$665,341	\$15,556,399	\$290,870	\$10,520,380	\$27,199,890
NCTCOG Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
RTR	\$202,800	\$0	\$2,774,100	\$3,008,400	\$6,749,900	\$12,735,200
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,239,340	\$2,398,600	\$6,657,800	\$0	\$30,101,900	\$40,397,640
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	\$173,760	\$0	\$0	\$0	\$4,012,500	\$4,186,260
Subtotal	\$6,722,800	\$6,930,441	\$118,567,646	\$6,460,470	\$72,725,420	\$211,406,777

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2018 and FY2019 Unified Planning Work Program

**Regional Transportation Council
October 11, 2018**

**Transportation Department
North Central Texas Council of Governments**

Transportation Planning Fund Modifications

Project	Financial Action	Description
Community Outreach – Public Involvement, Publications, and Legislative Support (Subtask 1.01)	N/A	Update text to reflect the addition of outreach to the business community.
Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (Subtask 1.04)	N/A	Update text in Exhibit II-1 to include web-based traffic count reporting software
Transportation Data Management – Integration of Data (Subtask 2.02)	\$30,000 TPF	Add funding and update text to incorporate web-based traffic count reporting

Transportation Planning Fund Modifications

Project	Financial Action	Description
Transportation Data Management – Collection of Traffic Data (Subtask 2.02)	N/A	Delete project; work is included in Subtask 5.05, Transportation System Management and Operations, and Subtask 5.06, Regional Freight Planning, utilizing STBG funds.
Demographic Data and Forecasts – Participant Statistical Area Program (Subtask 2.03)	N/A	Add project to define Census statistical geographies in preparation for the 2020 Census

Transportation Planning Fund Modifications (cont'd)

Project	Financial Action	Description
Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (Subtask 5.02)	N/A	Update text to add Ellis County Thoroughfare Plan as a Category 2 project for technical assistance
Land-use/Transportation Initiatives – Sustainable Development Initiatives (Subtask 5.03)	\$65,000 TPF	Add funding and update text to reflect continued work in FY2019 on a regional program for coordination on school siting, safety, and communication between schools and local governments (represents change in funding source - STBG funds currently programmed)

Transportation Planning Fund Modifications (cont'd)

Project	Financial Action	Description
Regional Freight Planning (Subtask 5.06)	\$161,000 TPF	Add funding to support planning activities related to the movement of freight within the region and update text to identify which activities will be carried out with these funds vs. other funding sources in the Subtask
Public Participation Plan (Appendix G)	N/A	Include revised Public Participation Plan upon adoption by the Regional Transportation Council

Other Funding Source Modifications

Project	Financial Action	Description
Air Quality Management and Operations – Partnerships and Collaborations (Subtask 3.03)	\$62,500 DOE	Add funding and update text to reflect technical assistance to local governments to help improve energy management efforts, in collaboration with NCTCOG’s Environment and Development Department
Metropolitan Transportation Planning – Strategic Highway Research Program 2 (SHRP2) Performance Target Setting Collaboration (Subtask 4.01)	\$40,000 FHWA	Add project for additional work on the performance target setting collaboration initiative as part of the metropolitan transportation planning process

Other Funding Source Modifications

Project	Financial Action	Description
Regional Transportation Studies – High Speed Passenger Technology (Subtask 5.01)	\$500,000 RTC Local (\$300,000 STBG) (\$200,000 Local)	Replace previously approved STBG and local funding with RTC Local funding for the conceptual feasibility study for high-speed passenger technology between Fort Worth and Laredo
Land-use/Transportation Initiatives – Sustainable Development Initiatives (Subtask 5.03)	(\$65,000 STBG)	Remove funding and TDCs for continued work in FY2019 on a regional program for coordination on school siting, safety, and communication between schools and local governments (proposing change in funding source to TPF noted above)

Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering (Subtask 5.03)	\$160,000 STBG \$40,000 Local	Add project for engineering activities and environmental summary on the Bomber Spur Regional Veloweb Shared-use Path in Fort Worth

Transportation Planning Funds Two-year Summary

FY2018 and FY2019 US FTA (5303)	\$ 5,599,954
FY2018 and FY2019 US FHWA (Estimated PL)	\$15,044,977
FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 6,372,719</u>
Total Transportation Planning Funds	\$27,017,650
Prior Anticipated Expenditures	\$22,941,600
Additional Funds Programmed for FY2019	<u>\$ 420,400</u>
Anticipated Expenditures	\$23,362,000
PL Balance to Carry Over to FY2020	\$ 3,655,650

*More detailed information on the budget is provided in Electronic Item 2.2.1.

Total Funding Increases from Other Sources

Funding Source	Budget Adjustment + Additional Funding	UPWP Subtask
Local	\$ 545,050 + \$538,500	2.02, 3.03, 3.05, 4.02, 5.01, 5.03, 5.05, 5.06, 5.08, 5.11
CMAQ	\$5,275,500 + \$0	3.03, 5.03, 5.05
EPA	\$ 16,200 + \$0	3.03
FHWA	\$ 44,400 + \$40,000	2.01, 4.01, 4.02, 5.03
FTA	\$ 360,600 + \$350,000	3.05, 5.03
RTR	\$3,331,500 + \$500,000	1.03, 3.01, 3.05, 4.02, 5.01, 5.05
STBG	\$1,057,100 + \$1,185,000	1.02, 2.01, 3.03, 3.04, 3.05, 5.01, 5.03, 5.05, 5.08
TxDOT	\$ 274,400 + \$0	5.04, 5.05, 5.08
DOE	\$ 0 + \$76,900	3.03
Total	\$13,595,150	

Modification Schedule

September 10, 11, and 19

Public Meetings

September 28

**Action by Surface Transportation
Technical Committee**

October 11

**Action by Regional Transportation
Council**

October 25

Action by NCTCOG Executive Board

October 26

**Submittal of Modifications to Texas
Department of Transportation**

Requested RTC Action

Approve the proposed UPWP modifications

and

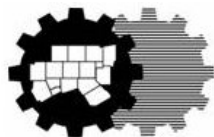
Direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications



Contact Information

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Tara Bassler
Program Assistant II
817-704-2505
tbassler@nctcog.org



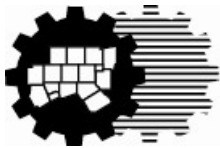
**North Central Texas
Council of Governments
Transportation Department**

<https://www.nctcog.org/trans/study/unified-planning-work-program>

Clean Fleets North Texas 2018 Call for Projects Funding Recommendations

**Regional Transportation Council
October 11, 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	-\$1,238,023
Balance of Funds Currently Available	\$871,137

**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.*

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 2.3.2 for More Details

Previously Approved	
Number of Applicants (All Public Sector)	6
Number of Activities	24
Funding Approved	\$1,238,023
Balance of Funds Currently Available	\$871,137
New Recommendations	
Number of Applicants (Public Sector)	1
Number of Activities	1
Funding Requested	\$300,000
Balance Remaining for Next Deadline if Current Recommendations Approved	\$571,137

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: October 26 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

Action Requested

Approval of Staff Funding Recommendations

**\$300,000 to the City of North Richland Hills to
Replace 1 Fire Truck**

For More Information

Lori Clark

Program Manager

lclark@nctcog.org

817-695-9232

Amy Hodges

Air Quality Planner

ahodges@nctcog.org

817-704-2508

Website

www.nctcog.org/aqfunding

Clean Fleets North Texas 2018 Call For Projects Funding

Balance Available **\$ 871,137** **\$ -** **\$ 871,137**

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	8/31/2018	Pending	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 of New Project Approvals Requested																																		

Balance Remaining for Future Awards if Recommendations Approved **\$ 571,137** **\$ -** **\$ 571,137**

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 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																																							
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																																							
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																																							
Total Projects Previously Approved																																							

	Total Funds Available	Funds Awarded	Balance Available Pending Approval
EPA	\$ 2,000,033	\$ 1,428,896	\$ 571,137
SEP**	\$ 109,127	\$ 109,127	\$ -
Total	\$ 2,109,160	\$ 1,538,023	\$ 571,137

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.



NCTCOG INCIDENT MANAGEMENT 2018 EQUIPMENT PURCHASE CALL FOR PROJECTS

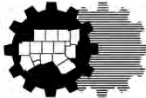
Regional Transportation Council



Sonya J. Landrum

North Central Texas Council of Governments

October 11, 2018



North Central Texas
Council of Governments





NCTCOG Incident Management Equipment Purchase Background

2014 - Initial Round of Incident Management (IM) Equipment Purchase Call for Projects (CFP)

- Purpose: Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation
- Supports Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology
- Emphasizes Importance of Implementing Incident Management Strategies and Training





2018 – Second Round of IM Equipment Purchase CFP

- \$1.5 Million Available
- Funding Split:
 - 66% Eastern Sub-Region = \$990,000
 - 34% Western Sub-Region = \$510,000
 - *Local Match – TDCs*
- Buy America Compliance Requirements for Equipment Made with Steel or Iron
 - FHWA Requirement - 100% of Steel or Iron Should be Made in America
- NCTCOG Proposes to Lead Procurement Activities in an Effort to Eliminate Risk of Buy America Non-Compliance

Proposed Eligible Recipients and Activities

Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management
 - Police, Fire/EMS, Courtesy Patrol, Transit, Etc.

Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
 - Examples include: traffic barriers, cones, flares, protective clothing, signs, cameras, lighting, crash reconstruction technology, etc.

Ineligible Activities/Purchases

- Personnel and Staffing Charges
- Vehicle Purchases (Due to Lack of FHWA Buy America Exemptions for Vehicles)





Proposed Scoring Criteria

Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house (<i>Since August 2013</i>)	15
Crash Data in Jurisdiction – Serious Injury and Fatality Crashes (<i>2013 - 2017</i>)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Completion of Incident Management Commitment Level Survey	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
Total Score	100



Proposed Schedule

DATE	ACTION
August 24, 2018	Regional Safety Advisory Committee (RSAC) (Presentation) – IM Equipment Purchase Call for Projects (CFP) Proposed Criteria Overview
September 2018	STTC (Action Item) – Request Approval to Conduct CFP
October 2018	RTC (Action Item) – Request Approval to Conduct CFP
October 2018	Open Call for Projects (45 or 60 days)
December 2018	Close Call for Projects
December 2018 – January 2019	Evaluate Submitted Projects
January 2019	RSAC Meeting (Info) – Present Selected Projects
February 2019	STTC (Action) – Approval of Selected Projects
Feb. / March 2019	Public Meetings
March 2019	RTC (Action) – Approval of Selected Projects
April 2019	Executive Board Meeting



Requested Action

Approval to Open the 2018 Incident Management Equipment Purchase Call for Projects



Contact Information

Sonya Jackson Landrum
Principal Transportation Planner

slandrum@nctcog.org

(817) 695-9273

Camille Fountain
Transportation Planner

cfountain@nctcog.org

(817) 704-2521

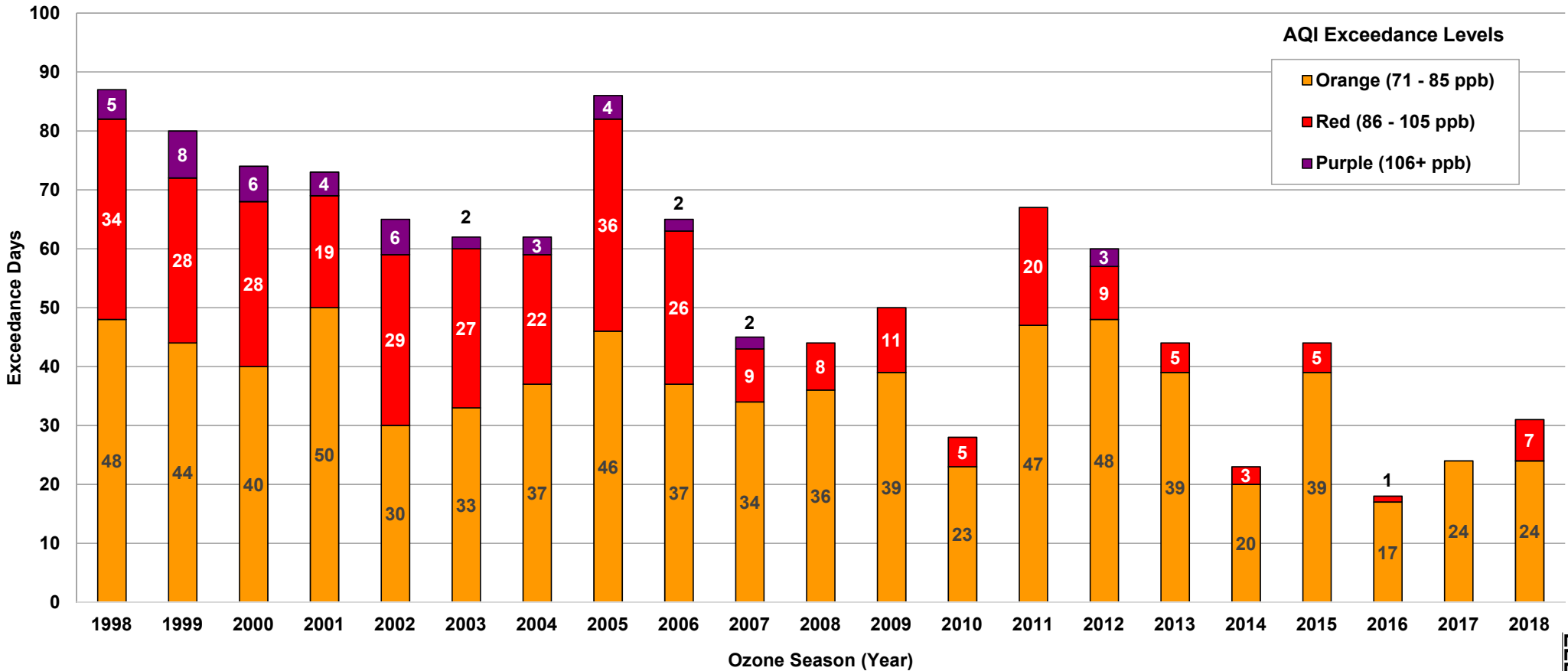
Natalie Bettger
Senior Program Manager

(817) 695-9280

nbettger@nctcog.org

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of October 1, 2018)

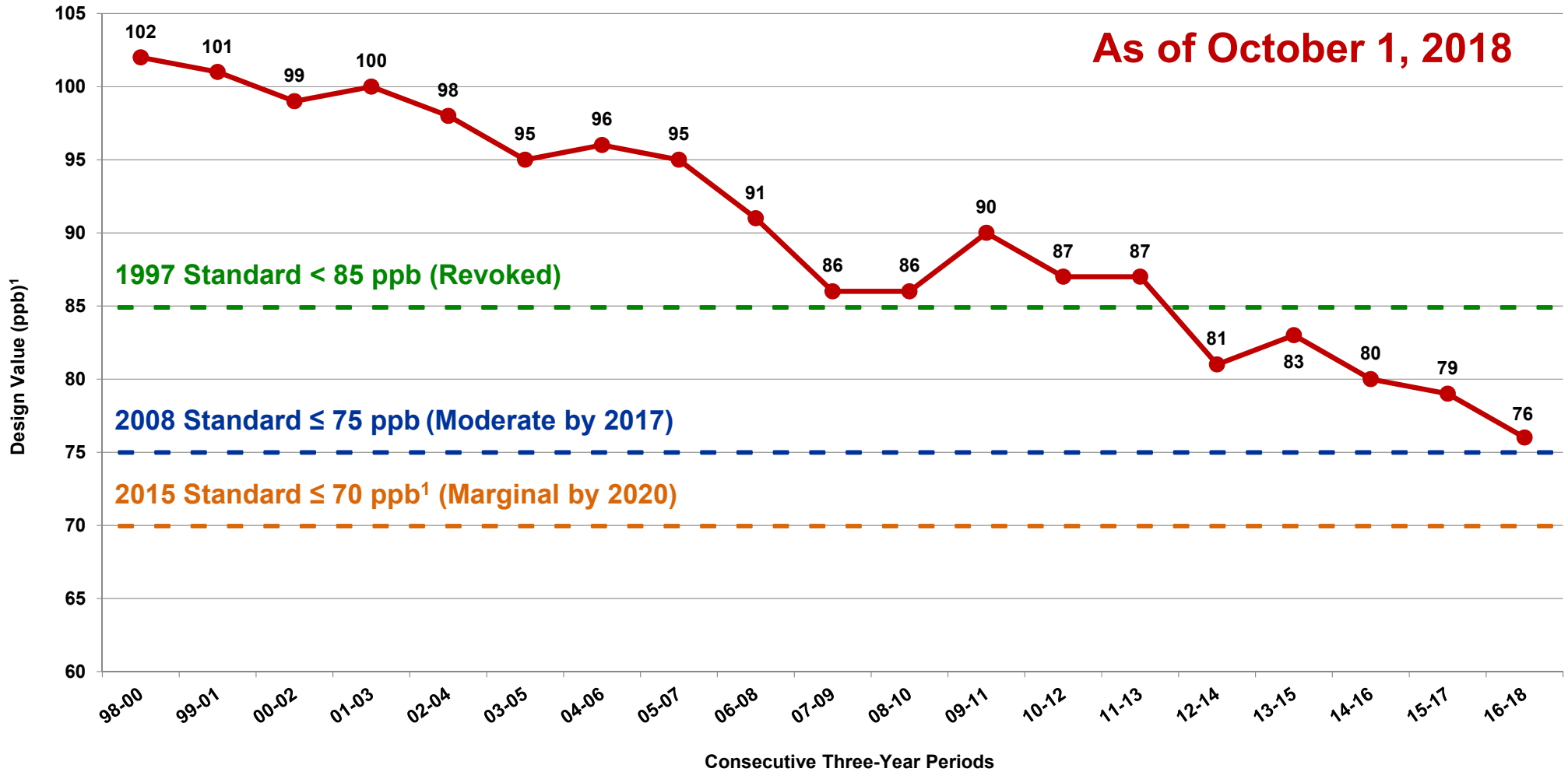


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

As of October 1, 2018



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

CONTACTS

General Air Quality:

Jenny Narvaez
Program Manager
(817) 608-2342
jnarvaez@nctcog.org

Outreach:

Whitney Vandiver
Communications Coordinator
(817) 704-5639
wvandiver@nctcorg.org



<http://www.nctcog.org/trans/air/ozone/index.asp>

<https://www.airnorthtexas.org/>

MINUTES

**Regional Transportation Council
PUBLIC MEETINGS**

Work Program Modifications

Public Transportation Agency Program of Projects

Implementation of Regional Veloweb Trail Corridors

Autonomous Vehicles 2.0

Public Participation Plan Update

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, Sept. 10, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 18; moderated by Amanda Wilson, Program Manager
2. Tuesday, Sept. 11, 2018 – 6:00 pm – Meadows Conference Center (Dallas); attendance: 8; moderated by Karla Weaver, Senior Program Manager
3. Wednesday, Sept. 19, 2018 – 6:00 pm – North Richland Hills Library (North Richland Hills); attendance: 5; moderated by Karla Weaver, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were 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 February 12, 2015. Staff presented information about:

1. Work Program Modifications – presented by Vickie Alexander
2. Public Transportation Agency Program of Projects – presented by Edgar Hernandez, NCTCOG and Angela Smith, Trinity Metro (Arlington); Allysha Mason (Dallas); Edgar Hernandez (North Richland Hills)
3. Implementation of Regional Veloweb Trail Corridors – presented by Kevin Kokes (Arlington); Karla Weaver (Dallas and North Richland Hills)
4. Autonomous Vehicles 2.0 – presented by Tom Bamonte (Arlington); Clint Hail (Dallas and North Richland Hills)

The NCTCOG public meetings were 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 meetings are available at www.nctcoq.org/input, and a video recording of the Arlington public meeting was posted at www.nctcoq.org/video.

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

Summary of Presentations

Summary of Work Program Modifications presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/UPWP-Pres.pdf>

Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/UPWP-Handout.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas: Administration and Management, Transportation Data Development and Maintenance, Short-Range Planning and Programming and Air Quality and Transit Operations, Metropolitan Transportation Plan, and Special Studies and System Operations.

The modifications presented address additional funding for data management, regional freight planning, land-use and transportation initiatives and air quality management. Over \$10 million in proposed funding adjustments as a result of NCTCOG's FY 2019 budget development is included. Text updates related to public involvement initiatives, demographic data and subarea studies, and local government assistance are also addressed.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in October. Final modifications will be submitted to the Texas Department of Transportation on October 26, 2018.

Public Transportation Agency Programs of Projects Arlington presentation:

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/POPsPres-9_10.pdf

Dallas and North Richland Hills presentation:

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/POPsPres-9_11-19.pdf

Handout 5307:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Handout-5307.pdf>

Handout 5310:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Handout-5310.pdf>

Handout 5337:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Handout-5337.pdf>

Handout 5339:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Handout-5339.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality.

Three urbanized areas, Dallas-Fort Worth, Denton-Lewisville and McKinney, are eligible to receive formula funds through the Programs of Projects. There are four federal funding

programs for the aforementioned areas: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. The Dallas-Fort Worth region receives approximately \$124.6 million in Federal Transit Administration (FTA) formula funds annually through the award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for a competitive Call for Projects as well as strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$107.9 million of the Programs of Projects funding for Fiscal Year 2018 was utilized by transit authorities. Of this \$107.9 million, 65 percent was utilized by Dallas Area Rapid Transit (DART), 16 percent by Trinity Metro and 5 percent by the Denton County Transit Authority (DCTA). The remaining 13 percent of funding was utilized by all other transit providers.

Core services provided by the Trinity Metro include fixed-route bus service, express service, paratransit bus service, the Trinity Railway Express and Molly the Trolley. There is a new and improved bus service in the west quadrant of Fort Worth, which includes new bus routes, later night service and twice the peak frequency on most routes. There are also new fare boxes on all buses, a new Trinity Metro website and new ADA accessible sidewalks and stops.

Future improvements for Trinity Metro will include 100 new bus shelters, new signage and information kiosks, extended service hours and changes to benefit ridership. Plans for new and improved bus service for various parts of Tarrant County and a new electric bus circulator for downtown areas are also on the horizon.

Implementation of Regional Veloweb Trail Corridors presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Regional-Veloweb.pdf>

A Regional Veloweb is a hierarchy of bicycle and pedestrian paths that connects various cities and counties. In November 2013, mayors from Arlington, Dallas, Fort Worth, Grand Prairie and Irving met at NCTCOG to commit to implementing a 64-mile Regional Veloweb alignment to connect their cities. Alignment for the Fort Worth to Dallas Regional Veloweb trail was included in Mobility 2020 in December 1996. A variety of funding sources have already been committed to 18.5 miles of trail. NCTCOG staff is requesting funding for 3.1 miles of trail from the Regional Transportation Council (RTC) in the fall of 2018.

Alignment for the Cotton Belt Regional Veloweb trail was included in Mobility 2020 in December 1996. In 2017 and 2018, NCTCOG, DART and local jurisdictions coordinated opportunities for environmental clearance, design and funding to construct high-priority trail sections. These high-priority sections include where DART is planning rail bridges and where trail and bridge construction is not feasible once the Cotton Belt Passenger Rail is active. NCTCOG staff is requesting funding for design and construction from the RTC in the fall of 2018. Design and construction is anticipated to begin in early 2019.

Proposed funding for the aforementioned regional trail implementations is approximately \$39 million. The RTC will take action on the funding in October 2018.

Automated Vehicles 2.0 presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/AV.pdf>

NCTCOG is working on several projects related to the Autonomous Vehicle 2.0 Program, including planning resources, deployment cost assistance and regional priority deployments.

NCTCOG staff will procure planners to assist public entities attracting or facing autonomous vehicle deployments. More than \$1.5 million in funding is needed for this particular initiative. Staff will also assist with funding for public entities hosting an AV deployment. More than \$10 million in funding will be used for this project. More than \$20 million will be utilized for AV deployments for uses not served by developers. The exact funding sources for each project area are still to be determined.

The Regional Transportation Council will take action on the Autonomous Vehicle 2.0 Program in October 2018.

Public Participation Plan Update presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/PublicParticipationPlan2018Update.pdf>

Draft Plan:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/PP-P-Doc.pdf>

The NCTCOG Public Participation Plan fulfills basic public involvement requirements established by federal law. The plan defines public involvement procedures and comment periods, outlines communications and outreach strategies, describes measures for diversity and inclusiveness, and provides a basis for evaluating outreach efforts. Public participation requirements are also outlined in legislation regarding transportation funding, civil rights, environmental justice and limited-English proficiency.

The NCTCOG Transportation Department utilizes a variety of strategies and tactics to engage members of the public, including hosting public meetings and online comment opportunities, producing newsletters, posting on social media, participating in community events, engaging the media and advertising in publications.

The Public Participation Plan was last updated in February 2015. Due to new federal regulations on stakeholders, new regional demographics and an increasing shift toward the use of technology, an update to the plan is needed to reflect said changes and trends. Proposed revisions include a revised stakeholder list, more efficient input opportunities, an increased emphasis on livestreaming, revised evaluation and reporting measures and an updated Language Assistance Plan.

The proposed plan update will keep the length of all public comment periods the same and allow for the continuation of recording public meetings for online posting. Proposed changes include eliminating the requirement for multiple public meetings, encouraging livestreaming of meetings whenever possible and recommends Unified Planning Work Program (UPWP) modifications to be posted online without a video summary.

The 45-day comment period for the Public Participation Plan update ends on October 24, 2018. The Regional Transportation Council will take action on the update in November 2018.

**ORAL COMMENTS RECEIVED AT MEETING
(Meeting location in parenthesis)**

Public Transportation Agency Program of Projects

Curtistene McCowan, Mayor of Desoto (Arlington)

A. Connectivity in Dallas and Ellis counties

Comment: It's critical to invest in connectivity in southwest Dallas and Ellis counties. We do not generally have public transportation in those areas. Additionally, we would also like to integrate biking and walking trails, as well.

Nicole Raphiel, Citizen (Dallas)

A. Funding for transit

Comment: I live in DeSoto, and we contract with STAR Transit. I want to understand how federal funding is utilized for transit.

Summary of response by Edgar Hernandez: STAR Transit utilizes a formula to pull federal funds, and there's a line item specifically for mobility management. However, it takes about a year for the formula funds to take effect. If you need more information on how much funding DeSoto will receive based on the formula, I can provide that to you.

Question: Are there any other funding opportunities?

Summary of response by Edgar Hernandez: You can express the need for transit to your city, and we can work with them to see if there are other pots of money available.

Summary of response by Karla Weaver: We did a study related to transit interest in Dallas, and there will be more public input opportunities related to it in the near future.

Candice Cogburn, Volunteer Now (Dallas)

Question: We're conducting some community efforts in Redbird. When will the study related to transit interest in Dallas be available?

Summary of response by Karla Weaver: The study will be scoped between the end of this year and early next year. It will most likely take about a year for the study to move forward.

Implementation of Regional Veloweb Trail Corridors

Chad Edwards, DART (Arlington)

A. Success of the Regional Veloweb

Comment: I would like to thank NCTCOG for all of their hard work on connecting biking and walking trails throughout the region.

Laura Grantham, Coldwell Banker (North Richland Hills)

A. Purpose of Cotton Belt bicycle and pedestrian trails

Question: What is the purpose of developing walking and biking trails along the Cotton Belt Corridor? Are you all hoping people use them for recreational purposes?

Summary of response by Karla Weaver: We're hoping people utilize the trails in a variety of ways. We work with cities to make them more of an amenity, but we hope they're used for economic development as well as a variety of other reasons.

Autonomous Vehicles 2.0

Travis Attanasio, City of Haslet (Arlington)

A. Autonomous vehicle grants

Question: Your presentation says respondents are eligible for grants. Where is the funding coming from?

Summary of response by Tom Bamonte: We are in the process of confirming funds and are committed to obtaining them as quickly as possible. We're working really hard to streamline the process and want to make sure these resources are available to all of our communities.

Nicole Raphiel, Citizen (Dallas)

A. Utilization of autonomous vehicles in smaller communities

Question: How are smaller communities utilizing autonomous vehicles?

Summary of response by Clint Hail: Communities are wanting to use them as a first-mile or last-mile connection. The long-term goal is connectivity to work hubs.

B. Economic value of autonomous vehicles

Question: What is the economic value of utilizing an autonomous vehicle?

Summary of response by Clint Hail: I think a lot of people struggle with their commute to work, and they rely on transit and need some sort of connection from their home to a particular transit service. A lot of businesses are also going to cities and telling them their employees have a real transportation issue. It can be a big concern for cities.

James Arnstein, Citizen (Arlington)

Question: How do autonomous vehicles relate to other NCTCOG initiatives?

Summary of response by Amanda Wilson: We're seeing a lot of autonomous vehicles that are also electric vehicles. Our air quality team promotes electric vehicles and their infrastructure. We will also receive funding from the Volkswagen Settlement. Volkswagen was caught cheating on their emissions testing, and the Texas Commission on Environmental Quality (TCEQ) put out a plan for how they want to spend the settlement money. The Regional Transportation Council is going to take action on Thursday to send comments to TCEQ for obtaining some of those funds for our region. Additionally, North Central Texas also serves as a Clean Cities Coalition.

Lauren Grantham, Coldwell Banker (North Richland Hills)

A. Purpose of autonomous vehicles

Question: How will autonomous vehicles be utilized?

Summary of response by Clint Hail: There are a lot of anticipated uses. One of the big topics right now is shared-use mobility. We're trying to see if there's a way we can provide people a means

of transportation that is cheaper than owning a vehicle. We also want to improve air quality and reduce congestion. There are dozens of recreational uses as well.

Question: Who is overseeing shared-use?

Summary of response by Clint Hail: The private sector does most of the heavy lifting, and the developers hold a lot of the responsibility. Public entities are still figuring out their role and wanting to create effective policies.

Other

Chad Edwards, DART (Dallas)

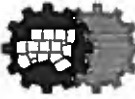
A. New demographics

Question: When will the next round of demographics be released?

Summary of response by Amanda Wilson: We'll have to get back to you with an answer. I think the Executive Board did approve a demographics update related to Mobility 2045. The next set of data released will most likely be the 2050 demographics.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Curtistene McCowan	Mayor, City of DeSoto	Increasing connectivity in the region	Attachment 1



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Crististene S. McCowan
 Organization City of Dallas BSW Partnership Mobility Committee
 Date 9/10/18
 Meeting Location NCTCOG Office, Arlington, TX

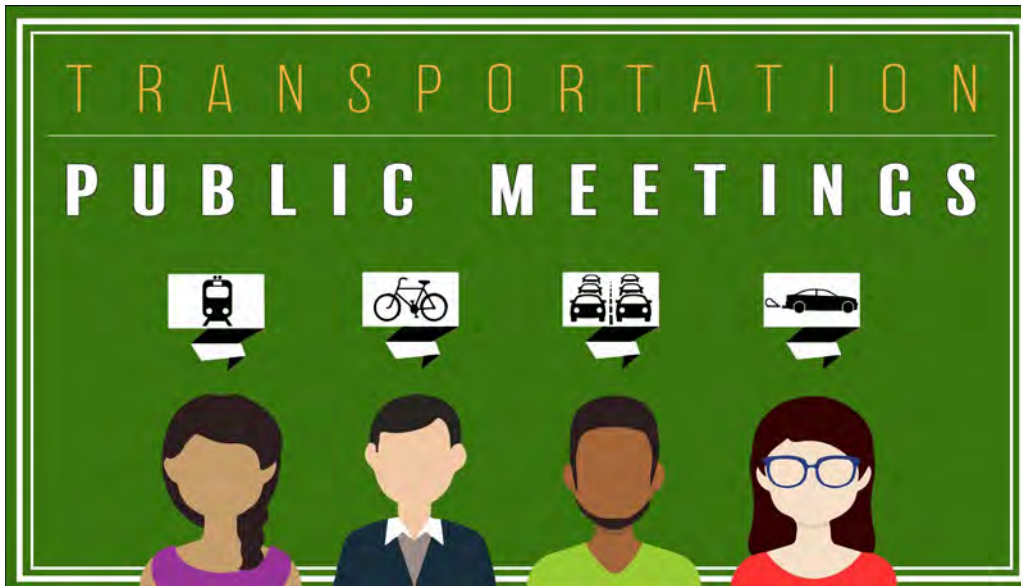
Please provide written comments below:

1) Moving forward, it is critical that more attention is given to connectivity ^{govern} between cities in SW Dallas ^{Counties} that ~~are~~ do not have public transportation

2) Increase efforts & funding to integrate trails in cities in SW Dallas & Ellis Counties

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

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



PRESENTATIONS

Target Setting for FAST Act Performance Measures

The Regional Transportation Council will be asked to adopt targets for certain federally required performance measures as part of a performance-based planning process. NCTCOG staff will present performance measures and potential targets for RTC consideration.

Auto Occupancy Rewards Program for Managed Lanes

The Regional Transportation Council's current Tolled Managed Lane Policy includes a provision for peak-period carpool discounts but requests an exploration of automated occupancy verification technology. Staff will present and seek comments on a new approach moving away from carpool discounts to a rewards program that would begin on tolled managed lanes and could be expanded throughout the region. This new approach would use a new mobile phone application to verify the number of occupants within a vehicle to determine eligibility for rewards.

Electric Vehicles Update

Electric vehicles are a quickly increasing mode of clean transportation, with global projections predicting over 30 percent of all vehicles will be electric by 2040. Staff will provide an update on the current electric vehicle market and available incentives in the North Texas region.

RESOURCES AND INFORMATION

EV Incentives

Several new electric vehicle makes and models are available in Texas. Visit www.dfwcleancities.org/evnt to see which ones qualify for a rebate. Additionally, you may also qualify for incentives through the AirCheckTexas program. Visit www.airchecktexas.org to see which vehicles are eligible.

ACT NOW!

You could be eligible for up to \$3,500 for your older vehicle! North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are at least 10 years old are encouraged to apply for assistance through the AirCheckTexas Program. For more information about ACT, visit www.airchecktexas.org or call 1-800-898-9103.

The Arlington meeting will be live streamed at www.nctcog.org/video (click on the "live" tab). A video recording of this meeting will also be posted online at www.nctcog.org/input.

MONDAY, OCT. 8, 2018

2:30 PM

North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

MONDAY, OCT. 15, 2018

6:00 PM

Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75080

THURSDAY, OCT. 18, 2018

6:00 PM

Fort Worth Central Library
500 W. Third St.
Fort Worth, TX 76102

For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*

To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the Oct. 8 meeting: 817-608-2365 or cbaylor@nctcog.org.

TRE CentrePort/DFW Airport Station
Arrival Options Oct. 8

Eastbound Train 1:49 pm

Westbound Train 1:31 pm



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Monday, August 20, through Wednesday, September 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 public meetings to discuss and receive feedback on the Public Participation Plan, implementation of Regional Veloweb Corridors, Work Program modifications, automated vehicles and the Fort Worth Active Transportation Plan.

Air Quality

Twitter

1. Ozone Action Day – DFW-area ozone on 8/22 is predicted to be at Level Orange, unhealthy for sensitive groups. <http://bit.ly/9nC9vy>



Promote electric vehicles more. They're perfect for the DFW area and the traffic jams we have. I've been driving pure electric vehicles for the last 6 years and it's great!
#DriveElectric @NissanElectric - Aaron Gleason (@aarchel822)

Aviation

Twitter

1. Families learn about aviation technology from @NCTCOGtrans and tour DFW Commemorative Air Force Museum #HealthySafeAndEngagedCommunity



Bicycle & Pedestrian

Twitter

1. We have a crosswalk!!! From our school to the park across the street!!! THANK YOU @NCTCOGtrans @KWeave1206 @CityofFortWorth 🎉🎉🎉 – plainy (@plainy)



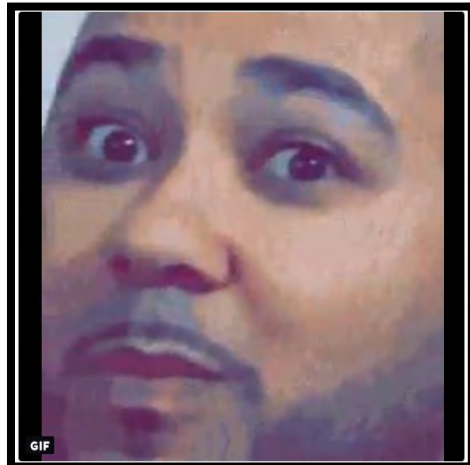
Electric Vehicles

Twitter

1. Hi, @RickMitchellWX, so we have this little event that's kind of a big deal on Saturday, from 10am - 1pm. We'll be celebrating National Drive Electric week at Grapevine Mills and there will be lots of electric vehicles on display. The weather's going to be great, right? Right?! – NCTCOGTransportation (@NCTCOGtrans)

....my 2011 Volt is super!! @ChevyElectric – Steve Kiester (@skiesterCFI)

Will we see you and your Volt tomorrow?! – NCTCOGTransportation (@NCTCOGtrans)



Not sure - got a busy day already planned - but who knows – Steve Kiester (@skiesterCFI)

Well, we'd love to have you join us! Even if it's briefly. 😊 – NCTCOGTransportation (@NCTCOGtrans)

Facebook

1. They're quiet, less expensive to operate and fun to drive. Experience electric vehicles for yourself on September 8 at Grapevine Mills. Visit www.DriveElectricDFW.org to learn more. #TexasEV #NDEW2018 #DFWCleanCities #Roadto200 – Good Morning Texas



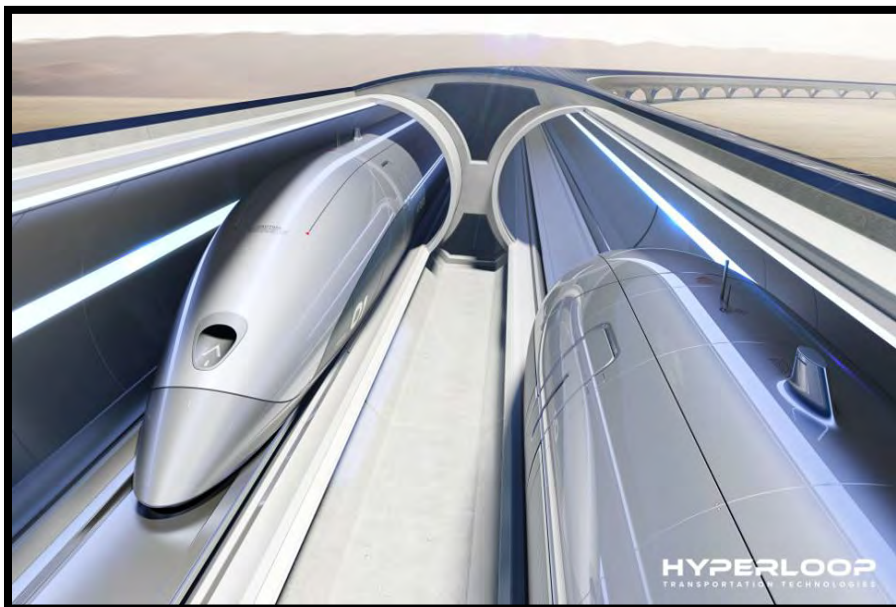
Innovative Vehicles & Technology

Facebook

1. Look at this everyone I'm so excited about this are y'all – John Robert Halliburton lii



2. "We wish to be a center of a technology change in transportation." – Transportation Director Michael Morris on the exploration of hyperloop technology in North Texas. <http://bit.ly/2CGMSfJ> – NCTCOG Transportation Department



Texas Department of Transportation The Lane Construction Corporation When will y'all start construction on the new rail lines I hope y'all will start by October – John Robert Halliburton lll

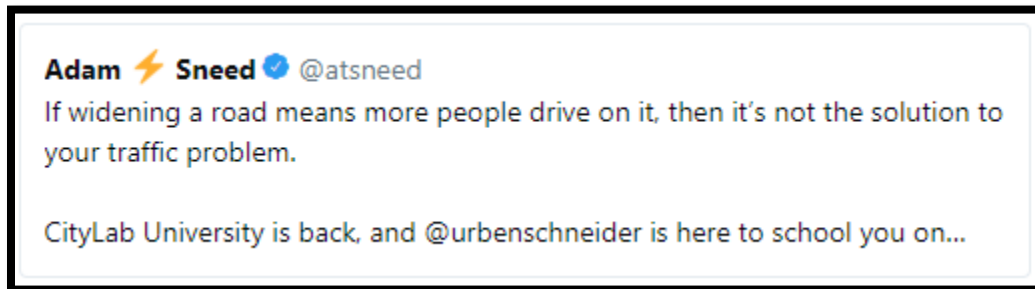
Wouldn't it be better to be at the center of a cultural change? There are reasons why folks have opted out of other forms of transit in the first place, and it's not just the lack of TOD. – Andy Richardson

Project Planning

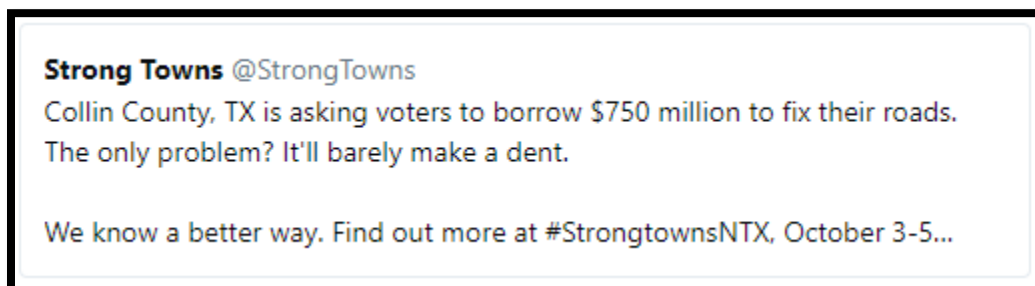
Twitter

1. One would think the good folks @NCTCOGtrans & @TxDOT would understand this.

But then you see the #Mobility2045 plan & see what the state funds, and there is a YUGE disconnect... – Loren S. (@txbornviking)



2. It's time for @TxDOT, @NCTCOGtrans, counties & cities to use do the math & explain to policy makers & citizens that we can't continue on this path. At VERDUNITY, we're doing this work. We hope you'll join us at the #StrongtownsNTX gathering (where @k_shepherd will be presenting)! – VERDUNITY (@VERDUNITY)



3. We agree strongly with this.

@CAMPOTexas @NCTCOGtrans @HGACmpo @AlamoAreaMPO – FarmAndCity (@FarmAndCity)

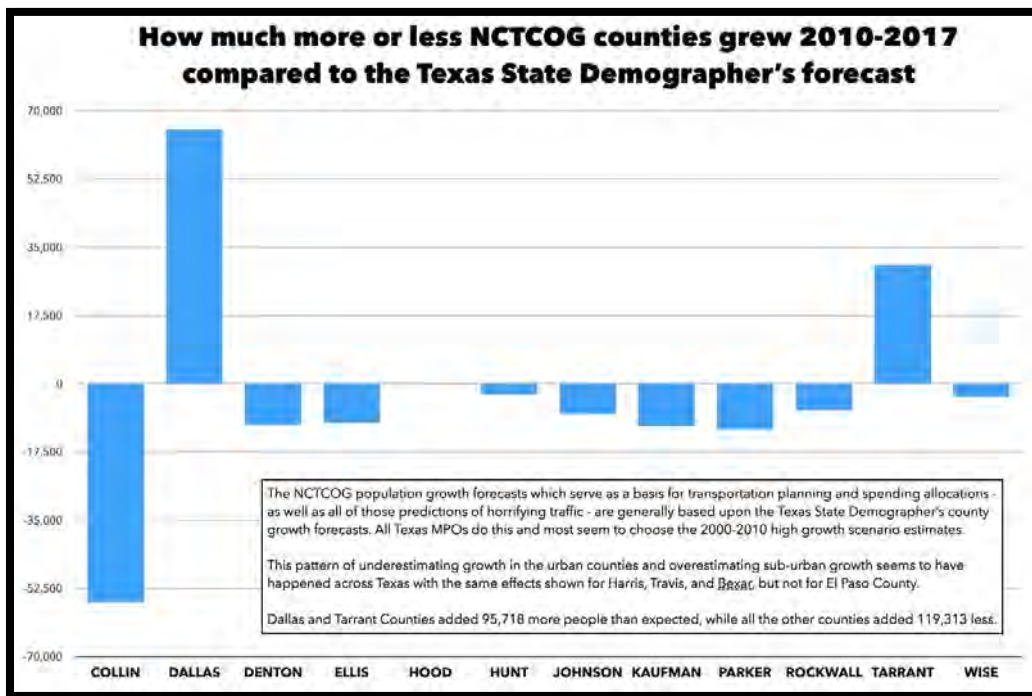
patrick kennedy @WalkableDFW

instead of showing here is how much growth will occur and here is where it will go then plugging it into a travel demand model, the RTC should be presented scenarios for pop growth, form of that growth, mode split targets, and the necessary infra investments for each scenario

[Show this thread](#)

Also to note: The TX State Demographer 2010 high-growth projections for counties (which all our MPOs basically use) seem to have systematically underestimated growth in urban counties & overestimated growth in sub-urban counties.

@CAMPOTexas @NCTCOGtrans @HGACmpo @AlamoAreaMPO



Email

1. Ms. Stephanie Wagner-Irvin

To whom it may concern:

I as a new resident to Texas for the last 4 years. Choose to move to Arlington, Texas due to it's growth and I also believed it would be convenient to be in between to 2 major cities Dallas and Fort Worth without actually living in them. I didn't want to live in the traffic congestion like in up north Dallas, Plano, Richardson area even though I looked there first.

But what I'm seeing now is the same congestion building in Arlington. Arlington in the gateway between Dallas and Fort Worth and the same for North and South traffic from Mansfield to Euless, Bedford, Grapevine, South Lake etc...

This was my biggest issue of why I left Arlington was NO PUBLIC TRANSPORTATION. I can not understand why this city wouldn't capitalize on public transportation. It can help bring revenue in from students, workers, people attending sports and entertainment events. I believe it is why they lost the Amazon deal. The facility was beautiful but they didn't listen to the client they wanted an area with public transportation so their workers could commute. I believe in the future they will lose the Cowboy stadium too to Frisco, Plano or maybe even Dallas this time. I truly believe if a rail system and bus system were in place traffic would improve with less congestions, accidents and deaths removing cars off the roads. I-20, I-30 and 360 are a nightmare. Having public transportation not just at the airport where no one can't get to but in the middle between I-30HWY and I-20HWY and buses North and South to get residents to HWY 30, 20 the Tre, airport, school, doctor appts, shopping and jobs etc.... Public transportation would also create jobs.

I come from Kansas city, Missouri and I was completely shocked to move to a state as large as Texas to find no public transportation in this area. Some of the reasons that I've heard was very concerning and offensive. Not wanting others from other surrounding cities to come into your city believing it would bring your property value down.

I hope this city can come into 21st century and plan for a better city and add public transportation and hopefully by 2025 a rail system in place.

This is just my observation and concerns for this beautiful, growing city.

2. Omar Venzor

Hello,

The previous travel demand model had lane capacity values referenced (pages attached). I'm trying to find if these values have been updated with the 2045 model, but cannot find them in the latest model. Can you direct me to someone who can help?

Omar,

Thank you for contacting the NCTCOG Transportation Department.

Kathy Yu is our Principal Transportation System Modeler and can answer any specific questions you might have related to the travel demand model.

I've copied her on this email.

Thank you,

Carli

Hello Omar,

Our model didn't change in the creation of the 2045 model run. Therefore, the lane capacity values that you referencematch those in the model used for the 2045 model runs.

Best regards,

Kathy Yu

Programs

Facebook

1. Congratulations to the Green Dallas Try Parking It Facebook Contest winner: Daniel T.! Daniel won a solar powered cell phone charger from Try Parking It.

Many thanks to everyone who entered and learned a little about Try Parking It. Set you your free account today so you can record carpooling over the holiday weekend:
www.tryparkingit.com

TPI is a ride-match and trip-logging program for NCT commuters. Participation will not only improve our air quality and decrease traffic congestion, but you also earn points to use towards rewards. The more active you are, the more prizes you can redeem. Take a chance on an alternative trip, you won't be disappointed!

NCTCOG Transportation Department – Green Dallas



Public Meetings & Forums

Twitter

1. A round table discussion with the big guys...#irvingsummit2018 @CityOfArlington @MayorAdler @NCTCOGtrans @CollinCountyGov @KaufmanTx @DallasCountyTx – Mosaic Strategy (@mosaic_sp)

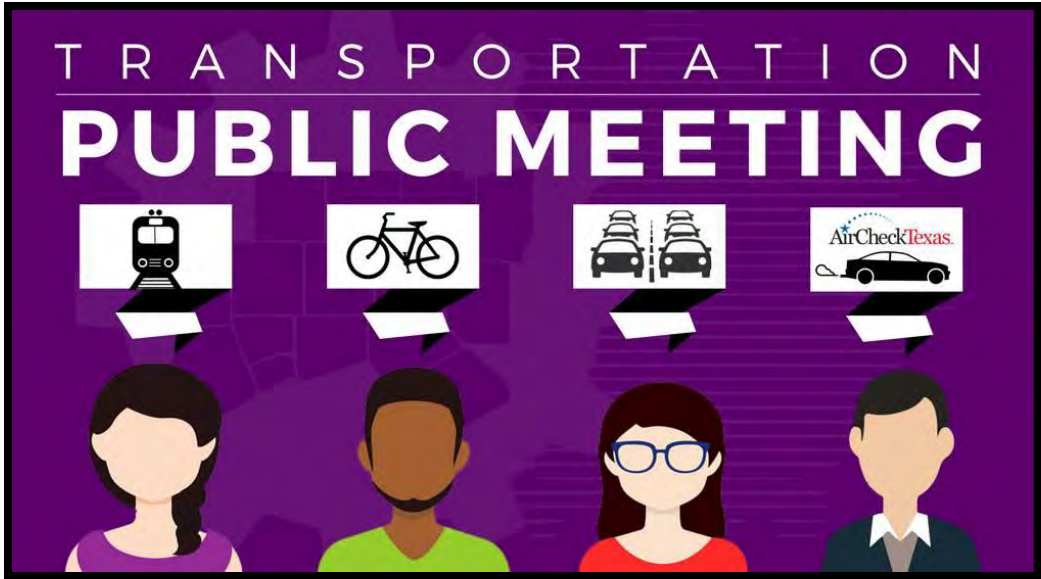


2. DALLAS -- #VWSettlement PUBLIC HEARING TODAY at 2 PM at the North Central Texas COG @NCTCOGtrans at 616 Six Flags Drive in ARLINGTON. Make sure your voice is heard about #EV Charging Station Locations & Texas Regional Funding. Check out what's a stake at: [https://txetra.org/dfw-presentation ...](https://txetra.org/dfw-presentation...) – Texas Electric Transportation Resources Alliance (@TxETRA_TX)



Facebook

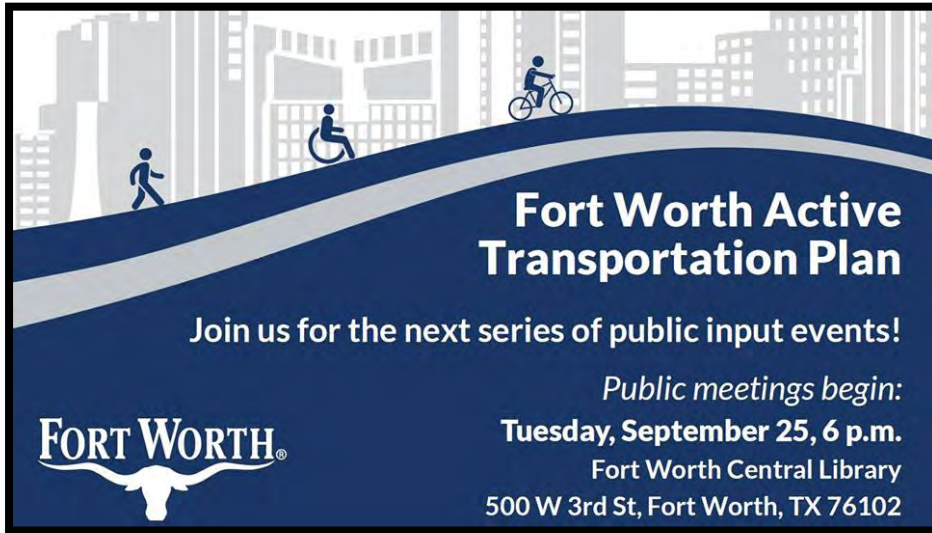
1. Want to make your voice heard? Mark your calendars for this meeting about transportation in North Richland Hills. – Community Table



2. The North Texas Council of Governments is holding public meetings regarding transportation this fall. The Dallas meeting will be held on Sept 11th. Follow the event link for more information. – Laura for Allen



3. Fort Worth folks, let us know how our draft network for biking and walking looks in the upcoming public meetings for the Active Transportation Plan. – Jeremy Williams



It sucks. 😊 – Trey Ingram

4. When we have are at the table our voices can be heard. Decide to be a part of the planning process that will go on with you or without you in North Texas.

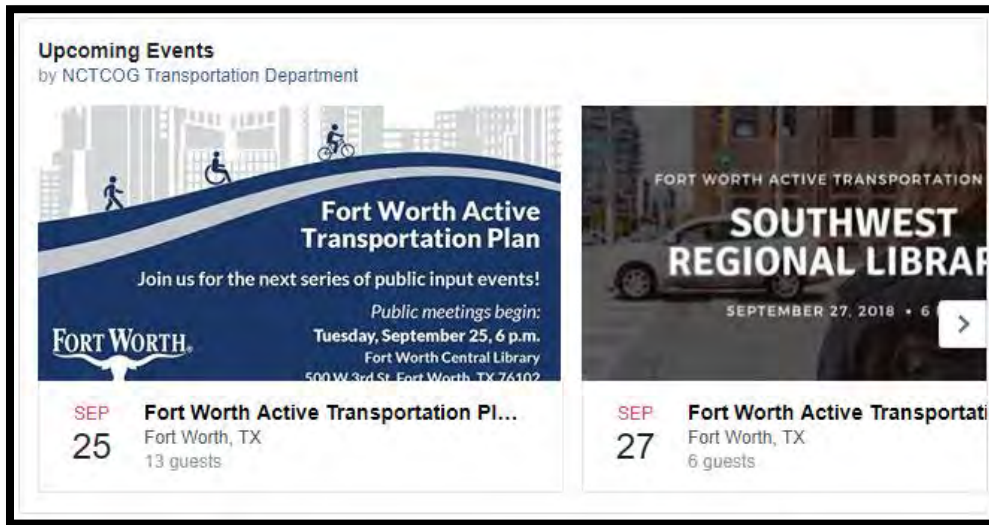
(1) Vision Planning with your voice or (2) Vision Planning without your voice - You choose. – Councilmember Nicole Raphiel



5. Action is the only way to bring about change. See you at one of the public meetings! – Bike Friendly Fort Worth



6. Check out these events hosted by NCTCOG! – Tarrant Transit Alliance



Other

Twitter

1. This is pretty cool- Dallas appears to have the highest traffic fatality rate in the nation. Shout out to our "friends" at @TXDOTDallasPIO & @NCTCOGtrans; we couldn't have suffered so many deaths without their help! 🙌🙌 – Wylie H Dallas (@Wylie_H_Dallas)

Jay Blazek Crossley @JayCrossley
 Replying to @CompletedStreet
 That was so cool when you said "Dallas' Vision Zero program".
 @Mike_Rawlings @PhilipTKingston @scottgriggdsal @AngelaHunt
 #VisionZero

2. And Dallas has the nation's 2nd most deadly transport system, thanks to @NCTCOGtrans ! – Wylie H Dallas (@Wylie_H_Dallas)

FarmAndCity @FarmAndCity
 Five Effective Responses to the Houston Region Being the Deadliest Transportation System in America farmandcity.org/?p=1112 #VisionZero
 @SylvesterTurner @amanda4houston @EdEmmett @RodneyEllis @dwr4hou
 @EllenCohen1 @Karla4Houston
 Show this thread

3. In 2017 the DFW area saw 695 fatal crashes, 168 in Tarrant County. – Fort Worth Urban (@UrbanFortWorth)

Streetsblog USA @StreetsblogUSA
 640 people are dying on average every year on Houston's roads. Staggering.
 This excellent @HoustonChron report points the...

- 695 Mothers
- Fathers
- Sons
- Daughters
- Cousins
- Aunts
- Uncles

Grandmothers

Grandfathers

Friends

There is a better way. @NCTCOGtrans & @TxDOT must reconsider their #autocentric priorities. – Loren S. (@txbornviking)

4. Similar conditions exist in Dallas. Complete and total abdication of responsibility by @NCTCOGtrans and @TxDOTDallasPIO. – Wylie H Dallas (@Wylie_H_Dallas)



Streetsblog USA @StreetsblogUSA

640 people are dying on average every year on Houston's roads. Staggering.

This excellent @HoustonChron report points the...



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

September 13, 2018

Texas Commission on Environmental Quality
Air Quality Division
Implementation Grants Section, MC-204
P.O. Box 13087
Austin, TX 78711-3087
ATTN: VW Settlement

Re: Comments Regarding Draft Beneficiary Mitigation Plan for Texas

Dear Chairman Niermann:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, attached are formal comments on the Draft Beneficiary Mitigation Plan (Plan) for Texas. The RTC appreciates the hard work completed by the Texas Commission on Environmental Quality (TCEQ) staff in developing the draft Plan and supports the goals laid out by the TCEQ. We are in agreement with several elements of the Plan, including:

- Requiring some match for all projects;
- Setting aside funding for statewide zero-emission vehicle infrastructure; and
- Dedicating 81 percent of funds for eligible mitigation actions in certain "priority areas" of the state to maximize impacts.

However, after review of the Plan, the RTC requests that certain items be revised as the Plan is finalized. These items are detailed in the enclosed policy paper and accompanying attachments. We appreciate the TCEQ's recognition of the important role that Councils of Governments and MPOs play, and the commitment to give particular weight to comments received from our organization along with our peers across the state.

The RTC wishes to convey our commitment to partnership with regard to implementation of these funds. We appreciate your consideration of these recommendations, and will schedule a meeting to discuss these points in the event you have any questions. In the meantime, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at the North Central Texas Council of Governments, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Gary Fickes
Chair, Regional Transportation Council
Commissioner, Tarrant County

LPC:ch
Enclosure

cc: Donna Huff, Director, Air Quality Division, TCEQ
Joe Walton, Manager, Implementation Grants Section
Steve Dayton, Technical Specialist, Implementation Grants Section
Chris Klaus, Senior Program Manager, NCTCOG

Regional Transportation Council Policy Paper Regarding Requested Changes to the Draft Beneficiary Mitigation Plan (Plan) for Texas as Released August 8, 2018

The Regional Transportation Council (RTC) requests the following be revised as the Plan is finalized.

1. Provide a Fair-Share Funding Allocation to the Dallas-Fort Worth (DFW) Area

The proposed funding allocation to the DFW Area, which is approximately \$29 million, is inexplicably low and should be modified to properly reflect an equitable distribution based on realistic expectations and technical data. The Texas Commission on Environmental Quality (TCEQ) lists the first two goals as reducing nitrogen oxides (NO_x) emissions in the areas most impacted by emissions, and reducing the potential for exposure of the public to pollutants. The Plan identifies a two-thirds to one-third division of funding between areas “close” to the ozone standard and the long-time ozone nonattainment areas. This proposal lacks sufficient technical details and ignores regional fair-share funding allocation. As the DFW Area is designated nonattainment for both the 2008 and 2015 ozone standards with a population of over 7 million persons, a higher allocation of funding to DFW is critical to meeting the stated goals of the TCEQ. The RTC previously recommended that the DFW Area receive approximately \$63 million of the Texas allocation, and stands by this original recommendation.

To aid the TCEQ’s fair-share technical assessment, the North Central Texas Council of Governments (NCTCOG) staff evaluated various metrics to determine if the original \$63 million request was valid. A summary of this evaluation is detailed in Attachment 1. This analysis shows that regardless of what metric is used to determine funding distribution across the state, the appropriate allocation to the DFW Area is far greater than what has been proposed. Thus, the RTC reiterates the need for a substantially higher allocation to the DFW Area and recommends a data-based, transparent explanation of methodology for geographic distribution in the final Plan.

2. Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds

The RTC reiterates our previous recommendation that the TCEQ allow Councils of Governments (COGs) to serve as third-party administrators of the Trust in their areas. Regional agencies add value by being more closely attuned to regional priorities and opportunities. Moreover, the NCTCOG houses the DFW Clean Cities Coalition, which focuses on working with fleets and is a natural conduit for connecting with potential applicants and leveraging national expertise on vehicle technologies eligible under the Plan. NCTCOG has also proven its abilities as a third-party administrator of Texas Emissions Reduction Plan (TERP) funds.

The RTC respects the TCEQ’s aggressive proposal to limit administrative costs to only four percent. We support the effort to maximize funding available for project implementation. Therefore, the RTC commits that if allowed to serve as a third-party administrator, the NCTCOG would not charge any administrative costs to the Mitigation Trust fund. All administrative costs would be paid through other funding sources available to NCTCOG, thus preserving 100 percent of the funds allocated to the DFW Area for project implementation.

3. Update Emission Calculation Methodology to Use Latest/Greatest Tools

The RTC recommends the TCEQ update its emissions calculation practices to other commercially available and user-friendly tools that provide more robust project analysis, rather than rely on the in-house TERP calculator that has been proposed. It is highly recommended that the TCEQ utilize the Argonne National Laboratory Alternative Fuel Life-Cycle Environment and Economic Transportation (AFLEET) Tool for quantification of all on-road vehicle projects. AFLEET includes adjustment factors for new diesel engines that reflect the higher emission rates at low speeds, based on the real-world research detailed in Attachment 2, and will also provide multi-pollutant emissions benefits. The Environmental Protection Agency's Diesel Emissions Quantifier (DEQ) tool is recommended for non-road projects, as it also provides multi-pollutant benefits.

TERP methodology is inadequate for two reasons. First, it only estimates impacts of a single pollutant, NO_x. While NO_x emissions are the focus of the Trust, multi-pollutant benefits should be quantified in order to provide a more holistic view of Mitigation Plan impacts. Second, and more importantly, TERP methodology relies on engine certification to determine emission rates. Numerous studies have shown that the newest, cleanest diesel engines emit NO_x at rates far higher than their certification levels under various conditions, especially when at low speeds. A sample listing of research projects on this topic is included as Attachment 2. Thus, relying on engine certification alone will underestimate the emissions of new diesel engines, and overestimate potential emissions reductions achieved. This not only delays progress in reaching attainment, but also has consequences for project selection. As the Volkswagen Settlement put much emphasis on all-electric technology, it is likely that submitted projects will include several all-electric projects, as well as other alternative fuels. These technologies typically cost more, but because they can achieve superior emissions reductions, have the potential to be competitive on a cost-effectiveness basis if real-world emissions expectations are considered. If a competitive evaluation is based only on certification data, the underestimation of new diesel emissions will likely result in a decision to award funding to a project that appears to be more cost-effective on paper only, at the expense of an alternative fuel vehicle project that would have achieved more emissions reductions. Ironically, the discrepancy between certified and real-world emissions rates is what led to the Volkswagen Settlement and development of the Mitigation Trust.

4. Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure

It is our understanding that for heavy-duty replacement or repower projects involving a new all-electric vehicle, both hydrogen refueling and electric recharging infrastructure are equally eligible to receive up to 60 percent funding as part of the project costs. The RTC supports this interpretation as it provides equity between multiple fuel types, within the constraints of the court settlement. However, we recommend that the TCEQ clarify this by adding a definition of "charging infrastructure" that specifies both hydrogen and battery-electric eligibility, similar to the definition of "All-Electric".

5. Quantify Cost Effectiveness Based Only on Mitigation Plan Funding

The RTC recommends that the TCEQ only consider the amount of Mitigation Plan funding requested for a project when calculating cost effectiveness. Applicants are likely to leverage Mitigation Plan funding with other sources to offset match requirements or to enable a smaller funding request that would make more expensive projects, such as those involving alternative fuels or infrastructure to support all-electric vehicles, more competitive on a cost-effectiveness evaluation. These projects should not be penalized for leveraging other funding sources to stretch limited dollars further.

Summary of DFW Area Fair-Share Allocation Under the Draft Beneficiary Mitigation Plan for Texas

Exhibit 1: Potential Fair Share Allocations to DFW Area Based on Various Metrics

Metric	DFW Area as % of Areas Originally Recommended by the Regional Transportation Council	DFW Area as % of Counties Proposed as Priority Counties by the TCEQ
Registered Violating Vehicles	32.77%	41.10%
Population	35.97%	41.21%
Vehicle Miles of Travel	38.82%	44.26%
NO _x Emissions	37.14%	42.66%
VOC Emissions	36.13%	40.76%
Heavy-Duty Diesel Vehicles Eligible for Replacement/Repower	34.04%	38.37%

Exhibit 2: Potential Fair Share Allocations to DFW Area Based on Various Metrics

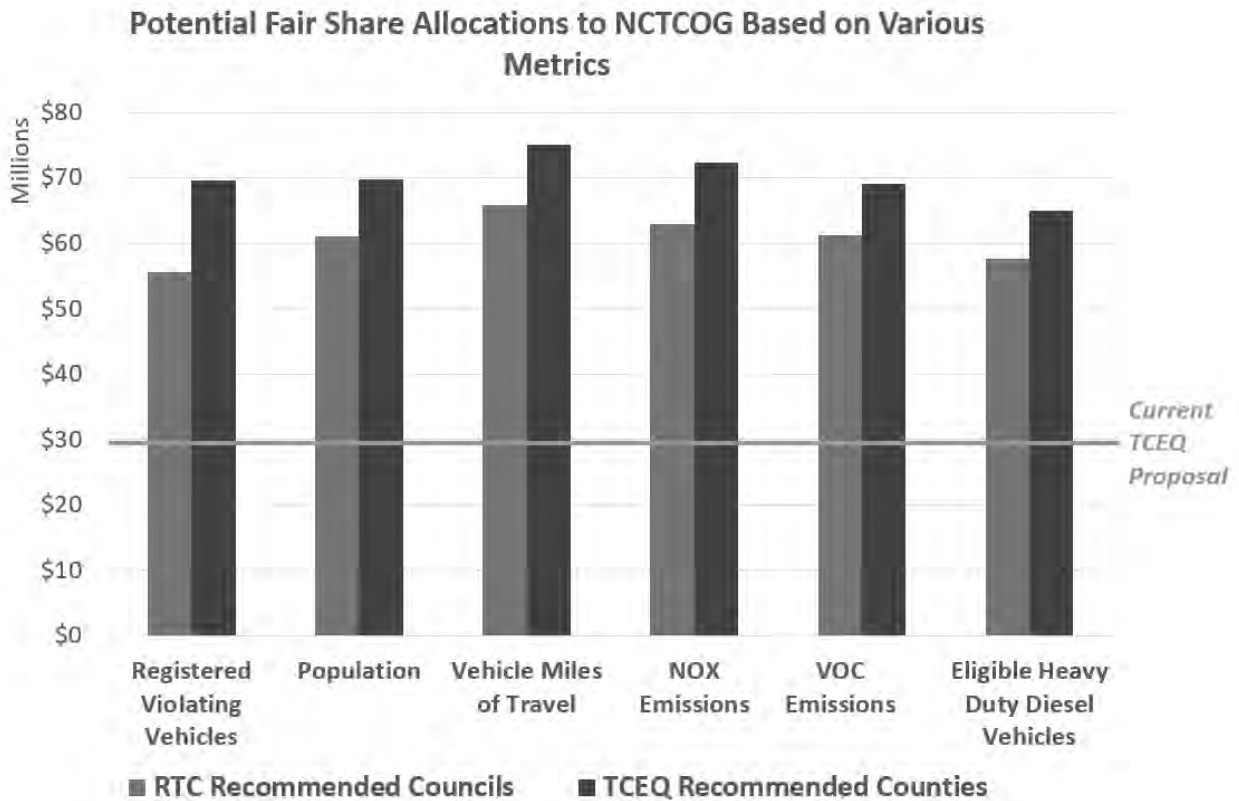
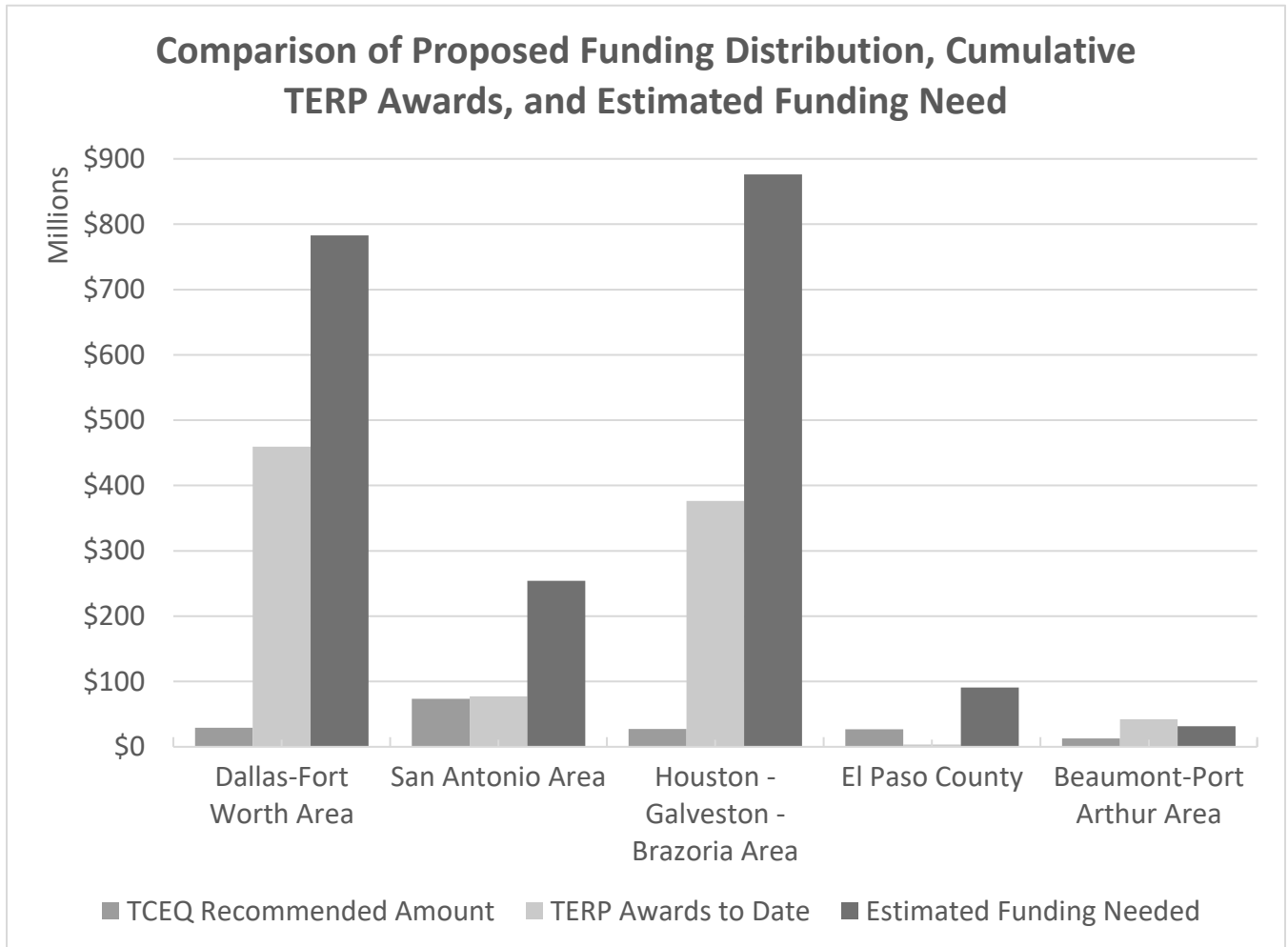


Exhibit 3: Estimated Distribution of Eligible Heavy-Duty Diesel Vehicles and Funding Need Among TCEQ-Proposed Priority Areas

Region	Estimated Number of Eligible Vehicles	Minimum Funding Need (in Millions)
Dallas-Fort Worth	21,340	\$782.8
San Antonio	6,877	\$254.2
Houston–Galveston-Brazoria	23,989	\$876.0
El Paso	2,475	\$90.6
Beaumont-Port Arthur	726	\$31.3

NCTCOG evaluated Department of Motor Vehicle Registration Data as of August 20, 2018 and identified potentially eligible heavy-duty diesel vehicles based on model year, gross vehicle weight, fuel type, and vehicle type. Minimum Funding Need is based on lowest estimated project cost identified by TCEQ in Table D.3 of the Draft Beneficiary Mitigation Plan for Texas, multiplied by the number of vehicles in each area of that type.

Exhibit 4: Comparison of TCEQ-Proposed Funding, Estimated Funding Needs from Exhibit 3, and Cumulative Texas Emissions Reduction Plan Funds Awarded from 2001-2017



Subset of Research Indicating that Heavy-Duty Diesel Engine Emissions Certification Levels are not an Accurate Indication of Real-World Emissions of Nitrogen Oxides (NO_x)

1. Seunju Yoon et al. "Comparison of NO_x Emissions from In-Use 2010 Technology Heavy-Duty Engines to Their Certification Standards." 25th CRC On-road Emissions Workshop, March 23-25, 2015, Long Beach, CA. California Air Resources Board (2015).
<https://www.arb.ca.gov/research/veh-emissions/onroad-nox/crc2015-nox.pdf>
 - Slide 14: "In-use NO_x emissions from 2010 diesel trucks were higher than the certification standard and the certification level NO_x."
2. Johnson, Kent et al. "Ultra-Low NO_x Natural Gas Vehicle Evaluation ISL G NZ." Center for Environmental Research & Technology, University of California Riverside (2016).
https://www.cert.ucr.edu/research/efr/2016%20CWI%20LowNOx%20NG_Finalv06.pdf
 - Section 1.2, page 11: "Although the 2010 certification standards were designed to reduce NO_x emissions, the in-use NO_x emissions are actually much higher than certification standards for certain fleets... For diesel engines low load duty cycles have a significant impact in the NO_x emissions... The cold start emissions were ten times higher than the certification standard and much higher than the corresponding hot start emissions... The main cause for the high NO_x emissions is low selective catalytic reduction (SCR) inlet temperatures resulting from low power operation."
3. Anenberg, Susan C. et al. "Impacts and mitigation of excess diesel-related NO_x emissions in 11 major vehicle markets." *Nature* 545 (2017). <https://www.nature.com/articles/nature22086>
 - Pages 467-471: "...across 11 markets, representing approximately 80 per cent of global diesel vehicle sales, nearly one-third of on-road heavy-duty diesel vehicle emissions... are in excess of certification limits."
4. Thiruvengadam, Arvind, et al. "Emission Rates of Regulated Pollutants from Current Technology Heavy-Duty Diesel and Natural Gas Goods Movement Vehicles. *Environ. Sci. Technol.* 49.8 (2015). <https://pubs.acs.org/doi/10.1021/acs.est.5b00943>
 - Pages 5236-5244: "The low percentage of activity SCR over the local and near-dock cycles contributed to a brake-specific NO_x emissions that were 5-7 times higher than in-use certification limit."
5. Quiros, David C. et al. "Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors." *Emission Control Science and Technology* 2.3 (2016)<https://link.springer.com/article/10.1007/s40825-016-0044-0>
 - Pages 156-172: "The ranking of certification NO_x emissions for the seven engines reported during engine-dynamometer-based certification was not maintained during real-world testing; for example, highway driving NO_x emissions were lower than certification values for some engine families and higher than certification values for others."
6. Center for Alternative Fuels, Engines, and Emissions, West Virginia University. In-Use Emissions and Performance Testing of Propane-Fueled Engines. (2017).
 - Summary Attached, courtesy of the Texas Propane Gas Association.

West Virginia University (WVU) In-Use Emissions and Performance Testing of Propane-Fueled Engines

West Virginia University performed a research program for PERC to establish exhaust emissions and performance characteristics of propane-fueled vehicles/engines through in-use testing methods in comparison to vehicles/engines fueled with other common transportation fuels. WVU used portable emissions measurement systems (PEMS) on each vehicle to collect the data (CO, CO₂, NO_x, and total hydrocarbon emissions) as they drove predetermined test routes using hot and cold starts. The Morgantown route consisted of city and highway driving, while the Stop and Go route simulated low speed operation and passenger pick up. The table below shows the specifications of the tested school buses.

Fuel	Propane (LPG)	Ultra-Low Sulfur Diesel
Vehicle	Blue Bird School Bus (6.8L, 10 Cylinder)	Blue Bird School Bus (6.7L, 6 Cylinder)
Model Year	2015	2014
Exhaust Aftertreatment	Three-Way Catalyst	Diesel Oxidation Catalyst, Diesel Particulate Filter, Selective Catalytic Reduction System

Pros: The approach to collect real-world data on specific propane-fueled vehicles/engines was robust and accurate. NO_x results are very favorable for propane.

Cons: The results are specific to the conditions of the test environment and differ from the requirements (e.g., temperature) for engine certification testing.

Noteworthy Results

- 96% NO_x reduction: Propane school bus vs. diesel school bus (stop-and-go route)
- >95% NO_x reduction: Propane school bus vs. diesel school bus (Morgantown route, cold start)
- >93% NO_x reduction: Propane school bus vs. diesel school bus (Morgantown route, hot start)
- >13% CO₂ reduction: Propane school bus vs. diesel school bus (stop-and-go route)

The findings from the WVU in-use tests of high NO_x emissions for heavy-duty vehicles are supported by other tests in literature. See “Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors” ([link](#)) and “Emission rates of regulated pollutants from current technology heavy-duty diesel and natural gas goods movement vehicles” ([link](#)).



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

September 13, 2018

The Honorable Sam Graves
U.S. House of Representatives
1135 Longworth HOB
Washington, DC 20515

Reference: Support for H.R. 5701

Dear Representative Graves:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support H.R. 5701, to establish an aviation maintenance workforce development pilot program. The North Central Texas Council of Governments' (NCTCOG) Transportation Department Aviation Program facilitates quarterly meetings with the Air Transportation Advisory Committee (ATAC). This Committee advises the RTC on regionally significant issues affecting the general aviation and heliport system. ATAC is comprised of airport managers, directors and other technical staff at general aviation airports in North Central Texas.

In 2012, NCTCOG launched an Aviation Careers website, www.nctaviationcareers.com, out of a widely recognized need for additional aviation workforce and to show students a path to a successful career in aviation. Subsequent implementation and outreach efforts have facilitated growth and enrollment at public aviation programs at the secondary and post-secondary levels in our region.

As you know, the US aviation industry is facing a workforce shortage that may hinder further growth and economic contribution. In North Central Texas alone, approximately 490 aerospace manufacturing and air transportation businesses employ more than 75,000 individuals. In-region purchases between them have a significant impact on the local economy, generating \$10.5 billion, according to a report authored by Loh-Sze Leung of Leung Consulting of Dallas, TX, for the Dallas-Fort Worth Regional Aerospace Consortium, in 2017. A key statement in that report asserts that "Neither employers nor education and workforce providers can afford to grow complacent based on the success of current programs, especially because workers will require new and increasingly more advanced skills as industries adapt to evolving technological innovations."

September 13, 2018

The passage of H.R. 5701 will help strengthen aviation maintenance workforce to fill the needs created by advancing technology workforce demands. If this measure becomes law, ATAC and NCTCOG will collaborate with regional aviation and aerospace stakeholders to support the initiatives identified in the Bill.

Thank you for your foresight and leading the way on such an important issue.

Sincerely,

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

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

EH:lk

cc: North Central Texas Congressional Delegation
Members of the Air Transportation Advisory Committee



North Central Texas Council Of Governments

September 19, 2018

The Honorable Linda Koop
Texas House of Representatives
300 North Coit Road, Suite 330
Richardson, Texas 75080

Dear Representative Koop:

As requested, attached are comments approved by the Regional Transportation Council regarding the Texas Commission on Environmental Quality's (TCEQ) Draft Beneficiary Mitigation Plan for Texas. These comments were provided to the TCEQ at their public hearing in Arlington on September 14, 2018. The TCEQ is accepting public comments through October 8, 2018.

The Draft Beneficiary Mitigation Plan for Texas summarizes how funds received from the Volkswagen State Environmental Mitigation Trust will be used. A minimum of \$209 million dollars is available to the State of Texas for projects that reduce nitrogen oxides in the environment.

Thank you for your continued support on transportation and air quality issues in the Texas Legislature. Please let me know if you have questions. I can be reached at cklaus@nctcog.org or (817) 695-9286.

Sincerely,

Chris Klaus
Senior Program Manager

CK:ch
Attachment



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

September 13, 2018

Texas Commission on Environmental Quality
Air Quality Division
Implementation Grants Section, MC-204
P.O. Box 13087
Austin, TX 78711-3087
ATTN: VW Settlement

Re: Comments Regarding Draft Beneficiary Mitigation Plan for Texas

Dear Chairman Niermann:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, attached are formal comments on the Draft Beneficiary Mitigation Plan (Plan) for Texas. The RTC appreciates the hard work completed by the Texas Commission on Environmental Quality (TCEQ) staff in developing the draft Plan and supports the goals laid out by the TCEQ. We are in agreement with several elements of the Plan, including:

- Requiring some match for all projects;
- Setting aside funding for statewide zero-emission vehicle infrastructure; and
- Dedicating 81 percent of funds for eligible mitigation actions in certain "priority areas" of the state to maximize impacts.

However, after review of the Plan, the RTC requests that certain items be revised as the Plan is finalized. These items are detailed in the enclosed policy paper and accompanying attachments. We appreciate the TCEQ's recognition of the important role that Councils of Governments and MPOs play, and the commitment to give particular weight to comments received from our organization along with our peers across the state.

The RTC wishes to convey our commitment to partnership with regard to implementation of these funds. We appreciate your consideration of these recommendations, and will schedule a meeting to discuss these points in the event you have any questions. In the meantime, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at the North Central Texas Council of Governments, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Gary Fickes
Chair, Regional Transportation Council
Commissioner, Tarrant County

LPC:ch
Enclosure

cc: Donna Huff, Director, Air Quality Division, TCEQ
Joe Walton, Manager, Implementation Grants Section
Steve Dayton, Technical Specialist, Implementation Grants Section
Chris Klaus, Senior Program Manager, NCTCOG

Regional Transportation Council Policy Paper Regarding Requested Changes to the Draft Beneficiary Mitigation Plan (Plan) for Texas as Released August 8, 2018

The Regional Transportation Council (RTC) requests the following be revised as the Plan is finalized.

1. Provide a Fair-Share Funding Allocation to the Dallas-Fort Worth (DFW) Area

The proposed funding allocation to the DFW Area, which is approximately \$29 million, is inexplicably low and should be modified to properly reflect an equitable distribution based on realistic expectations and technical data. The Texas Commission on Environmental Quality (TCEQ) lists the first two goals as reducing nitrogen oxides (NO_x) emissions in the areas most impacted by emissions, and reducing the potential for exposure of the public to pollutants. The Plan identifies a two-thirds to one-third division of funding between areas “close” to the ozone standard and the long-time ozone nonattainment areas. This proposal lacks sufficient technical details and ignores regional fair-share funding allocation. As the DFW Area is designated nonattainment for both the 2008 and 2015 ozone standards with a population of over 7 million persons, a higher allocation of funding to DFW is critical to meeting the stated goals of the TCEQ. The RTC previously recommended that the DFW Area receive approximately \$63 million of the Texas allocation, and stands by this original recommendation.

To aid the TCEQ’s fair-share technical assessment, the North Central Texas Council of Governments (NCTCOG) staff evaluated various metrics to determine if the original \$63 million request was valid. A summary of this evaluation is detailed in Attachment 1. This analysis shows that regardless of what metric is used to determine funding distribution across the state, the appropriate allocation to the DFW Area is far greater than what has been proposed. Thus, the RTC reiterates the need for a substantially higher allocation to the DFW Area and recommends a data-based, transparent explanation of methodology for geographic distribution in the final Plan.

2. Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds

The RTC reiterates our previous recommendation that the TCEQ allow Councils of Governments (COGs) to serve as third-party administrators of the Trust in their areas. Regional agencies add value by being more closely attuned to regional priorities and opportunities. Moreover, the NCTCOG houses the DFW Clean Cities Coalition, which focuses on working with fleets and is a natural conduit for connecting with potential applicants and leveraging national expertise on vehicle technologies eligible under the Plan. NCTCOG has also proven its abilities as a third-party administrator of Texas Emissions Reduction Plan (TERP) funds.

The RTC respects the TCEQ’s aggressive proposal to limit administrative costs to only four percent. We support the effort to maximize funding available for project implementation. Therefore, the RTC commits that if allowed to serve as a third-party administrator, the NCTCOG would not charge any administrative costs to the Mitigation Trust fund. All administrative costs would be paid through other funding sources available to NCTCOG, thus preserving 100 percent of the funds allocated to the DFW Area for project implementation.

3. Update Emission Calculation Methodology to Use Latest/Greatest Tools

The RTC recommends the TCEQ update its emissions calculation practices to other commercially available and user-friendly tools that provide more robust project analysis, rather than rely on the in-house TERP calculator that has been proposed. It is highly recommended that the TCEQ utilize the Argonne National Laboratory Alternative Fuel Life-Cycle Environment and Economic Transportation (AFLEET) Tool for quantification of all on-road vehicle projects. AFLEET includes adjustment factors for new diesel engines that reflect the higher emission rates at low speeds, based on the real-world research detailed in Attachment 2, and will also provide multi-pollutant emissions benefits. The Environmental Protection Agency's Diesel Emissions Quantifier (DEQ) tool is recommended for non-road projects, as it also provides multi-pollutant benefits.

TERP methodology is inadequate for two reasons. First, it only estimates impacts of a single pollutant, NO_x. While NO_x emissions are the focus of the Trust, multi-pollutant benefits should be quantified in order to provide a more holistic view of Mitigation Plan impacts. Second, and more importantly, TERP methodology relies on engine certification to determine emission rates. Numerous studies have shown that the newest, cleanest diesel engines emit NO_x at rates far higher than their certification levels under various conditions, especially when at low speeds. A sample listing of research projects on this topic is included as Attachment 2. Thus, relying on engine certification alone will underestimate the emissions of new diesel engines, and overestimate potential emissions reductions achieved. This not only delays progress in reaching attainment, but also has consequences for project selection. As the Volkswagen Settlement put much emphasis on all-electric technology, it is likely that submitted projects will include several all-electric projects, as well as other alternative fuels. These technologies typically cost more, but because they can achieve superior emissions reductions, have the potential to be competitive on a cost-effectiveness basis if real-world emissions expectations are considered. If a competitive evaluation is based only on certification data, the underestimation of new diesel emissions will likely result in a decision to award funding to a project that appears to be more cost-effective on paper only, at the expense of an alternative fuel vehicle project that would have achieved more emissions reductions. Ironically, the discrepancy between certified and real-world emissions rates is what led to the Volkswagen Settlement and development of the Mitigation Trust.

4. Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure

It is our understanding that for heavy-duty replacement or repower projects involving a new all-electric vehicle, both hydrogen refueling and electric recharging infrastructure are equally eligible to receive up to 60 percent funding as part of the project costs. The RTC supports this interpretation as it provides equity between multiple fuel types, within the constraints of the court settlement. However, we recommend that the TCEQ clarify this by adding a definition of "charging infrastructure" that specifies both hydrogen and battery-electric eligibility, similar to the definition of "All-Electric".

5. Quantify Cost Effectiveness Based Only on Mitigation Plan Funding

The RTC recommends that the TCEQ only consider the amount of Mitigation Plan funding requested for a project when calculating cost effectiveness. Applicants are likely to leverage Mitigation Plan funding with other sources to offset match requirements or to enable a smaller funding request that would make more expensive projects, such as those involving alternative fuels or infrastructure to support all-electric vehicles, more competitive on a cost-effectiveness evaluation. These projects should not be penalized for leveraging other funding sources to stretch limited dollars further.

Summary of DFW Area Fair-Share Allocation Under the Draft Beneficiary Mitigation Plan for Texas

Exhibit 1: Potential Fair Share Allocations to DFW Area Based on Various Metrics

Metric	DFW Area as % of Areas Originally Recommended by the Regional Transportation Council	DFW Area as % of Counties Proposed as Priority Counties by the TCEQ
Registered Violating Vehicles	32.77%	41.10%
Population	35.97%	41.21%
Vehicle Miles of Travel	38.82%	44.26%
NO _x Emissions	37.14%	42.66%
VOC Emissions	36.13%	40.76%
Heavy-Duty Diesel Vehicles Eligible for Replacement/Repower	34.04%	38.37%

Exhibit 2: Potential Fair Share Allocations to DFW Area Based on Various Metrics

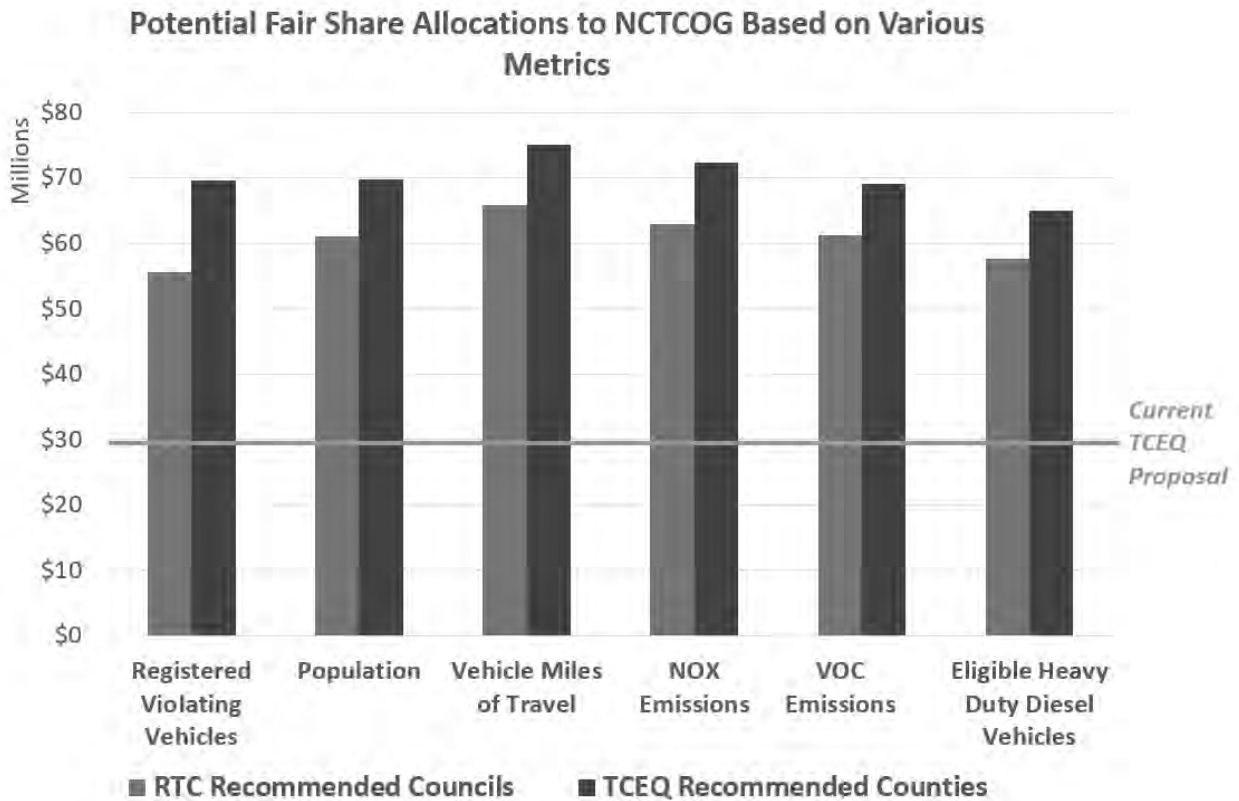
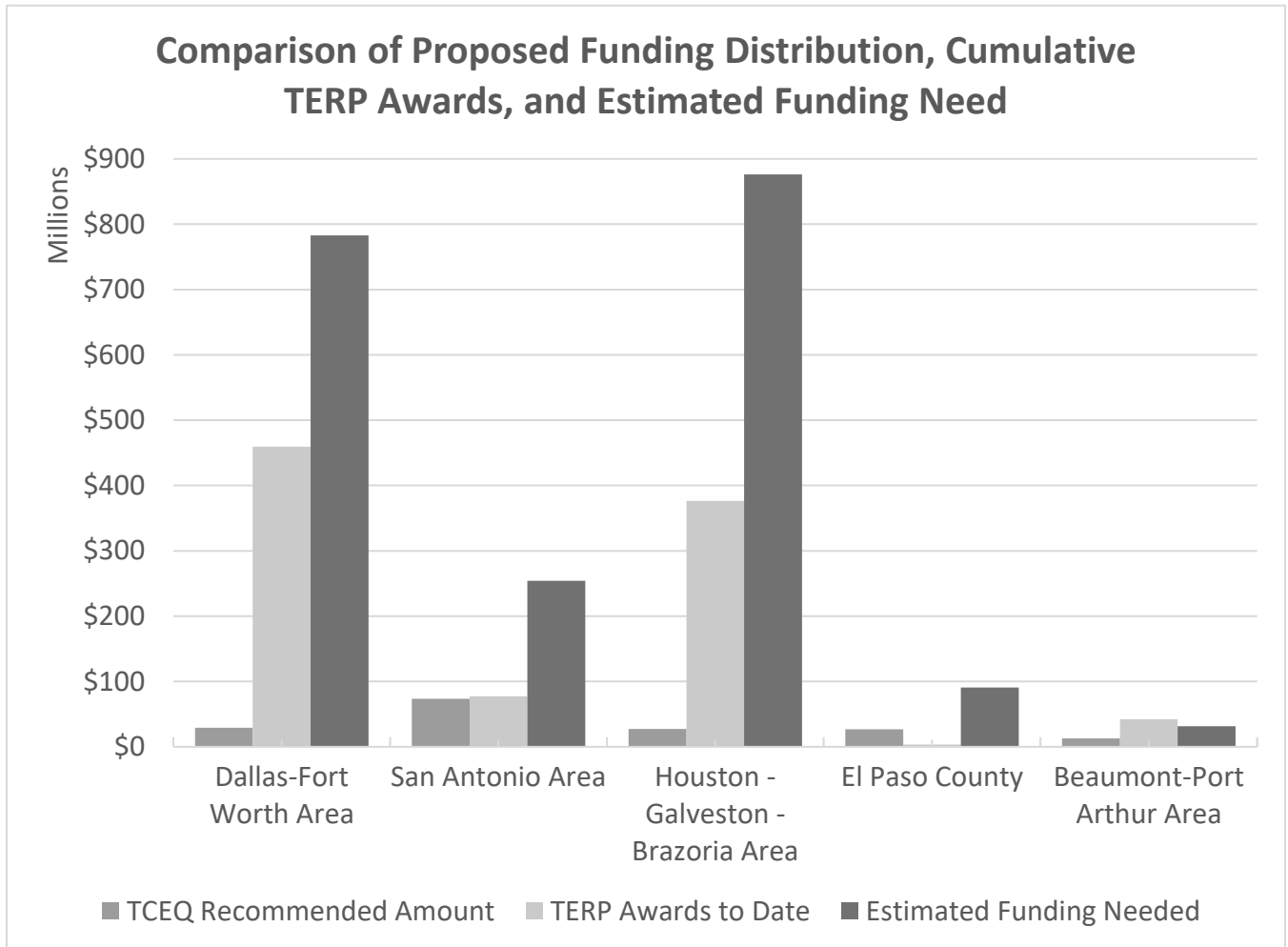


Exhibit 3: Estimated Distribution of Eligible Heavy-Duty Diesel Vehicles and Funding Need Among TCEQ-Proposed Priority Areas

Region	Estimated Number of Eligible Vehicles	Minimum Funding Need (in Millions)
Dallas-Fort Worth	21,340	\$782.8
San Antonio	6,877	\$254.2
Houston–Galveston-Brazoria	23,989	\$876.0
El Paso	2,475	\$90.6
Beaumont-Port Arthur	726	\$31.3

NCTCOG evaluated Department of Motor Vehicle Registration Data as of August 20, 2018 and identified potentially eligible heavy-duty diesel vehicles based on model year, gross vehicle weight, fuel type, and vehicle type. Minimum Funding Need is based on lowest estimated project cost identified by TCEQ in Table D.3 of the Draft Beneficiary Mitigation Plan for Texas, multiplied by the number of vehicles in each area of that type.

Exhibit 4: Comparison of TCEQ-Proposed Funding, Estimated Funding Needs from Exhibit 3, and Cumulative Texas Emissions Reduction Plan Funds Awarded from 2001-2017



Subset of Research Indicating that Heavy-Duty Diesel Engine Emissions Certification Levels are not an Accurate Indication of Real-World Emissions of Nitrogen Oxides (NO_x)

1. Seunju Yoon et al. "Comparison of NO_x Emissions from In-Use 2010 Technology Heavy-Duty Engines to Their Certification Standards." 25th CRC On-road Emissions Workshop, March 23-25, 2015, Long Beach, CA. California Air Resources Board (2015).
<https://www.arb.ca.gov/research/veh-emissions/onroad-nox/crc2015-nox.pdf>
 - Slide 14: "In-use NO_x emissions from 2010 diesel trucks were higher than the certification standard and the certification level NO_x."
2. Johnson, Kent et al. "Ultra-Low NO_x Natural Gas Vehicle Evaluation ISL G NZ." Center for Environmental Research & Technology, University of California Riverside (2016).
https://www.cert.ucr.edu/research/efr/2016%20CWI%20LowNOx%20NG_Finalv06.pdf
 - Section 1.2, page 11: "Although the 2010 certification standards were designed to reduce NO_x emissions, the in-use NO_x emissions are actually much higher than certification standards for certain fleets... For diesel engines low load duty cycles have a significant impact in the NO_x emissions... The cold start emissions were ten times higher than the certification standard and much higher than the corresponding hot start emissions... The main cause for the high NO_x emissions is low selective catalytic reduction (SCR) inlet temperatures resulting from low power operation."
3. Anenberg, Susan C. et al. "Impacts and mitigation of excess diesel-related NO_x emissions in 11 major vehicle markets." *Nature* 545 (2017). <https://www.nature.com/articles/nature22086>
 - Pages 467-471: "...across 11 markets, representing approximately 80 per cent of global diesel vehicle sales, nearly one-third of on-road heavy-duty diesel vehicle emissions... are in excess of certification limits."
4. Thiruvengadam, Arvind, et al. "Emission Rates of Regulated Pollutants from Current Technology Heavy-Duty Diesel and Natural Gas Goods Movement Vehicles. *Environ. Sci. Technol.* 49.8 (2015). <https://pubs.acs.org/doi/10.1021/acs.est.5b00943>
 - Pages 5236-5244: "The low percentage of activity SCR over the local and near-dock cycles contributed to a brake-specific NO_x emissions that were 5-7 times higher than in-use certification limit."
5. Quiros, David C. et al. "Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors." *Emission Control Science and Technology* 2.3 (2016)<https://link.springer.com/article/10.1007/s40825-016-0044-0>
 - Pages 156-172: "The ranking of certification NO_x emissions for the seven engines reported during engine-dynamometer-based certification was not maintained during real-world testing; for example, highway driving NO_x emissions were lower than certification values for some engine families and higher than certification values for others."
6. Center for Alternative Fuels, Engines, and Emissions, West Virginia University. In-Use Emissions and Performance Testing of Propane-Fueled Engines. (2017).
 - Summary Attached, courtesy of the Texas Propane Gas Association.

West Virginia University (WVU) In-Use Emissions and Performance Testing of Propane-Fueled Engines

West Virginia University performed a research program for PERC to establish exhaust emissions and performance characteristics of propane-fueled vehicles/engines through in-use testing methods in comparison to vehicles/engines fueled with other common transportation fuels. WVU used portable emissions measurement systems (PEMS) on each vehicle to collect the data (CO, CO₂, NO_x, and total hydrocarbon emissions) as they drove predetermined test routes using hot and cold starts. The Morgantown route consisted of city and highway driving, while the Stop and Go route simulated low speed operation and passenger pick up. The table below shows the specifications of the tested school buses.

Fuel	Propane (LPG)	Ultra-Low Sulfur Diesel
Vehicle	Blue Bird School Bus (6.8L, 10 Cylinder)	Blue Bird School Bus (6.7L, 6 Cylinder)
Model Year	2015	2014
Exhaust Aftertreatment	Three-Way Catalyst	Diesel Oxidation Catalyst, Diesel Particulate Filter, Selective Catalytic Reduction System

Pros: The approach to collect real-world data on specific propane-fueled vehicles/engines was robust and accurate. NO_x results are very favorable for propane.

Cons: The results are specific to the conditions of the test environment and differ from the requirements (e.g., temperature) for engine certification testing.

Noteworthy Results

- 96% NO_x reduction: Propane school bus vs. diesel school bus (stop-and-go route)
- >95% NO_x reduction: Propane school bus vs. diesel school bus (Morgantown route, cold start)
- >93% NO_x reduction: Propane school bus vs. diesel school bus (Morgantown route, hot start)
- >13% CO₂ reduction: Propane school bus vs. diesel school bus (stop-and-go route)

The findings from the WVU in-use tests of high NO_x emissions for heavy-duty vehicles are supported by other tests in literature. See “Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors” ([link](#)) and “Emission rates of regulated pollutants from current technology heavy-duty diesel and natural gas goods movement vehicles” ([link](#)).



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

September 24, 2018

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

Dear Mr. Bass:


This letter is a follow up to my September 19, 2018, correspondence (attached) regarding the establishment of performance targets for the CMAQ Traffic Congestion measures. I committed to providing you the Dallas-Fort Worth Metropolitan Planning Organization's (MPO) proposed targets for the % Non-SOV Travel performance measure by today. Federal regulations require the State and MPO to be in agreement and report the same targets for this performance measure. Our proposed targets for your consideration are as follows:

Percent of Non-SOV Travel Federal Performance Measure

Region		Baseline* (2012-2016)	2020 Target (2016-2020)	2022 Target (2018-2022)
Dallas - Fort Worth - Arlington Urbanized Area	TxDOT Proposed	19.60%	19.21%	19.01%
	MPO Proposed	19.50%	19.90%	20.20%

*The MPO Baseline number is based on 2012-2016 American Community Survey (ACS) 5-year data. The MPO proposes to use this Baseline number as the source data for TxDOT's number is unclear. The MPO targets are based on a regional trend line of 5-year estimates data.

Please advise if the Texas Department of Transportation is in agreement with our proposed targets. If you have any questions or comments, please feel free to contact me at (817) 695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

KK:al

- 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



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

September 19, 2018

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

Dear Mr. Bass:

This letter is in response to your June 21, 2018, letter (attached) to the Federal Highway Administration (FHWA) establishing required performance measure targets.

Under 23 CFR 490.105(d)(2), the State and the Metropolitan Planning Organization (MPO) must establish a "single urbanized area target" for the two CMAQ Traffic Congestion Measures: 1) % Non-SOV Travel and 2) Annual Hours of Peak Hour Excessive Delay per capita. Further, the regulations provide that the State and MPO "shall agree" on such targets and the reporting of such targets must be identical. See 23 CFR 490.105(e)(8)(iii)(B) and 490.105(f)(5)(iii)(B).

As the MPO for the Dallas-Fort Worth urbanized area, we are in agreement with the attached target for the Annual Hours of Peak Hour Excessive Delay performance measure. However, we are not in agreement with the attached targets for the % Non-SOV Travel performance measure. We will provide you with our proposed targets, with the goal of reaching consensus, no later than September 24, 2018.

If you have any questions or comments, please feel free to contact me at (817) 695-9241.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael Morris, P.E.
Director of Transportation

KK:al

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



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

OUR VALUES: *People • Accountability • Trust • Honesty*

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			
			<15%
% 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			
NO₂O₂	NO_x	2,410.80	2,892.96
	VOC	499.72	599.67
HCAC	NO_x	403.22	806.44
	VOC	267.86	535.72
El Paso	CO	580.24	891.11
	PM 10	0.97	13.71
Statewide NO _x	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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The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

September 26, 2018

Mr. Jose Campos
Intermodal Team Leader
Federal Highway Administration
Texas Division
300 East 8th Street, Rm 826
Austin, TX 78701

Mr. Michael Leary
Director, Planning and Program Development
Federal Highway Administration
Texas Division
300 East 8th Street, Rm 826
Austin, TX 78701

Dear Mr. Campos and Mr. Leary:

We received your September 7, 2018, correspondence from Division Administrator Al Alonzi regarding our desire to go to the Federal Highway Administration headquarters to resolve the US 75 improvements. We originally requested a meeting on August 20, 2018, in the correspondence I signed to the Division Administrator.

We are anxious to resolve this issue as soon as possible. It has been over one month since our initial correspondence with little progress to date. Please provide a status report on how you are doing since we are scheduling other meetings within the US Department of Transportation during the same trip.

Attached is our August 20, 2018, correspondence and your September 7, 2018, letter. 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 style with a large, sweeping flourish at the end.

Michael Morris, P.E.
Director of Transportation

MM:al
Attachments

cc: Achille Alonzi, Division Administrator, FHWA, Texas Division
Barbara Maley, Air Quality Specialist/Transportation Planning Coordinator, FHWA, Texas Division
Donald Davidson, Office of US Representative Sam Johnson
Ryan Ethington, Office of US Representative Pete Sessions
Mo Bur, P.E, District Engineer, TxDOT Dallas



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

September 7, 2018

300 E. 8th Street, Rm 826
Austin, TX 78701
(Tel) 512-536-5900
(Fax) 512-536-5990
www.fhwa.dot.gov/txdiv

In Reply Refer To:
HDA-TX

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

Dear Director Morris:

Thank you for your letter of August 20 regarding pursuit of an administrative resolution to your US 75 proposal and the next steps to achieve approval of concept. We are working with our Headquarters office to identify appropriate staff and available dates and will be in contact with you and your staff to arrange for such a meeting.

If you have questions, please contact Jose Campos (512) 536 5932 or Mike Leary (512) 536-5940.

Sincerely,

Achille Alonzi
Division Administrator

Cc: Jose Campos, FHWA
Barbara Maley, FHWA
Donald Davidson, Office of US Representative Sam Johnson
Ryan Ethington, Office of US Representative Peter Sessions
MO Bur, P.E., Dallas District Engineer, Texas Department of Transportation

RECEIVED

SEP 10 2018

TRANSPORTATION



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

August 20, 2018

Mr. Al Alonzi
Division Administrator, Texas Division
Federal Highway Administration
300 East 8th Street, Rm 826
Austin, Texas 78701

Dear Administrator Alonzi:

Thank you for the assistance you have provided to advance the technology lanes on US 75. At our last briefing on the subject, we discussed the North Central Texas Council of Governments staff taking the lead to work with our Congressional delegation to pursue a legislative fix that would allow all drivers to use the existing HOV lane as a technology lane during the peak periods. The Congressional coordination has occurred, and I have been asked to pursue a resolution administratively.

The concept of the technology lanes on US 75 has advanced a bit since our last discussion. A pilot program is underway on automated occupancy detection for tolled managed lanes. During the pilot program, we discovered that providing the 50 percent discount to HOV drivers could be integrated into a regional program to provide rewards at least equal to the current discount amount to HOV drivers on the tolled managed lanes. This was a long-term goal which could be expedited and extended to HOV drivers on the proposed US 75 technology lane. We believe this addresses prior concerns that HOV and SOV drivers must be treated differently in order to open the technology lane to SOV drivers.

We would like to request a meeting with Federal Highway Administration headquarters to discuss the US 75 technology lanes proposal and next steps to achieve approval from FHWA. This is not a meeting that we are requesting Texas Division staff to attend, but we understand there is protocol when requesting such meetings. Please advise us of the names of FHWA staff you feel it would be best for us to meet with. If it is appropriate for you to request the meeting, we would appreciate that assistance. If we should coordinate the meeting directly, we would be happy to do so and stand ready to proceed in the most appropriate manner.

Again, thank you for your assistance with this project. We look forward to your recommendation of how to proceed in getting FHWA approval of technology lanes on US 75. Please feel free to contact me with any questions or recommendations 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 style with a large, looped "M" and "M".

Michael Morris, P.E.
Director of Transportation

AW:clh

cc: Jose Campos, FHWA
Barbara Maley, FHWA
Donald Davidson, Office of US Representative Sam Johnson
Ryan Ethington, Office of US Representative Pete Sessions
Mo Bur, P.E., Dallas District Engineer, Texas Department of Transportation



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

October 1, 2018

Michael Morris
Director of Transportation
North Central Texas Council of Governments
PO Box 5888
Arlington, TX 76005-5888

RE: Dallas Area Rapid Transit – Transit Asset Management Plan

Dear Mr. Morris:

In accordance with the FTA requests for transit agencies to share their Transit Asset Management Plan with their Metropolitan Planning Office, we have enclosed the DART TAM Plan. The purpose of this plan is to provide a clear picture of the assets owned by DART, their condition, and the processes DART follows to maintain a State of Good Repair. This plan is in full compliance with the Federal Transit Administration (FTA) regulations for transit asset management - Regulations (CFR) Title 49 Parts 625 and 630.

In addition, you will find the executed Accountable Executive Statement. If you need any further information feel free to contact the DART liaison to NCTCOG, Chad Edwards.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary C. Thomas", with a long horizontal flourish extending to the right.

Gary C. Thomas
President// Executive Director

c: Karina E Maldonado, Senior Transportation Planner, NCTCOG
DART Executive Management Team
Chad Edwards

Dallas Area Rapid Transit (DART) Transit Asset Management/State of Good Repair Policy

Overview

Dallas Area Rapid Transit (DART) has designated the President / Executive Director as the Accountable Executive to ensure necessary resources are available to carry out the Transit Asset Management Plan. As that accountable executive, I understand those responsibilities and given the basic management tenet that accountabilities flow downward throughout the DART organization, I will work with the entire DART executive team to ensure this plan is carried out across all modes of transportation services for which DART is the primary service provider. Additionally, this includes the Trinity Railway Express (TRE), the commuter railroad jointly owned and operated between DART and the Fort Worth Transportation Authority (FWTA).

DART has developed the Transit Asset Management Plan (TAMP) to provide safe and reliable transportation services throughout the Northeast Texas region in full compliance with the 2016 revisions contained in 49 CFR Parts 625 and 630 as it applies to effective management of DART assets and maintaining those assets in a state of good repair (SGR), as defined by these regulations.

SGR Management

The DART governing board adopted financial planning parameters that include the annual adoption of a twenty-year financial plan forecasting revenues and expenses to support operating the myriad of services, systems capital expansion and asset replacement, limitations of operating costs escalation and administrative cost ratio increases; formulas for escalation of future capital programs; establishment of reserve funding for asset maintenance (SGR) and replacement; and, periodic asset condition assessments for validation of funding reserves.

These financial planning parameters set forth the foundation for the ongoing balance and recalibration of revenues, capital systems expansion, operating costs, and asset condition/replacement. This process has allowed DART to meet the challenge of both maintaining the current assets in a state adequate to provide existing services and meet its commitments to the community for further expansion of our regional transportation network.


Asset Management Approach

The key elements of this TAMP will include:

- A comprehensive asset inventory and management process;
- An asset condition assessment;
- Refinement of the existing project prioritization process;
- Forecasting of the financial capacity to support the long range state of good repair requirements; and,
- State of good repair targets, goals and objectives by asset class

TAM Responsibilities

DART's Senior Management Team (SMT) is responsible for providing leadership in continuing to promote effective asset management principles, the state of good repair of all DART assets and the key elements of the TAMP.

for 

Gary C. Thomas
President / Executive Director
Dallas Area Rapid Transit

6/30/2017

Date

Companies Vie to Bring Hyperloop Tube Travel to Texas

Startups want to make super-fast transit a reality in the Lone Star State, among others.

Sept. 4, 2018
By Sharon Jayson, Contributor
U.S. News

AUSTIN, Texas — Transportation planners in Texas are taking a leap into the future as a new form of mass transit with a buzzy name and just enough of a futuristic vision takes root in the Lone Star State.

"It's not a train. It's not an airplane. It's somewhere in between," says Dirk Ahlborn, CEO and co-founder of Hyperloop Transportation Technologies, one of a handful of startups seeking to make super-fast travel via the science fictionesque Hyperloop model a commercial reality.

Hyperloop technology would use magnetic levitation to power floating pods carrying people or goods in low-pressure sealed tubes and trim travel time over hundreds of miles from hours to mere minutes. It's on a fast path to reality in a rapidly growing state where there's a lot of ground to cover. Think Dallas to Fort Worth – more than 30 miles – in slightly more than six minutes, or a quick trip midway to Arlington – in three minutes.

"There's great excitement with regard to the possibility of Hyperloop within the Dallas/Fort Worth region," says Michael Morris, director of transportation for the area's planning body for mobility improvement and reduction of vehicle emissions. "We wish to be a center of a technology change in transportation."

This ultra-high-speed form of innovative travel is by no means ready for a close-up – or passengers. Federal regulations require environmental and feasibility studies, mechanical issues or safety concerns can create delays, construction can take years, and getting through the red tape involved in acquiring land for the route are all obstacles that Hyperloop must overcome.

Along with other forms of new transportation – autonomous and self-driving technology, aerial transit reminiscent of "The Jetsons" and micro-mobility such as dockless bikes and scooters – Hyperloop faces plenty of tests and trials ahead, says global transportation expert William Riggs, an assistant professor of management at the University of San Francisco.

"This is a hugely disruptive period of mobility," he says. "We're seeing basically a revolution."

Texas isn't the only spot in the U.S. where Hyperloop is being explored. Hyperloop projects are in various stages: In Colorado and Missouri, feasibility studies are to be completed this fall. Colorado's 360-mile project would connect Denver with Vail, Pueblo and Cheyenne. Missouri is focused on the corridor between Kansas City and St. Louis. In Ohio, a feasibility study and environmental impact statement connecting Columbus, Chicago and Pittsburgh (similar to the studies slated to begin in Texas) will wrap up by mid-2019, while another proposed route would run from Cleveland to Chicago. Around the world, Hyperloop is moving forward in China, Europe, Eastern Europe, India and the Middle East.

Although it's uncertain where the first Hyperloop in the U.S. might be, Riggs says Texas may not have a strategic advantage but may well have a political advantage.

"If there's a political will and an excited force in the policy realm, that can incite the public," he says.

Morris' Arlington-based North Central Texas Council of Governments and its policy planning body, the Regional Transportation Council (RTC), later this year will set in motion an environmental study of the Dallas-Arlington-Fort Worth corridor and a feasibility study of a proposed Hyperloop route connecting the Dallas-Fort Worth area with Austin through Waco and Temple-Killeen and as well as San Antonio and Laredo, which borders Mexico.

RTC set aside funding for a feasibility study that, in addition to Hyperloop, includes high-speed rail similar to systems in Europe and Asia.

The DFW region of the state is expected to grow by 4 million residents to a total of 11.2 million within 25 years. Population estimates released in March from the U.S. Census show the Dallas-Fort Worth-Arlington metropolitan area's 146,000-resident increase last year was the largest growth of any metro area in the country. That same data also show six of the top 10 largest-gaining counties were in Texas: Bexar, Collin, Dallas, Denton, Harris and Tarrant. Hyperloop's potential route would include all of them.

A possible route of approximately 640 miles that connects Houston, as well as Dallas, Austin, San Antonio and Laredo – dubbed the Texas Triangle – was among the top 10 Hyperloop proposals chosen worldwide by Los Angeles-based Hyperloop One, another of the companies seeking to bring the technology to the masses. Last year, the company rebranded as Virgin Hyperloop One, after British billionaire Richard Branson's Virgin Group invested in the company.

Dan Katz, director of the company's global public policy and North American projects, says Virgin Hyperloop One has "long looked at Texas as a really fertile ground for Hyperloop."

"It's a very large state with pretty vast distances between metro areas that are densely populated. It's kind of perfect territory for Hyperloop to link one area to another and create a more seamless environment through the state," he says. "It really changes the game and interconnects all the different centers across Texas going from individual metropolitan areas to really an economic mega-region."

Katz says officials in Texas, like in other states collaborating with Virgin Hyperloop One, view the Hyperloop project as somewhat of a race.

"A lot of these different places we're talking to – they do want to be first. They made that clear to us," he says. "There's a lot of process involved. We're seeing government agencies doing smart things to unlock the process and make a Hyperloop system possible."

While tech entrepreneur Elon Musk initially proposed the Hyperloop concept in 2013 as a way to alleviate traffic and move people and goods focused on connecting Los Angeles and San Francisco, other companies took up the challenge.

"He proposed it in 2013 and we started, literally, two weeks afterward," Ahlborn says of Hyperloop Transportation Technologies, which has signed agreements to build China's first Hyperloop system in its Guizhou province. The company has commercial agreements with Abu Dhabi in the United Arab Emirates and Ukraine.

Ahlborn's company, along with Virgin Hyperloop One and Musk's infrastructure and tunnel-construction enterprise called the Boring Company, are among a handful of startups that jumped into this unofficial race to create a commercially viable Hyperloop system. Along with these three major California-based contenders, California-based Arrivo, Canada's TransPod and ET3 of Colorado have entered the fray, each with a nuanced version of Hyperloop.

The Boring Company did not respond to media requests for an interview.

Virgin Hyperloop One set up shop north of Las Vegas and in December reached speeds of up to 240 miles per hour, with a goal of 600 miles per hour. Musk's pod had reached 220 miles per hour a few months before, in August 2017, at his test track near his SpaceX headquarters in Hawthorne, California. Hyperloop Transportation Technologies has announced it will construct a test track in France.

Despite the positivity expressed by these startups, Hyperloop isn't without its challenges. As companies test the technology, they have to create a system that's safe, physically comfortable for customers, cost-efficient and financially feasible for its operators and riders. The current tests haven't included passengers, and, from what the companies suggest, it may be years before that happens. While many of the companies say early- to mid-2020s is a goal for a commercial passenger system, consultant Riggs isn't convinced.

"There's a notion that Hyperloop is the one technology that will rule them all," he says. "But given the vast infrastructure costs, aerial and non-rail terrestrial routes may be able to outcompete technologies like Hyperloop in price to consumers. At the end of the day, if consumers aren't willing to pay the price for a trip, it's not a viable, large-scale technology and Hyperloop may only be for the hyper-rich."

Still, Riggs says studies, such as those slated for Texas, should move forward.

"It's worth studying from feasibility standpoint – which a lot of cities are doing – but my hypothesis is that if you look at it from a benefit to cost standpoint, the cost outweighs the benefit," he says.

Even though all of the companies working on Hyperloop technology are clear on what such transportation could mean for the future, it's also clear that Hyperloop is a worldwide experiment unfolding in stops and starts. Ahlborn says it's a plus that several companies are working on the same idea.

"In the end, it's a good thing that the more you have, the more likely everyone is passionate to bring this to light. We all benefit," he says. "If we fail, someone else will do it right."

Steven Duong, the Dallas-based lead consultant for the winning Texas Hyperloop proposal, says "there's not a playbook on how this process plays out. It's very exploratory because we're entering uncharted waters," he says. "Everyone realizes we're all exploring this together."

Sharon Jayson is a journalist in Austin, Texas. A native Texan, she was a USA Today staff reporter in McLean, Virginia, and later in Austin.

<https://www.usnews.com/news/best-states/articles/2018-09-04/companies-vie-to-bring-speedy-hyperloop-technologies-to-texas>

Editorial: Texas needs to hand its drivers a new cellphone use law

September 4, 2018
FORT WORTH STAR-TELEGRAM

We've all seen it: The light turns green but the guy ahead of us doesn't move — until he lifts his head from looking at his cellphone.

Or the car ahead of you on the four-lane highway wanders in and out of its lane. You seize the opportunity to zip past and see the driver on her cellphone.

Like the rest of America, we Texans love our cars and our cellphones.

Unfortunately, the combination threatens to kill us.

Texas enacted a ban on texting and driving on Sept. 1, 2017, to try and reduce the risk. But we believe the law is ineffectual and nearly unenforceable.

Texas should follow the lead of 16 other states and allow only hands-free use of cellphones by drivers.

Arlington had a law that only allowed hands-free cellphone use by drivers that was in effect from 2012 to 2017. Police officers there wrote about 400 citations to violators during that time. But in the year since the looser law took effect, they have written only three citations.

Lt. Christopher Cook said the drop in citations is because it's next to impossible to prove that someone police see using a cellphone is texting rather than using other cellphone functions that are allowable under the law.

Although it is clear hands-free laws do get drivers to let go of their cellphones, we admit that research offers a mixed bag on whether hands-free laws reduce accidents.

A 2014 analysis by the Highway Loss Data Institute showed that states that enacted hands-free laws did not see a decrease in crashes reported to insurance companies. But research by Dr. Alva O. Ferdinand at the Texas A&M School of Public Health showed states with bans on texting and driving saw fewer people in the hospital and fewer people killed in accidents due to distracted driving.

Many variables are involved in accidents, including whether drivers are honest about whether they were on their phones. That makes the effects of hands-free laws difficult to measure.

But it simply makes sense that you are more likely to be a safe driver when you can put both hands on the wheel.

We are generally loathe to endorse government intrusion into how we live our lives. But, in this case, our lives may depend on it.

<https://www.star-telegram.com/opinion/editorials/article217644250.html>

Name-calling, tensions growing as Prosper and McKinney weigh U.S. 380 solutions

Sept. 6, 2018

Written by Nanette Light, Staff Writer
Dallas Morning News

Absent new information about a divisive plan to relieve traffic "hell" on U.S. Highway 380, tensions and name-calling have ratcheted up in Collin County.

One of the latest broadsides came from a Keller Williams agent at a recent McKinney City Council meeting. In his comments, he called Prosper residents "flat-earthers" because of their opposition to a suggested bypass route that would cut through a piece of their town to avoid McKinney homes and businesses.

Some residents were upset by Jerry Nelson's remarks and concerned about the perception that the real estate giant might be trying to sway plans for a potential route. Residents passed around video of Nelson's comments on Facebook, LinkedIn and by email.

But officials say they're not worried. Prosper Mayor Ray Smith chuckled at the flat-earther comment.

"As an elected person, you got to have a sense of humor," he said. "If you don't, you will be offended quite often."

Prosper wouldn't be affected much by the state's official draft proposals to relieve congestion on U.S. 380 as part of a feasibility study. The potential alignments either run along the current highway or create a bypass highway east of Custer Road, with some options bisecting the Tucker Hill neighborhood in McKinney.

But those proposals haven't sat well with some McKinney property owners. The neighborhood's development company threw a contentious wrinkle into the debate when it circulated a plan that would run a bypass west of Custer into part of Prosper.

That idea has been met with rebukes from Prosper residents and its town council. They said at a packed town hall this summer that moving the road near them would hinder development in their fast-growing town.

Smith said both cities are fighting to do what is best for their communities and residents.

"You get emotions taken out of it, maybe there's a solution there," Smith said.

But the emotions are running high. Prosper residents don't like the idea of McKinney dumping a highway on them. Some McKinney residents unaffected by the possible routes have told their neighbors to suck it up because they knew the risks when they bought their homes and businesses. And those who will be potentially affected retort that they never anticipated a high-speed road cutting through their neighborhood.

During a McKinney council meeting, Nelson upped the ante when he called Prosper residents "flat-earthers" for not supporting the west-of-Custer option.

"We're asking TxDOT cut through Prosper, cut through the ranch land, don't go up 380 and cause a tremendous amount of problems," he said.

Nelson, who started his comments by saying he represented Keller Williams, later clarified that the opinions were his own and said in an interview that he's sorry he made the remarks.

Keller Williams said in a statement that the company does not have a position on the project and has asked Nelson to publicly apologize.

But the realty franchise is a tenant at an office building owned by Jack Harvard, who also owns a stake in Keller Williams Realty McKinney North Collin County. Harvard has proposed an alternative route that also runs west of Custer Road and would save existing businesses — including possibly his office space — and higher-density neighborhoods of McKinney.

Harvard said he's personally not in favor of widening the existing U.S. 380. But he denies that his personal interests are a motivation. He said the county needs more roads to keep up with growth, but they ought to be built in less developed areas.

"Keller Williams represents everybody, and they sell houses and they don't get involved in politics," Harvard said. "That doesn't mean I, as a person, don't have opinions."

Collin officials have declared the road a necessity because the county is expected to double in size before 2030 and surpass the individual populations of Dallas and Tarrant counties by reaching 3.5 million residents by 2050.

County Judge Keith Self said upgrading U.S. 380 is the county's No. 1 priority. Voters will decide on the Nov. 6 election ballot whether to pay for \$750 million in transportation improvements.

City leaders have said they're at a standstill on a U.S. 380 solution for now. The transportation department plans to hold additional public meetings Oct. 4, 9 and 11 to discuss potential alignments.

McKinney's City Council has yet to take a firm stance on the route options. McKinney Mayor George Fuller said what he knows for sure is that driving on 380 now "is hell" and will only get worse. He said council members plan to discuss the alignments at an upcoming work session this month, and hopefully will come to a consensus.

Fuller said he understands people's passion when their homes and livelihood are at stake. But he said city leaders are waiting on more information from TxDOT and could revise the city's preferences in the future.

"There's a whole lot of positions being taken with a whole lot of information missing," he said.

Ultimately, Fuller said he will support measures that mitigate the negative impact on McKinney. But if a bypass route is favored over an expansion, Fuller personally prefers the unofficial west-of-Custer option.

Fuller said he's received emails from people threatening to campaign against the county's bond if McKinney leaders do not support their position — whether for a bypass option or for widening existing U.S. 380.

"I don't say this without understanding the impact," the mayor said. "If my home, my family was there, and all of the sudden there's this potential of a freeway in my backyard, God, that would be horrible."

<https://www.dallasnews.com/news/collin-county/2018/09/05/name-calling-tensions-growing-prosper-mckinney-weigh-us-380-solutions>

Benchmark study finds DCTA top-heavy

Sep 7, 2018
Peggy Heinkel-Wolfe
Denton Record-Chronicle

A new report that compares DCTA with its peer agencies shows incoming President Ray Suarez may have his work cut out for him.

The Texas A&M Transportation Institute found the Denton County Transportation Authority top heavy compared with its peers, using about two dozen common measures for public transit groups. DCTA's regular bus system compared well on most measures, but the rides dispatched "on demand" did not. In addition, the analysts said they could not perform a full analysis on the A-train since so few transit systems run like DCTA — but the rail system, too, fell short.

"We're still working through the details of the study and will determine next steps when appropriate," said DCTA spokeswoman Adrienne Hamilton in an email.

She said that Suarez would not be available for comment for another week. He takes the reins on Sept. 14.

Commissioned in response to public criticism of the agency's administrative costs, the analysis has not been discussed publicly. The 46-page report was provided to the agency in March along with 30 slides for a public presentation. The Denton Record-Chronicle obtained a copy of the analysis through an open records request.

The analysts used 2011-16 data to benchmark DCTA services against 22 peer agencies in Texas and around the country, such as River Bend Transit in Iowa and the Valley Transit District in Connecticut.

The benchmarks showed that DCTA has higher costs per passenger for both the A-train and its on-demand rides, putting its economic performance below average among peer agencies. DCTA also has more administrative staff, and fewer maintenance staff, compared with its peers.

It's important to note that the 15-year-old agency never ranked at the bottom in any of the benchmark measures, but DCTA's on-demand ride service ranked lowest in its cost effectiveness. Only the fixed-route bus service was found both cost-effective and efficient overall.

A cost-efficiency benchmark looks at operating costs per mile. A cost-effectiveness benchmark looks at costs per passenger.

The on-demand rides serve people with disabilities, but they also serve other riders in different parts of the system. DCTA ranked 12th against 14 other systems in its on-demand service, spending \$45.98 per rider. The cost was 247 percent higher than its highest-performing peer, VISTA. The Ventura Intercity Service Transit Authority, which serves Ventura County, California, spends \$8.88 per passenger. The benchmark average is \$42.

Transit experts generally agree that the best way to be cost-effective is to get more riders. And the best way to get more riders is to get people where they need to go. In their report, the Texas A&M analysts said with more study, they could make recommendations to build ridership.

A-train ridership peaked in 2014 and has declined each year since then. Some rider complaints may offer clues to improve rail service. Riders have complained of being stranded on the Trinity Mills platform in Carrollton, where the A-train connects to DART trains, for long periods of time. Some have missed connections to the last train home.

DCTA's own long-range plan may offer other clues to improve service. A second track over the lake, while costly, could make seamless the connections at Trinity Mills.

In addition, the A-train was built to be compatible with the rest of the regional rail system. In other words, the A-train could travel beyond the Trinity Mills station to other stations. Such service requires regional cooperation as well as funding. But no other major metropolitan region is served by multiple transit agencies the way North Texas is served by DART, TRE and DCTA.

Suarez's promotion from chief operating officer to president earlier this week followed the abrupt departure of the former president, Jim Cline.

The board of directors did not conduct a national search for new leadership. Nicole Recker, the agency's vice president for marketing and communications, said the board opted not to do so because of Suarez's "vast and relevant experience both locally and nationally."

"Mr. Suarez's historical knowledge combined with his innovative-based solutions will drive the agency in playing a significant role in North Texas mobility," Recker wrote in an email.

https://www.dentonrc.com/news/benchmark-study-finds-dcta-top-heavy/article_ec74d456-dfe7-5398-97bf-aadc20c35762.html

Column: Plano's plan for the future is becoming a PR nightmare

Sept. 7, 2018

Written by Sharon Grigsby, Metro columnist
Dallas Morning News

Plano City Hall may have the facts on its side in a lawsuit over its master plan for the city, known as Plano Tomorrow.

The problem is the city is losing the PR battle with too many of its residents.

The latest legal developments around the plan have sparked a flurry of critics to fire off distorted sound bites. Residents who know next to nothing about Plano Tomorrow are buying into -- and spreading -- The Angry Crowd's message on Nextdoor and other social media: Plano City Hall is nothing short of the Evil Empire that never listens to its citizens.

After talking with a good number of Plano residents who say they've lost trust with their city government, I'm tempted to beg city hall to just wave the white flag -- give in to the plaintiffs trying to stop Plano Tomorrow and let people vote on the master plan.

But that's not the right response. As much as Plano and its residents deserve to get beyond this mess, caving in would create far bigger development nightmares and potentially threaten the governance of cities statewide.

The city council approved the Plano Tomorrow plan in October 2015 after what it says was a several-years-long listening tour involving thousands of residents in a variety of venues, from online surveys to formal hearings. Leaders revised the plan at least twice to appease residents who were worried that it would lead to more apartments and big developments that would erode Plano's suburban atmosphere.

But quite a few citizens still felt they weren't heard. Riled up about the growth of apartments and mobilized under the name Plano Future, they continued to flood the city with complaints, conflict-of-interest accusations and defiant speeches.

Soon after the plan passed, Plano Future member Beth Carruth, now among the five lawsuit plaintiffs, submitted a petition with more than 4,000 signatures demanding the council repeal its action -- or let voters decide Plano Tomorrow's fate. The city secretary denied the document on the grounds that development plans such as Plano Tomorrow fall outside the bounds of referendum votes.

Who knows how many of those 4,000 petition signers wanted to see the costly, drawn-out lawsuit that has ensued. But more than two and a half years after it was filed, the case is still hung up in issues mostly related to jurisdiction.

Just last week the Texas Supreme Court left intact an appeals ruling that the courts can decide whether the city secretary is obligated to submit the petition. Now the city is filing a rehearing motion with the Supreme Court.

The plaintiffs' attorney, Jack Ternan, told me this week, "We're going to end up back where I was before they did their initial plea of jurisdiction. Eventually, the trial court is going to hear my motion for summary judgment that I filed back in 2016."

From the city's perspective, as explained by City Attorney Paige Mims, "We are looking to the courts to tell us whether or not a comprehensive plan is subject to a vote of the citizens. We believe it is not."

Unsurprisingly, Ternan disagrees. "The city has spent an enormous amount of money and time delaying the resolution of the actual issue in dispute. In our view, the city secretary's obligation to present the citizens' petition to the city council is clear. We still think she should do her job."

The city makes a compelling case for why the delay and expense is the plaintiffs' fault. Ternan makes a decent counter-argument. From there, the lawsuit gets down into deep weeds that no single newspaper column can adequately capture.

That didn't stop Plano Future from sending this email blast after the Aug. 31 ruling: "The Supreme Court released its ruling today refusing to hear the City of Plano's Appeal. The city lost at district court and at appeals court. It's been a long battle but we are finally there. The Citizens Prevailed!! The city is required to present the citizen's petition to the City Council."

Plano's legal team would dispute several points in the Plano Future email, but most important is that the latest ruling in no way mandated the petition go to council. Resolving that question is way down the road.

The real story isn't the most recent ruling but rather the uncharted territory this litigation creeps into if the case moves forward on merits. While courts have ruled that zoning ordinances are outside the bounds of referendum, no judge has considered a case specific to comprehensive plans.

If visions for overall land use can be overturned by referendum, cities all over North Texas could face chaos.

Oh, and about Plano's epidemic of apartments, the boogeyman that fueled this lawsuit. City statistics show the Plano Tomorrow plan actually has led to fewer multi-family units than the old 1986 plan. But don't try telling the critics that -- they will simply respond that the city is not telling the truth.

Plano also is taking unmitigated grief for the money it is spending on legal representation in the master plan lawsuit. While the total so far is \$350,000, according to the city, Plano Future members send emails complaining about the "millions" supposedly spent.

Meanwhile, people who don't know what they are talking about -- or who are trying to manipulate the facts -- make even more far-fetched claims. Remarks such as the city should "just make the developers zone it single family" or "just require the developer to include lots of green space."

Perhaps if Plano Tomorrow does go to the voters, the city can find a way to provide a solid understanding of the limited options that realistically exist in regard to protected land owners.

For now, the aginners of Plano Future are effectively using the lawsuit to further their David against Goliath narrative. Just this week, one of the group's adherents described city leaders to me like this, "If you aren't with the crew of cronies, they bite and bite hard to get their way."

The opposition's voice is loud; the number of residents who make up the groundswell of opposition is less clear. But I fear Plano City Hall is getting backed into a no-win corner.

<https://www.dallasnews.com/opinion/commentary/2018/09/07/planos-plan-future-becoming-pr-nightmare>

Out of Control

Houston's roads, drivers are country's most deadly

Sept. 5, 2018

By Dug Begley and St. John BARNED-SMITH
Houston Chronicle

This is the first of an occasional series that explores why the Houston area is such a dangerous place to drive.

Next, later in September: Driving drunk and drugged.

THE DATA BEHIND THE STORY

- The Houston Chronicle compiled the location and relevant information on 601,187 fatal roadway incidents in the U.S. from 2001 through 2016, using data from the National Highway Traffic Safety Administration. The federal database collects information determined at crash scenes, detailed by law enforcement.
- The Chronicle plotted crashes on a map based on the location specified by the crash report, either by latitude and longitude or corresponding intersection. If no specific location was listed on the report, the accident was placed in the county in which it occurred for counting purposes.
- We derived totals by counting crashes within the boundaries of the 12 largest metropolitan areas by population as of 2017, as determined by the Census Bureau. In Houston, the metropolitan statistical area is nine counties: Austin, Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery and Waller.
- Population totals for 2001 through 2010 were derived using the 2000 and 2010 Census numbers and annual updates by the Texas State Demographer. From 2010 onward, populations were adjusted using Census Bureau estimates and the American Community Survey.
- The Chronicle collected roadway fatalities and divided them into 12 categories, as identified by federal highway safety administrators: total fatalities; pedestrian fatalities; bicyclist fatalities; fatalities where speed was cited as a primary factor; fatalities on the national highway system; DUI-related fatalities; drug-related fatalities; fatalities involving multiple deaths; fatalities involving heavy trucks; fatalities at roadway intersections; fatalities where traffic congestion was cited as a factor; and fatalities related to road rage incidents or police chases.
- We then compared the largest metro areas to each other in terms of deaths per capita based on population for that year as well as vehicle miles traveled, then ranked across each of the categories. Each of the individual rankings were considered and totaled, leading to an overall rank across all the criteria. Houston was the worst-ranked metro area by population, followed by Dallas and Phoenix. For miles of travel, Houston again topped the list, followed by Phoenix, then Dallas.

THE STORY

The risk surrounds us, moves with us, passes us. It follows us on the way to work, to school, to church. We see it coming in the rear-view mirror.

A pickup plows into the back of a helpless car at 100 mph in northwest Harris County, killing two. A 17-year-old loses control on a narrow rural road in Fort Bend County, strikes a power pole and lands in a cornfield, pronounced dead at a hospital.

A driver doesn't stop after hitting and killing a woman standing on Texas 249. Two drivers collide head-on in Fort Bend County, killing both and sparking a five-car pileup. A motorcyclist exiting Loop 610 at Richmond dies after a BMW barrels into him and two other riders.

We drive past the crashes, numbed to their frequency, by how they add up. But they do: 640 people a year die on Houston-area roads, and 2,850 more are seriously injured.

The carnage, all factors considered, makes Houston the most deadly major metro area in the nation for drivers, passengers and people in their path, a Houston Chronicle analysis of 16 years of federal highway data reveals.

The death toll is the equivalent of three fully-loaded 737s crashing each year at Houston's airports, killing all aboard. Losing that many planes and passengers would lead to federal hearings, but the Houston roadway deaths are met largely with silence, other than the occasional warning from public safety officials to drive safely and be careful crossing the street.

The nine-county metro region, defined by the U.S. Census Bureau, leads the nation for fatal crashes involving drugs and alcohol, the Chronicle analysis shows. It's No. 2 for fatal crashes, per capita, on federal highways in the 12 largest regions of the country. The Houston region ranks second for fatal wrecks that involve speeding and also trails only Dallas in crashes blamed on someone slamming into stopped congestion on the freeway.

Each of the 12 biggest areas has weak spots, but only Houston ranks in the top half of major metros in every category examined in the analysis.

"There is a cultural Novocaine at work here in terms of complacency to highway fatalities," said Deborah Hersman, former head of the National Transportation Safety Board. "Somehow with complacency, we just have not had the tipping point as a nation."

Safety officials are alarmed by the death toll, says Jeff Weatherford, deputy director of Houston Public Works. But the full impact of the day-by-day tally of crashes and deaths often escapes the grasp of drivers, taxpayers and lawmakers.

"The (fatality) count, it's up there," Weatherford said. "But the public is not paying attention."

Several factors combine to make driving in the Houston area unusually lethal:

— Long commutes, during which four out of five people drive alone for an average of 29.5 minutes each way. The drives are getting longer, up more than a minute since 2013.

— Roads designed for maximum speed in an attempt to move as many people as possible as quickly as possible, including portions of the Grand Parkway, a partially completed near-loop around the metro area, where it's legal to go 75 mph.

— Paltry enforcement of traffic laws. Speeding tickets have dropped across the region in the past three years, and, as population and miles driven have risen, the number of officers patrolling for speeders in the largest agencies has roughly stayed the same. Texas' texting ban is lightly enforced in the Houston area, and a city law meant to give bicyclists and pedestrians room to travel has produced only a few dozen tickets since 2013.

— Politicians staunchly opposed to automated enforcement such as cameras to catch speeders. State lawmakers have restricted use of speed cameras, video enforcement of red-light runners and enforced a ban on sobriety checkpoints.

— Roads that give cyclists or pedestrians no place to go other than right into traffic. The city has more than 6,200 miles of roads of various widths, but far less than half of those miles have sidewalks; city officials don't have an accurate count. Houston has fewer than 300 miles of on-street bike lanes.

A dubious top rating

Among the 12 largest metro areas in the U.S., Houston has the worst record for roadway fatalities in terms of deaths per capita from 2001 through 2016, a Houston Chronicle analysis shows. This chart shows the ranking for each category; a low number reflects a higher number of deaths.

DANGER RANKING AMONG 12 LARGEST METRO AREAS IN THE U.S.

	TOTAL RANK	PEDESTRIANS HIT	BICYCLISTS HIT	SPEEDING INVOLVED	ON INTER-STATES	PEDESTRIANS ON INTER-STATES	DUI INVOLVED	DRUGS INVOLVED	MULTIPLE FATALITIES	TRUCKS INVOLVED	AT INTER-SECTIONS	TRAFFIC BACKUPS INVOLVED	RESULTED FROM RAGE CHASE
Houston	1	5	4	2	2	2	1	1	3	3	5	2	4
Dallas	2	9	10	1	1	1	3	3	5	2	9	1	3
Phoenix	3	2	2	3	6	11	2	5	1	4	2	5	6
Miami	4	1	1	10	3	4	5	4	4	8	1	4	11
Philadelphia	5	6	8	4	4	3	4	2	6	5	6	12	9
Atlanta	6	7	9	7	5	5	10	12	2	1	4	6	3
Chicago	7	11	7	5	7	7	7	7	8	6	8	8	5
Los Angeles	8	3	3	6	12	12	9	8	9	10	3	7	8
San Francisco	9	8	5	9	11	9	8	10	11	12	10	3	1
New York	10	4	6	12	10	6	11	6	10	9	7	10	12
Washington, D.C.	11	10	12	8	8	8	6	9	7	7	11	11	7
Boston	12	12	11	11	9	10	12	11	12	11	12	9	10

Source: National Highway Traffic Safety Administration

Houston Chronicle

"People think for some reason people dying on highways is natural," said Jay Crossley, who as former executive director of Houston Tomorrow advocated for slower speeds and safer crossings for pedestrians and bicyclists. "It's not. We remain dangerous because we are not fixing it."

Above all, many drivers appear not to care. They ignore warnings to slow down and to put their phones away and pay attention to the road — in part because they don't fear a penalty.

"I don't know how the average Houstonian would worry about being pulled over," said Houston Police Officers' Union President Joe Gamaldi. "But chances are, because we are so short-

staffed, we won't be out there writing a lot of traffic tickets, we won't have time to run radar all the time, because we're too busy going call to call."

There are plenty of ways to reduce deaths. But they are not politically or socially acceptable, researchers say, and without them people are dying.

"If we wanted to, we could put cameras every two miles and if you speed, bam, you receive a citation," Rebecca Wells, director of traffic operations for the Texas Department of Transportation district office in Atlanta, said during a 2017 traffic safety conference. "The technology is there, but the heart is not there."

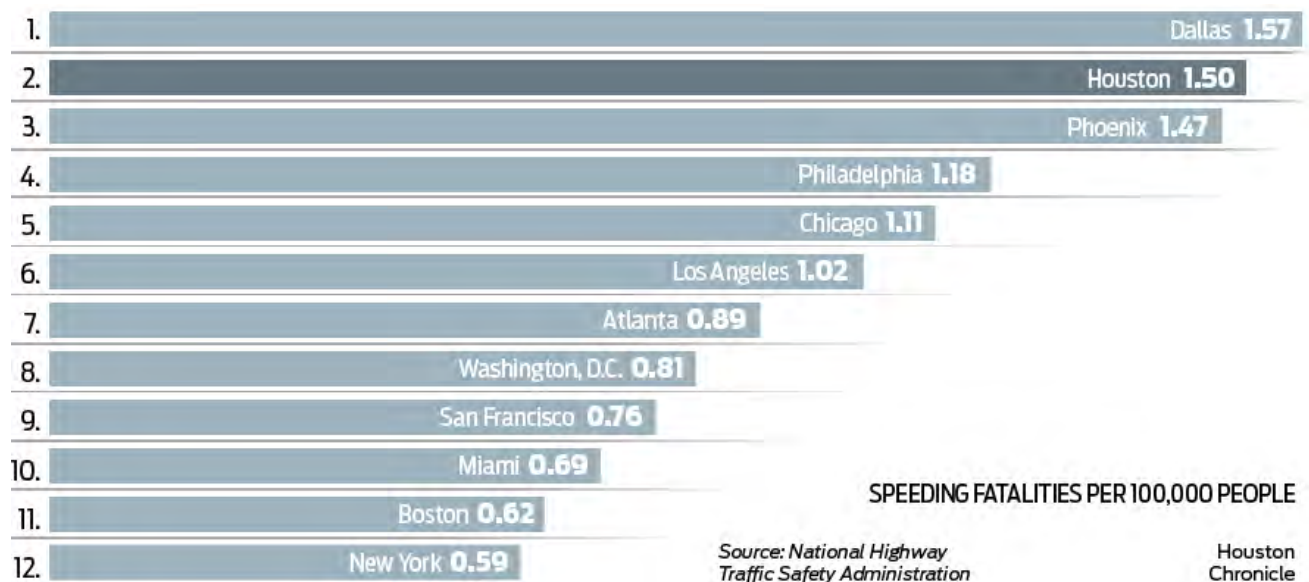
Safety efforts are constrained by money and politics, experts say, notably at the state and local levels, where highway widening or mass transit mega-projects gobble up transportation money. Police budgets are strained, and lawmakers are reluctant to let technology take over via video cameras to enforce speed — fearing it is an affront to personal liberty and a money-grab by municipalities.

Meanwhile, the region's death count jumped to a record in 2016. More people die in the region's roadway crashes each year than the total number of Texans killed in Iraqi-U.S. military actions since 2003.

Hospital emergency rooms fill up, and transportation researchers log the wreckage.

Speed kills

Among the 12 largest metro areas, Houston trails only Dallas in deaths per capita caused by speeding from 2001 through 2016, a Chronicle analysis shows.



'A good kid'

"Behind all these stats are people," said Robert Wunderlich, director of the Texas A&M Transportation Institute Center for Traffic Safety. "Moms and sons and daughters."

The tragedies behind the accidents have sunk in for David Mills and his wife, Wendy. Their daughter didn't come home from a Halloween party last year.

Kailee Mills, 16, had taken off her seat belt so she could take a selfie with a friend seated in the back of the large SUV. The teenage boy behind the wheel was a friend and, like Kailee, "a good kid," her father recalled.

As they left the Millses' subdivision nestled in trees between the Grand Parkway and FM 2920 a couple of miles south of The Woodlands, he and Kailee made the mistakes that teenagers often make: She unbuckled her seat belt, and he was driving too fast.

"When he got onto Rothwood, he gunned it and was speeding," David Mills said. The police report estimated a speed of 66 mph when the vehicle left the roadway.

Rothwood has a 30-mph limit. Snaking past industrial properties, its two lanes wind and curve with little warning. On the western side, a deep culvert controls stormwater.

With Kailee unbuckled, the driver lost control because of his speed and dipped the tires into the steep drainage ditch. The Chevy Tahoe slammed into the edge of a driveway built across the ditch, sending it somersaulting end over end.

The other three teenagers in the car had only slight injuries. "The girl in the back seat had a scratch on her head," David Mills said.

The Millses were close by at a holiday party of their own and encountered the emergency responders. They got out of their car and took off running. Firefighters had to pin David Mills to the ground. He didn't want to see, they said.

Mills erected a metal cross that marks the spot along Rothwood where his daughter died, just down from a baseball field.

From a speeding car, the cross can be easy to overlook. Nathan Goodlette didn't notice it on a hot day in early June, when he breezed past it from his home nearby to his job just down the street — admittedly well above the speed limit.

Danger, or efficiency?

"I guess it does make me think about it," Goodlette said. "We all just get in our own space. ... Now I'll think about it every time I drive by — slowly."

Personal stories and statistics reveal what is often at the root of Houston's growing fatality count: a pervasive, ingrained culture of speeding.

"The striking thing is how fast people drive," said Dr. Chip Routt, an orthopedic trauma surgeon with Memorial Hermann Hospital, who spent years handling ER patients in Seattle. "I thought I had a good barometer of violence and trauma until I came here."

Speeding is a dominant and destructive element in a wide range of crashes where other factors are at play. Speed plays a role in 44 percent of accidents in Texas in which a vehicle runs off the road, according to Texas A&M researchers. In more than one-third of state fatalities where distraction — such as texting — caused the crash, speed also was a factor. A quarter of roadway deaths at intersections included one or more speeding vehicles.

"Very rarely will you have two cars going 20 mph collide and it is a fatality," said Weatherford, of Houston Public Works.

Routt, a nationally recognized trauma surgeon who specializes in pelvic injuries, said in his years in the Seattle area, injuries from vehicle collisions were less severe, which he attributed to lower speeds in crashes.

High speeds are common on sleepy residential streets and some of the region's widest freeways. Nearly anywhere people travel, many simply go as fast as they can, drivers say.

Westbound along the Grand Parkway from Rayford Road to the Hardy Toll Road — one of the newest sections of the two-lane tollway — most drivers are traveling far above the 70-mph speed limit. For 2017, the average speed rarely dropped below 70 mph, according to data compiled by Houston TranStar, the agency where state and local transportation officials and police monitor traffic conditions. For most of the day, the average speed hovered near 80 mph.

Farther west, where the speed limit increases to 75 mph, drivers also accelerate. From Texas 249 to Shaw Road, a space of less than a mile, the average speed soars to roughly 85 mph for much of the day, based on 2017 data.

Some drivers call that efficiency.

"That's what it is built for," said Jules Estes, 46, who drives the tollway daily to and from his home near the Grand Parkway and Mueschke Road to his job in The Woodlands. "That's a safe speed to me for there. Am I doing that in my neighborhood? No. But that's why they build the tollway like they do."

Others worry that the constant need for speed has made Houstonians numb to the ramifications.

The factors that contribute to the carnage boil down to a choice. The choice to wear a seat belt. The choice to drive more calmly and with less aggression. The choice not to follow the masses and to slow down.

"The public needs to understand the cost of ... being able to drive fast," said Crossley, formerly with Houston Tomorrow, who is currently researching Texas' roadway safety standards. "People take for granted that it is a trade-off."

Why do they speed? Many drivers say because everybody else is going fast and they don't want to be a "rolling roadblock."

"It's just who we are," lifelong Houstonian Bob Reynolds, 52, said as he filled up the tank on his minivan off Interstate 69 near Shepherd.

Others simply don't believe in speed limits. For many in Texas, freedom means taking responsibility for yourself, not enacting laws to make everyone comply. The state was one of the last to adopt a texting while driving law, out of concern from state officials — notably then-Gov. Rick Perry — that the law contributed to the creation of a "nanny state."

Many consider speed enforcement by cities more a source of revenue than a commitment to safety.

Speeding is so pervasive that others go to great lengths to avoid freeways, and adjust their travel to low-traffic times or avoid travel altogether in metro Houston. Routt, who returned to the area in 2013 and works in the Texas Medical Center, grew up in Chappell Hill near Brenham. When he turned 16, he recalled, his mother handed over the Houston driving duties to him.

"She didn't want any part of driving around in it," Routt recalled.

Transportation officials cite an often-used federal statistic: Nine out of 10 wrecks are tied to poor decisions.

'Scared to drive'

"We can tell people to slow down, take it easy, drive safe," said Larry Krantz, police traffic services program manager for TxDOT, based in Tyler. "I go back to my 21-year-old self and say good luck with that."

Wendy Mills doesn't have to think back to her younger self. It's her daughter's crash, still fresh from Halloween, that travels with her on Houston's streets.

"I'm scared to drive," Mills said, noting her trips into downtown Houston for meetings with a support group for families of those killed in crashes. "By the time I get there, I am gripping the steering wheel so hard my knuckles are white."

They were always aware of the craziness on regional roads. But the crash and the Millses' work with a foundation they established in memory of Kailee have increased their connection to roadway risk.

"You could be the best driver in the world, and it won't matter," David Mills said.

Wendy and David acknowledge that their daughter made a mistake by not wearing a seat belt. For that reason, they don't blame the 16-year-old driver, who was charged with speeding and for not having a seasoned driver in the vehicle. As difficult as it might be at times, Wendy said she can forgive and move on.

"I want to be involved with these kids," she said. "I feel I get a piece of Kailee."

Traffic crashes often seem isolated, showing up in the newspaper or on the evening news one at a time, but they share striking similarities, including the places where speed is the most common cause of a crash.

Of 956 fatal crashes in Harris County and surrounding counties involving speeding during the past eight years, only 43 were inside Loop 610, the densest part of Houston, according to state

crash records. Most of those were on either Interstate 45 or Interstate 69 during late-night hours.

Or they were on state-maintained highways where people are accustomed to high speeds, even as use of those roads rises because of nearby development, such as Texas 249 north of Tomball. It has swelled from carrying about 27,000 vehicles per day in 2010 to more than 42,000 in 2016.

It was along that stretch that Aaron Johnson, 22, lost control of his Pontiac G8 on May 7, 2017. Johnson was headed south on the major three-lane thoroughfare with a posted speed limit of 60 mph. He was going between 70 and 80, depending on whom police asked later that night.

Up ahead, Johnson saw a car pull out onto 249 and knew he wouldn't be able to stop, he told investigators. He struck the curb, and the Pontiac launched into the air and rolled over and over through the open, green meadow.

His stepbrother, Dustin Parmely, 19, a freckled high school football player who dreamed of joining the Marines, was killed in the wreck.

Parmely's mom, Charlotte Brown, calls him "my big guardian angel." She misses him every day, she said. She even misses him teasing his little sister.

Brown said there have been other crashes off that road in recent years, near an old mobile home park. The wreck that killed Parmely was the second fatal crash at that intersection since 2015, out of 27 wrecks.

It's not surprising, said her boyfriend, Clarence Daley, since the street is so wide and people drive so fast.

"It's 60 there and three lanes."

Speed-related crashes are far more prevalent in suburban areas. In the city, a startled driver is more likely to see someone zip through an intersection, sometimes when the light is already red.

Population up, tickets down

"If the light turns green, the first thing you do is look to your left and look to your right," Weatherford said. "Then you go."

Houston drivers likely speed, at least in part, because they believe no one with authority is paying attention.

A Chronicle analysis of municipal court data shows that Houston-area law enforcement's largest agencies are deploying fewer officers for road enforcement and ticketing fewer drivers, even as fatalities increased in the past two years and the area grows in population.

Houston police officers ticketed 41 percent fewer drivers in 2017 than they did in 2012, even as the number of vehicle miles traveled in Houston grew 23 percent.

That reflects a national trend of less traffic enforcement, according to Hersman, the former chairwoman of the NTSB. Federal statistics show that the share of people coming into contact with police through a traffic stop dropped about 11 percentage points from 2002 to 2011.

"We certainly understand what law enforcement is being asked to do and what they deal with, but the reality is fatalities are going up on our roadways," Hersman said. "What we are seeing nationwide is law enforcement is not doing traffic enforcement."

Harris County sheriff's deputies, for example, issued 28 percent fewer speeding tickets in 2017 than they did in 2015, even though the county gained 100,000 people during that period. Houston police officers issued 16 percent fewer speeding tickets in 2017 than in 2015. Texas Department of Public Safety Troopers operating within the greater Houston region are the exception; they issued 11 percent more tickets for speeding than they did in 2015.

Elsewhere, the numbers aren't much better: The Dallas Police Department issued 13 percent fewer speeding tickets in 2017 than it did two years previously — and in Atlanta, tickets declined by 48 percent during that same time period.

These cities are ignoring an important tool for curbing crashes, experts say.

Greg DeAngelo, an economics professor at Claremont Graduate University who consults for Houston police, looked at the impact of a 2003 budget crisis in Oregon that led to 35 percent fewer state troopers patrolling state roads. The study, which attempted to directly address the question of how much traffic enforcement impacts roadside safety, found the layoffs led to dramatically reduced citations that the authors said "strongly correlated" with a 17 percent rise in highway fatalities and an 11 percent rise in highway injuries.

DeAngelo said he and his co-author saw a "sizable decrease" in safety on roads in conditions that would normally not be treacherous to drive.

"The thing that used to keep drivers in check was police, but when you remove those, you've removed a significant concern for drivers who might otherwise drive recklessly," DeAngelo said. "We see those areas becoming more dangerous."

In a study published in 2015, Dara Lee Luca, an economist with the public policy institute Mathematica Policy Research, examined years of ticketing records from Click it or Ticket campaigns in Massachusetts and found that for every 1 percent increase in tickets issued, crashes fell by a corresponding 0.28 percent. Injuries fell by 0.17 percent.

"You can see a causal relationship between the number of tickets given and the number of traffic motor vehicle accidents and injuries," she said. "As unpopular as (tickets) are, they're effective."

In the Houston area, however, records show that at any given time, a small percentage of officers are enforcing traffic laws across a region with a population larger than most states.

Houston's police department remains at approximately 5,200 officers, near its lowest levels in 20 years. Staffing records show approximately 150 officers assigned to its Traffic Enforcement Division — 10 fewer than were assigned to the division in 2009.

Outside consultants advised HPD in 2014 to reorganize the traffic division and reassign 33 of its officers. HPD would not say if it acted on that recommendation.

Police Chief Art Acevedo, who took over the department in 2016, said enforcement is "important in terms of correcting behavior" but that the department must juggle traffic enforcement with other necessities.

"Traffic enforcement is a way to save lives and reduce violent crime," he said. "One of the challenges, if you think about resource allocation — we're just a lean police department."

The situation is similar — or worse — at other large departments. At the end of 2017, the Dallas Police Department had 62 of its roughly 3,000 officers assigned to its traffic section, 18 of whom were devoted to traffic enforcement. That's 17 fewer than in 2015.

In Phoenix, a police department of approximately 2,900 full-time sworn personnel, 57 officers are assigned to the department's traffic unit, according to department records. Of those, 25 officers and sergeants focus exclusively on traffic enforcement, said Lt. Patrick Hofmann, who oversees the unit. The group also uses a mixture of red-light cameras, speed enforcement vans and targeted enforcement programs in areas where pedestrian fatalities are more common to try to curb bad driving.

After years of staff shortages, the department is putting more officers back on traffic patrols, he said.

"Speed is our biggest challenge," Hofmann said. "We target speed. Speed kills."

As they place fewer eyes on speeders, police tout targeted, data-driven attempts to increase enforcement without added manpower.

HPD officials point to a new program launched in spring 2017 that targets areas with a history of frequent, serious wrecks.

Houston Police Capt. Kenneth Campbell said the traffic division launched an initiative in 2017 that involves analyzing where wrecks involving serious injury or death occur and what causes them, then targeting the underlying problem, whether it is speed or red-light running.

"We're focused on quality, not quantity," he said.

The strategy is working, HPD officials said, pointing to a 15 percent decline in fatal accidents within the city limits year-to-date compared to last year.

Campbell gave officers in the traffic division printouts of the deadliest highways and intersections in the city limits.

Danger zones included Interstate 45, where officers frequently identified speed to be a major contributing factor in fatal wrecks, and major arteries through the city, such as Richmond Avenue and Westheimer Road.

Houston police officer Aaron Richberg reached up to the visor of his Chevy Tahoe last summer and pulled down three folded sheets of paper with the locations and causes of recent fatal accidents.

"Failure to control speed" was among the top causes.

Richberg approached the intersection of Westheimer and Kirkwood roads as a black-and-white Dodge Charger and a red Nissan started to race.

"Right in front of me?" he said incredulously, flipping on his flashing lights. "That's ridiculous."

Staff writer Susan Carroll and data editor Matt Dempsey contributed to this report.

Dug Begley is the transportation writer for the Houston Chronicle. Contact him at dug.begley@chron.com. Follow him on Twitter @DugBegley.

<https://www.houstonchronicle.com/local/article/Houston-s-roads-drivers-are-nation-s-most-12865072.php>

Rethinking Dallas' Attraction to the Automobile

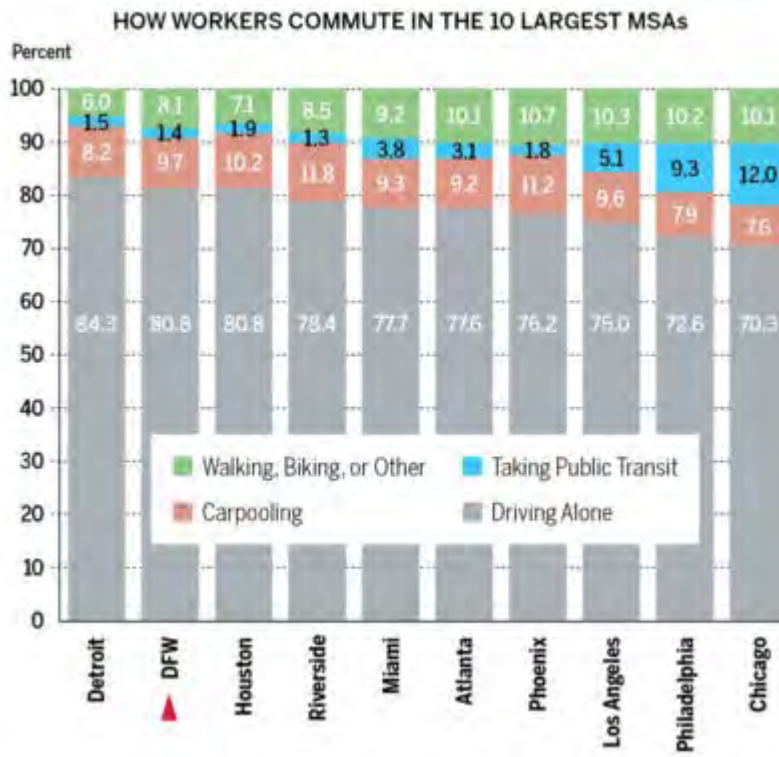
Opportunities abound for forward-thinkers who can help rapidly-growing Dallas-Fort Worth address its transportation problems without relying so heavily on cars.

SEPTEMBER 2018
 BY W. MICHAEL COX AND RICHARD ALM
 D MAGAZINE

Nineteenth-century railroads jump-started Dallas' journey from podunk prairie town to economic powerhouse, but no technology has been more important to North Texas than the automobile. It's what made us a big, sprawling, and fast-growing place.

Contradictory as it may sound, Dallas and its suburbs are blessed with a car problem. On the positive side, all the automobiles and pickup trucks signify Dallas-Fort Worth is a wealthy place, with almost two cars per household. The arrival of still more vehicles every year tells us that the local economy is growing and attracting new residents.

Just about any driver can tell you about the problems. First in mind, no doubt, would be traffic congestion on local highways, which robs us of precious leisure time. Internal combustion engines pollute the air, especially when mired in traffic jams. Out-of-pocket expenses for a privately owned vehicle average almost \$8,500 a year—and more than \$10,000 for a pickup truck. A big chunk of taxes we pay goes to road building and maintenance.



...road building and maintenance.

Weighing benefits and costs won't alter the fact that owning a car is more necessity than convenience in sprawling North Texas. According to American Community Survey data, residents of the 13-county region owned more than 4.5 million passenger vehicles in 2016. That equates to 1.85 vehicles per household, second only to Riverside, California, among the 15 largest metropolitan statistical areas (MSAs).

Two-thirds of DFW households owned more than one car. Less than 5 percent of DFW households were without any car—the lowest rate among the biggest metropolitan areas.

Not surprisingly, suburbs are more car-addicted than central cities. About 9 percent of Dallas households didn't own cars in 2016. The carless share was less than 2.5 percent in Frisco,

Plano, McKinney, and Carrollton. Of the 13 largest suburbs, none had more than 5 percent of households without cars.

Families drive for shopping and recreation, but the primary use of most cars is getting to and from work. Among the 15 largest MSAs, DFW and Houston tied for second place behind Detroit—the Motor City—with more than 80 percent of workers driving alone to and from their jobs (see chart). Despite all the money spent on Dallas Area Rapid Transit, only 1.4 percent of DFW commuters use public transit, second lowest behind Riverside.

The bellyaching about bumper-to-bumper rush-hour traffic belies the fact that DFW commutes aren't onerous—at least by the standards of big cities. An average worker here takes about 27 minutes for the trip to or from work; among the 15 largest MSAs, only workers in Phoenix and Detroit spend less time in transit.

Our calculations find that DFW's commuting time is almost 9 percent faster than the area's population would dictate. But, can DFW drivers continue to be so lucky?

Capitalism to the Rescue

DFW's population grew from 5.1 million in 2000 to 7.4 million in 2017, an average annual gain of 2.5 percent. And more people are on the way. The Regional Transportation Council, the local body charged with maintaining MSA mobility, projects an additional 4 million residents or more by 2045.

Assuming the newcomers own as many cars per household as the existing population, an additional 2.4 million vehicles will be on DFW roadways a quarter century from now. State and local governments know all the cars are coming, so they envision spending \$135 billion over the next 28 years to improve highways and mass transit.

Planners acknowledge new roads won't be enough, and they pin their hopes on changing the way DFW residents get from one place to another. Strategies to reduce driving to work alone usually encourage mass transit, car-pooling, and even bicycling. Some drivers may regard these as poor substitutes for the comfort and convenience of their own cars.

Building more roads costs a lot and at best offers a temporary fix in a dynamic region that keeps attracting more people and more cars. To get off the treadmill of building new highways that eventually get overcrowded, DFW and other big MSAs need to offer drivers something better than owning a car.

This is where capitalism just might come to the rescue.

The first automobile age put Americans behind the steering wheels of their own cars in the 20th century, making life easier and creating places like DFW. Now, a second automobile age, one forged by increasingly powerful computer chips, ubiquitous internet connections, software, and big data, just might take Americans out of the driver's seat in the 21st century.

Companies like Uber and Lyft already use smartphone apps that allow passengers to quickly summon drivers, who use their vehicles to provide rides for a reasonable fee. The services have caught on because they get people where they want to go and eliminate the hassles of driving and parking. Owning a car has become a little less of a necessity.

The technology exists for an even more revolutionary step forward—cars and even flying taxis driven by machines. In a decade or so, DFW workers might press a few smartphone keys and walk out the door to a driverless car ready and waiting. These vehicles will be safer. They'll use existing roadways more efficiently, moving along in close formations at high speeds. For most people, owning a car at \$8,500 a year will become a waste of money.

So DFW will end up with fewer cars. They'll be used more intensively to transport the growing number of people, needing fewer new roads and producing gains in air quality and leisure time.

Looking for the big takeaway? The public sector response relies on existing technology, builds more highways and mass transit, and ends up with a worse product. The private sector response uses technology to increase efficiency and lower costs, leading to a better overall product for consumers.

W. Michael Cox is founding director of the William J. O'Neil Center for Global Markets and Freedom at Southern Methodist University.

Richard Alm is writer-in-residence at the center.

<https://www.dmagazine.com/publications/d-ceo/2018/september/rethinking-dallas-attraction-to-the-automobile/>

Lethal inaction: As fatal truck crashes surge, U.S. government won't make an easy fix.

September 9, 2018
BY MIKE HENDRICKS
MCCLATCHY

KANSAS CITY – Trucker Jeff Kolkman was an ace within Green Transportation's squadron of "road pilots."

The lanky, 38-year-old father of four was, according to his dispatcher, "a very safe driver who followed the rules. He always put safety first."

Until one spring afternoon when he didn't.

In a dash-cam recording from inside the cab of a 2016 Volvo semi, Kolkman stares down at a black tablet computer in his right hand while piloting the 18-wheeler down the interstate at 70 mph. It ends seconds later as the truck slams into the rear of a 2014 Toyota Camry stuck in traffic outside West Terre Haute, Ind.

Kolkman's big rig never braked, one witness told the state police. It "barely slowed down," said another.

Four lives were lost in that fiery crash near the Illinois-Indiana border last year, adding to a grim toll: fatal truck wrecks are growing at a clip almost three times the rate of deadly crashes overall.

More than 4,300 people were killed in accidents involving semis and other large trucks in 2016, a 28 percent increase over 2009, according to the federal government. It would be equal to a 737 airliner crashing twice a month, killing all on board.

"Those should be eye-opening numbers," said John Lannen of the Truck Safety Coalition. "If air carriers or railroads reported similar numbers, there would be national outrage."

Yet the National Highway Traffic Safety Administration, the federal regulatory agency responsible for protecting us from danger on the nation's roads, has failed to mandate changes that over the past two decades might have averted thousands of rear-end truck crashes like that one outside West Terre Haute.

"They are absolutely a culpable villain in this picture," said Steve Owings, who co-founded the advocacy group Road Safe America after his son was killed in a rear-end truck collision outside Atlanta 15 years ago. "We need to hold them accountable."

In a months-long investigation, The Star found that NHTSA has largely ignored repeated pleas from the National Transportation Safety Board to take action that would prevent trucks from rear-ending other vehicles. While big trucks collide with cars in a variety of ways, experts say these types of wrecks are among the most devastating and yet perhaps the easiest to prevent with technology.

On at least 10 occasions since the late 1990s, the safety board recommended that NHTSA require forward crash avoidance and mitigation systems on all heavy trucks.

Two decades after the safety board first sounded that alarm, NHTSA has yet to publish a proposed regulation of its own, much less put one in effect.

“Many of these crashes could have been mitigated, or possibly even prevented, had rear-end collision avoidance technologies been in place,” the safety board said in a scathing 2016 critique of NHTSA’s failure to act.

It’s not as if the technology is groundbreaking, or unfamiliar. Many new cars — and soon all — come equipped with automatic emergency braking and forward collision warning systems, among other high-tech safety features.

The auto industry promises that, by 2022, this safety equipment will be standard on all new passenger vehicles sold in the United States.

Makers of heavy trucks, on the other hand, have made no such commitment. As a result, only a small percentage of semis on the road today have collision avoidance technology.

While some large trucking companies are willing to shell out a couple of thousand dollars for the optional equipment when updating their fleets, others would rather not add to the \$150,000 price tag of a new Kenworth, Freightliner or Peterbilt.

Presented with The Star’s findings, some in Congress say it’s time to act. U.S. Sen. Cory Booker, a New Jersey Democrat, said the rising death toll from truck accidents is proof that such safety concerns shouldn’t be left to market forces.

“Safety mechanisms for the trucking industry have not kept up with the pace of technological advancement,” Booker told The Star. “It’s time that Congress take meaningful action to improve safety across our transportation sector.”

Motorists on today’s crowded highways are even more vulnerable to being rammed from behind by an 18-wheeler in a work zone or traffic jam than they were a decade ago. And it’s only going to get worse in the decades ahead as freight shipments by truck climb to meet the needs of a growing economy and a consumer culture that does much of its shopping online.

NHTSA won’t say why it has not followed through on the National Transportation Safety Board’s recommendations.

Robert Kreeb, a division chief who has been involved in much of NHTSA’s crash avoidance research, referred all questions to the agency’s communications department. It provided a written statement that said NHTSA is still studying the technology.

“NHTSA researched early systems from 2013 to 2016, and is currently studying next-generation AEB (automatic emergency braking) technology through a naturalistic driving study using a field operation test,” the agency said. “NHTSA expects to complete the critical field operation testing in 18 to 24 months. This research and other information will help inform an agency decision on next steps.”

Safety advocates call that “paralysis by analysis,” and say American motorists would be better served if NHTSA moved forward with technology that’s been proven to save lives instead of committing so much of its limited resources on things like driverless cars. The European Union began requiring crash avoidance systems on big trucks some three years ago.

"It's all being pushed off by this need to focus on this thing in the future," said Jason Levine, executive director of the Center for Auto Safety in Washington, D.C.

The priority should be on saving lives now, said Jim Hall, who was National Transportation Safety Board chairman when the NTSB first pushed for trucks to have crash alert systems in the late 1990s.

"Our government has failed to fund safe roads and encourages 80,000-pound trucks on the same highways as families and children in 3,000-pound vehicles," Hall said.

Why not mandate, he added, "available technology to provide safety to those who fund the highway system — the taxpayer?"

'They go too fast'

Angela Arvanitakis of Overland Park fears sharing the road with big rigs, and even more so after one plowed into her daughter's car last year in Nebraska.

"They go too fast," she said. "I'm nervous every time I see a semi coming near."

Brake lights blazed cherry red across the westbound lanes of Interstate 80 on Aug. 21, 2017, as the highway jammed up with people leaving Omaha for a better view of the total solar eclipse. Demi Arvanitakis was at the rear of the line behind the wheel of her white Prius.

She and three friends, all 19-year-old sophomores at Creighton University, had binge-watched eclipse documentaries the night before and were headed for Lincoln.

"We expected some traffic," she recalled, but doesn't remember whether traffic had come to a complete stop or was creeping along. Nor does she recall whether she checked the rear-view mirror and glimpsed the blue semi roaring up behind her at highway speed.

"I had a brain injury, so I lost a lot of memory from that day," she said.

What she does know is that her friend and backseat passenger Joan Ocampo-Yambing would still be alive today had truck driver Robert Richmond been paying attention to the flow of traffic and hit the brakes in time.

"She was right behind me," Arvanitakis said. "I heard she was killed on impact."

Today's crash avoidance systems were designed to compensate for human failure and misbehavior. According to the safety board, speeding, distracted driving and impairment are, in that order, the three leading causes of fatal wrecks.

Truck crashes have grown deadlier as speed limits have risen across the country, because even today's well-built cars with all their safety features are no match for the lethal mass of a semi traveling at high velocity.

Forty-three states have maximum speed limits of 70 or above, compared to 35 states a decade ago. In seven states, 80 mph is now the limit on interstates; only two set it that high in 2008.

“Surviving a crash becomes less viable at about a 45 mph impact and it starts to go up pretty exponentially,” said Capt. Chris Turner, who heads the truck safety program for the Kansas Highway Patrol.

Our roads are also more clogged with traffic now than a decade ago, increasing the potential for more wrecks.

Today’s forward collision avoidance systems can prevent more than seven out of 10 rear-end truck collisions, according to companies that have deployed the equipment in their fleets. When wrecks do occur, injuries are generally less severe and property damages are lower, findings that NHTSA does not dispute.

“The silver bullet out there right now is automatic emergency braking,” said Jeff Burns, a Kansas City attorney who specializes in truck wreck cases.

At least 300 people die and 15,000 are injured annually in wrecks where a semi runs into the back of another vehicle, according to a University of Michigan Transportation Research Institute study.

Since the summer of 2017, three rear-end truck crashes very much like the one in Indiana left eight people dead in the Kansas City area: five in a single wreck on the Kansas Turnpike near Bonner Springs on July 11, 2017, one that same month on I-435 in Overland Park, and then in February two along that same stretch of interstate when a semi hit a minivan near State Line Road. Both of those victims were children.

All three wrecks might have been averted if the semis that crashed into slow-moving traffic had automatic emergency braking.

Pam Biddle, a former Kansas City TV station executive now working in Columbus, Ga., knows well the heartache that the survivors of truck wreck victims feel. Biddle’s 23-year-old son, Aaron Lee, who earned straight A’s at Mill Valley High School in Shawnee, Kan.; her ex-husband, Brian Lee; and Brian Lee’s girlfriend, Stephanie Swaim, were in the Camry that Kolkman’s semi rammed outside of West Terre Haute.

On impact, shards of plastic, glass and metal rained onto the highway. Only after the semi shoved the burning wreckage of the Camry under a 53-foot flatbed trailer loaded with steel bars did the vehicles come to a stop.

“Their wallets were the only way they could identify them,” Biddle’s daughter Kiera Davis said of her dad and brother.

There wasn’t much else left when friends and family members visited the tow lot a day or two later to collect what personal items they could find. It took close to an hour to scrape the melted soles of Aaron Lee’s shoes free from the front floorboard.

Biddle was distressed to learn that in the seconds leading up to the wreck, the truck driver wasn’t paying attention to the road ahead. But even more disturbing was to discover that the federal government has long known how to prevent such crashes, yet cautious bureaucrats and Congress have failed to intervene.

"I was appalled," Biddle said. "To know that this could have been prevented, that I could still hold my son and that my children could still hug their father, if only someone with the power to change it had taken action years ago, is beyond disheartening."

A history of inaction

The NTSB has long insisted on the need for forward crash avoidance systems in large trucks. This year, the safety board once again included automatic emergency braking systems for trucks on its annual list of "Most Wanted Transportation Safety Improvements."

But the independent agency has limited authority. It can only investigate commercial vehicle crashes and make recommendations on preventing them.

The agency has no power to impose rules. That authority rests with Congress and federal regulatory agencies such as the National Highway Traffic Safety Administration.

Jim Hall was shocked at NHTSA's lack of urgency on the matter when, in 1997, the agency said it had no plans to test the systems in large trucks after the safety board first suggested doing just that. Hall, then the NTSB chairman, told a Senate committee two years later that the safety board was "disappointed" in the agency's attitude. He has seen nothing to change his opinion since.

"I am even more disappointed today than I was in 1999 over the lack of leadership and safety culture at NHTSA," he told The Star.

NHTSA is notoriously slow to act. Its bureaucrats and scientists can spend decades studying an issue before proposing a new safety requirement only to drop it suddenly.

One example that especially galls highway safety advocates: In 2006, the agency began considering a proposal to require use of a mechanism that limits the speed of big trucks and to set that limit at no more than 68 mph. It would not have added a dime to the price of a new truck and prevent an estimated 1,115 fatal crashes every year, according to NHTSA's own estimates.

But after 11 years of consideration, the agency shelved the rule last year in response to industry complaints and a Trump administration edict blocking most new regulations on business.

Even when NHTSA does act, it can take a very long time. Decades passed before NHTSA got around to setting height and strength standards for the bars that hang from the tail ends of truck trailers that help prevent the roofs of cars from being sheared off when they rear end trucks.

So the fact that 20 years have gone by without the agency moving forward on requiring crash avoidance systems is not all that unusual, according to auto safety activists like Janette Fennell.

"You see this over and over and over again," said Fennell, founder of Leawood-based KidsAndCars.org, which pushed NHTSA for years to comply with a congressional mandate that all cars have backup cameras.

A decade passed before they finally did this year, and Fennell says the parallels with truck safety regulation delays "are uncanny."

"Lives are being needlessly taken," she said.

Washington roadblocks

Weeks apart along the same stretch of Georgia interstate, 10 people were killed in two rear-end semi truck crashes. Horrified by the loss of life, a congressman from suburban Atlanta introduced a bill he hoped would prevent similar carnage.

Had it passed, U.S. Rep. Hank Johnson's Safe Road Act of 2015 would have forced federal regulators to write a rule requiring automatic emergency braking systems on all heavy trucks.

But as a Democrat in a Republican Congress, Johnson's bill was dead on arrival in the House, as was a similar one introduced by fellow Democrat Cory Booker in the Senate that same year.

Still, the bills' supporters remained hopeful, because NHTSA chose that moment to take what at the time seemed like a step forward. Four safety groups had formally asked the agency to begin the long process of writing a regulation requiring that all large trucks be equipped with forward collision avoidance and mitigation systems.

NHTSA made no promises, but accepted the petition for rulemaking and published an endorsement of sorts in the Federal Register, agreeing that the systems "have the potential to save lives by preventing or reducing the severity of rear-end crashes."

Then nothing happened.

In the three years since, there have been no hearing notices or invitation for public comments, much less a proposed rule, which doesn't surprise Joan Claybrook.

"When I was NHTSA administrator in the 1970s," she said, "I had to push like heck to get anything done."

No one knows the agency better inside or out. Before she headed NHTSA under President Jimmy Carter, Claybrook had teamed up in the 1960s with fellow auto safety advocate Ralph Nader to push for the legislation that led to NHTSA's creation.

She said efforts aimed at getting NHTSA to impose a rule requiring automatic emergency braking on trucks is doomed to failure without active support from a strong leader heading the agency.

And there simply haven't been many over the years, she said, under Republican or Democratic presidents.

A year and a half into Trump's presidency, an administrator still hasn't been confirmed and the current nominee, acting administrator Heidi King, has neither a background in highway safety nor solid support so far in the U.S. Senate.

"It doesn't have any leadership; that's a problem," Claybrook said.

Another problem is that the agency lacks a sense of urgency to get anything done, she said. Staffers lack enthusiasm for writing new regulations when they know there's no support at the top.

Regulators are also subject to pressure from industry groups, which spend a fortune trying to influence policy. Lobbying efforts on behalf of the trucking industry totaled \$11 million in 2017, according to the nonpartisan Center for Responsive Politics. That's in addition to campaign contributions to congressional candidates, overwhelmingly Republican incumbents, which totaled more than \$5.2 million in the 2016 election cycle.

"Anything that costs money, the industry usually opposes," Claybrook said. "Not every single company. But mostly. And it anesthetizes the agency. Unless you have a strong leader in these regulatory agencies who is intent on getting things done, it's really hard."

That's led to a growing trend within NHTSA to broker voluntary deals aimed at achieving the same goals as a regulation, but without any teeth to enforce those aims.

An example was when automakers agreed to install automatic emergency braking on virtually all passenger vehicles by 2022.

While the Obama administration trumpeted that deal as a great achievement, Claybrook and others were unimpressed because it came without uniform standards or any mechanism to enforce them.

"The whole concept of voluntary standards is a reflection of how broken the NHTSA auto safety rulemaking process is," said Amit Narang, a policy analyst at Public Citizen, the Ralph Nader-founded advocacy group that focuses on auto safety and other issues.

"NHTSA has basically thrown up their hands and said our rulemaking process is just too intense and requires too much cost-benefit analysis."

Other countries have taken bolder steps. Last fall, South Korea said it would require automatic emergency braking as well as lane-departure warning technology on all new cars and trucks by 2021.

The European Union felt confident enough in the technology that it passed a rule a decade ago that all new big rigs sold in the EU's 28 member nations come standard with automatic emergency braking as of 2015.

The United States, meanwhile, is still in study mode.

'What's to lose?'

The consequence of not requiring automatic emergency braking systems on trucks was made tragically clear one night two years ago outside of Goodland, Kan.

A Toyota Sequoia was having engine troubles and traveling about 40 mph on I-70 when a semi going the 75 mph speed limit hit it from behind. Six of the 11 people crammed inside the Toyota died.

In a report published this spring, the NTSB spread the blame. The trucker was tired, the agency said. The driver of the SUV had not turned on his flashing hazard lights, and the vehicle was overloaded.

But the NTSB also stressed that the crash might never have happened had the truck driver's employer paid for the optional collision avoidance system that the 2016 Volvo tractor was pre-wired for.

Former American Trucking Associations executive Howard Abramson finds it disheartening to think that less than 10 percent of the trucks on the road today have that safety equipment because truck owners are free to go without it.

"When you have 80,000 pounds crashing down the roads full of hundreds of thousands of dollars worth of goods, capable of killing large numbers of people, why wouldn't you put in a system that costs a couple of thousand bucks?" Abramson asks. "What's to lose?"

For those in the trucking industry who believe saving lives should be a priority, the evidence is clear, said Steve Williams, a trucking executive who heads a pro-safety industry group called the Trucking Alliance.

As the owner of Arkansas-based Maverick Transportation LLC, he has invested heavily in safety technology over the last couple of decades and seen it pay off.

Fewer wrecks means less money paid out of the company's self-insurance fund and less spent on repairs and replacement of damaged equipment.

But while the Trucking Alliance — short for the Alliance for Driver Safety & Security — is in favor of the government requiring automatic emergency braking and other safety technology, the group represents a small fraction of a heavily fragmented trucking industry.

You get different opinions from the industry's two main lobbying groups.

The more powerful of the two, the American Trucking Associations, is high on the technology, and has been since at least 2015, when the group's then-executive director, former Kansas Gov. Bill Graves, called for trucking companies to voluntarily adopt advanced safety technologies.

But he was careful in not coming out in favor of a government mandate.

"Our position is the same," ATA spokesman Sean McNally said recently. "We would like and we would urge equipment manufacturers to make this equipment standard."

But there are many small firms that might not be able to afford these safety upgrades, he said, and shouldn't be forced to shoulder that cost.

The other big lobbying group is OOIDA, the Owner- Operator Independent Drivers Association, which is based just outside of Kansas City in Grain Valley, Mo.

According to the Federal Motor Carrier Safety Administration, 86 percent of the nation's half million trucking companies have fleets with no more than six trucks, and most of them have only one or two.

That's the constituency OOIDA speaks for, and many of those companies have a hard enough time making ends meet without having to pay more for their trucks, the groups says.

Plus, some are skeptical about the equipment's effectiveness.

"We don't know whether this stuff really works," said OOIDA's president Todd Spencer.

It works, said long-haul driver Mike "Mustang" Crawford of Long Lane, Mo., although he worries about drivers' increasing reliance on it.

Over the past 24 years, Crawford has driven 6 million accident-free miles without the assistance of any of the new safety technology. But at the truck stops he visits, he's heard testimonials from his peers.

"I do believe it's helped stop a lot of accidents," Crawford said.

Still, he said, "You have to watch what you're doing, you have to forget Facebook. You have to forget tweets."

But what if a driver doesn't heed that advice, like on that day a year ago last May outside West Terre Haute, Ind.? Kiera Davis, whose dad was behind the wheel of the car hit by the trucker, wants more trucking companies to adopt the technology.

But why wouldn't the government require it?

"It's taking more lives and it doesn't need to continue to happen," she said with notes of anger, grief and disgust. "I would urge them to do something immediately, because it is so preventable."

<https://www.star-telegram.com/news/nation-world/national/article218087370.html>

In war and peace, this military base drives (and flies) the local economy

September 5, 2018
BY GORDON DICKSON
FORT WORTH STAR-TELEGRAM

FORT WORTH – With Kenny Loggins’ song “Danger Zone” providing a musical backdrop, the commander of Naval Air Station Joint Reserve Base took the stage Wednesday and accepted the Vandergriff Award, one of the Fort Worth Chamber’s most prestigious annual awards.

“This event speaks volumes to the military support and appreciation in this community, and for the base it’s something we couldn’t do our mission without,” Capt. Jonathan Townsend, commanding officer at the base, told several hundred people attending the ceremony.

The event, which was held at the Worthington Renaissance Fort Worth hotel, was sponsored by the Fort Worth Chamber and coincided with Tarrant County Judge Glen Whitley’s annual State of the County address.

The base began in 1932 as Tarrant Field Airdrome, and later was dubbed Fort Worth Army Field. But the name was later changed to Carswell Air Force Base — the name still used by many veterans who trained, worked and lived there.

The base was closed in 1993 after the federal government realigned its military resources. But it was re-purposed a year later as a joint reserve base used by all military branches.

Today, the base employs 10,200 active duty, guard and reserve service member and civilian employees, making it one of Fort Worth’s largest employers. It has an economic impact of about \$6.6 billion, including domestic product and aviation assets, according to the Texas Comptroller.

“The very foundation of Fort Worth was a military objective — the fort where the west began — and our residents are proud of that history,” said Bill Thornton, chamber president and chief executive officer.

The Vandergriff Award is named in memory of Tom Vandergriff, a former Arlington mayor and Tarrant County judge who died in 2010.

<https://www.star-telegram.com/news/business/growth/article217857175.html>

Flash flood deaths: What went wrong and what could have prevented them

September 10, 2018
BY GORDON DICKSON AND BILL HANNA
FORT WORTH STAR-TELEGRAM

FORT WORTH – Mike Whisenand is still trying to make sense of it all.

How could three people drown in a part of east Fort Worth with little or no history of flooding?

“I have never seen anything like it,” said Whisenand, owner of Whiz-Q Stone, a landscaping supply company near the southeast corner of Loop 820 and Wilbarger Street.

His employees were still coping with the shock of a young mother and her 2-year-old daughter having their vehicle swept into a 15-foot-deep culvert, and essentially drowning right before their eyes.

“We have never had this much water here before,” he said.

Officials from the city are now evaluating whether they did all that they could to warn the public about rising waters on public streets.

On Saturday morning, the 2-acre Whiz-Q Stone property — normally a place where landscapers pick out their rocks, pebbles and other supplies — became a grim staging ground for recovering the bodies of those overwhelmed by the storm.

It began about 8:30 a.m. with strong, persistent rainfall. On the northbound Loop 820 service road, just outside Whiz-Q Stone, the waters not only filled up the 15-foot-deep culvert but also rose more than three feet above street level.

Several of Whisenand’s employees saw a young motorist inadvertently drive into the water and stall on the Loop 820 service road. As other vehicles passed by, waves of water lapped against her car and pushed it into the culvert, which is about 15 feet deep.

Whisenand’s workers frantically tried to get to the woman’s car, break a window and rescue her and her toddler daughter. But the car submerged and disappeared.

Killed were Jessica Romero, 18, and her 2-year-old daughter, Llaylanni. Their bodies were recovered about an hour after the incident, when waters receded enough for emergency workers to find the car.

“I have several employees who will be dealing with what they saw, and what they tried to do to help, for a long time,” Whisenand said.

Just a half-mile to the northeast, in a separate incident, 69-year-old Eddy Volpp of Arlington died when he drove into high water on South Cravens Road.

The National Weather Service said radar estimates show 5-6 inches fell in 2-3 hours in the area where the drownings occurred.

“It just parked itself over that southeastern quadrant of Fort Worth,” National Weather Service meteorologist Juan Hernandez said.

Rainfall occurred in the same area on Friday, essentially priming the soil for flooding.

“Whenever you get those rainfall rates, there is a very high probability of flooding,” Hernandez said.

The flooded area is near where U.S. 287 and Interstate 20 merge, wedged between Fort Worth’s Stop Six neighborhood and west Arlington. Both the culvert where Romero and her toddler died and the creek where Volpp died feed into Lake Arlington, which is less than a half-mile to the east.

Monday, officials from several agencies were discussing what if anything could have been done differently to possibly prevent the loss of three lives.

Councilwoman Gyna Bivens, whose district includes the area where the deaths occurred, said she heard from residents who took refuge at a Family Dollar store two miles away that water had been “up to the door handles of their vehicles” when they exited Loop 820.

At some point Saturday, Fort Worth’s emergency operations center was activated. That facility is a place where officials can centralize their response to emergencies and coordinate the use of tornado sirens, highway message boards and other communication devices to get the word out to the public.

“You can never give people too many safety messages,” Bivens said.

Hernandez said that besides providing updates on social media and through its chat sessions to emergency management officials and the media, emergency alerts would have gone to wireless phones if those notifications were turned on.

Once the storm cell finally moved off to the east, it continued to dump rain, dropping about 4 inches on the east side of Lake Arlington.

The Texas Department of Transportation plans to upgrade the I-20/U.S. 287 interchange as well as Loop 820 and surrounding roads as part of a \$1.25 billion project known as the Southeast Connector.

“This area has not been considered flood prone, but it did have high water on Saturday due to the extremely heavy rain it received,” agency spokesman Val Lopez said, noting the region was under a flash flood watch at the time. “TxDOT posted high water advisories on the area’s dynamic message signs warning motorists not to drive through high water.

“This section of I-820 is part of the Southeast Connector project area, and it will be updated to modern design standards when completed. The specific improvements to drainage are currently under study.

“While TxDOT does everything possible to keep roadways safe, flash flooding is the leading cause of weather-related deaths in Texas, and when motorists encounter high water they should turn around and use alternate routes.”

Outside Whiz-Q Stone on Monday morning, the culvert where Romero and her daughter drowned was mostly dry, although muddy tire marks could be seen where the tow truck pulled the vehicle out of the water about an hour after the tragedy occurred.

On the Loop 820 embankment, a thin line of papers, plastic bottles and other debris ran horizontally about three to five feet above the road's surface level, providing evidence of how high the water had risen.

<https://www.star-telegram.com/news/local/community/fort-worth/article218119810.html>

Gov. Greg Abbott says it's time to turn off red light cameras in Texas

September 10, 2018
BY ANNA M. TINSLEY
FORT WORTH STAR-TELEGRAM

Texas Gov. Greg Abbott said it's time to turn off red light cameras across Texas.

Many believe the cameras violate the U.S. Constitution and lead to more rear-end accidents at intersections with cameras. Others say they make streets safer and generate needed revenue for cities across the state.

But Monday, in McAllen, Abbott issued a 21-page report — Safeguarding, Securing, Serving— calling for policies he would support if he's re-elected to a second term in November.

Among his proposals: cracking down on gangs, disrupting human trafficking and smuggling, keeping peace officers safe and “strengthening the rights of Texas drivers.”

“Red light cameras are automated devices for red light traffic enforcement,” according to Abbott’s report summary. “They are expensive, studies indicate that they may increase accidents where deployed, and they pose constitutional issues.

“Texas should ban the use of these devices by preempting local authority to utilize them.”

Abbott faces Democrat Lupe Valdez in the Nov. 6 election.

His report comes as some lawmakers already were planning to draft legislation to turn the cameras off. The legislative session begins in January.

Nearly two dozen states in the U.S. allow the cameras, according to the Governors Highway Safety Association.

How they work

Cameras are set so vehicles entering intersections after the light has turned red — and those that don't stop before making a right turn on a red light — are photographed. Vehicles entering the intersection on yellow that are still in the intersection when the light turns red are not photographed, according to the Texas Department of Transportation.

After each offense, a \$75 ticket is automatically sent to the car's owner.

Arlington residents passed a measure three years ago to turn the cameras off in their city.

A similar effort began in Fort Worth, but the move this year to gather more than 20,000 signatures on petitions asking city leaders to put the issue on the ballot in November fell short.

“Red light cameras have been like the white whale for many conservatives who have tried to ban them in Texas by arguing they harm individual liberty or are unconstitutional,” said Brandon Rottinghaus, a political science professor at the University of Houston. “Eliminating red light cameras is a low cost way to appeal to conservative legislators whom the governor will need to pass his agenda.”

To pay or not?

Critics have long argued that anyone who received red light cameras shouldn't pay them.

Red light camera tickets are civil violations, unlike speeding, which is criminal.

That means they don't show up on driving records or impact insurance rates. And these unpaid tickets can't be reported to a credit bureau, so credit ratings aren't impacted.

Some Texas counties, such as Dallas, flag motorists with unpaid red-light tickets and block their vehicle registrations until the tickets are paid.

Tarrant County does not block vehicle registration for unpaid light camera fines.

But any tickets left unpaid will trigger reminder notices and repeat notices that a \$25 late fee will be added to the bill. And accounts with unpaid tickets may be flagged, which likely will block online registrations.

Tarrant County Tax Assessor-Collector Ron Wright said anyone who has an account that is flagged may go to any of the eight local tax assessor collector offices. There, they will be allowed — in person — to renew their registration no matter how many unpaid red light tickets they have.

<https://www.star-telegram.com/news/state/texas/article218155115.html>

Lawmakers Angered by Train Safety Delays Like the Ones in North Texas

Sep 13, 2018

By Scott Friedman and Jack Douglas Jr.
NBC5

Members of Congress today offered harsh words to commuter rail lines, like North Texas' Trinity Railway Express, that are far behind schedule in implementing federally required safety equipment.

"There's no reason to be lagging behind, because most everybody is doing their job," said an angry Rep. Mike Capuano, D-Mass, during a committee hearing in Washington on the status of Positive Train Control, the safety measure that is supposed to be on much of the country's rail lines by the end of the year.

But the TRE has told NBC 5 Investigates it will not make the deadline and, instead, hope for an extension by the Federal Railroad Administration.

"We've had promises made to us as a committee that haven't been met," said Rep. Jeff Denham, R-Calif.

Some members of the House Committee on Transportation & Infrastructure said there was no excuse for missing the deadline to install PTC, a sophisticated fitting on trains to help prevent head-on collisions and out-of-control speeding.

Nationwide, most commuter railroads will need extra time to install PTC.

But the TRE – the commuter rail line used by thousands of passengers between Dallas and Fort Worth – is so far behind, it is in danger of not qualifying for a deadline extension.

"Most companies have done it. Most public entities have done it, or are on the way to do it," said Capuano, adding:

"The handful who are not, I'm just saying very clearly, be careful because I don't think you're going to find very many,

if any, open minds on this side of this table when you come to say, 'For some reason, every other person except us could get the job done.'"

Officials with the TRE say they're behind because of the lack of available contractors, all swamped by the needs of larger railways rushing to make the deadline.

In a statement to NBC 5 Investigates, a TRE spokesperson expressed confidence a deadline extension will be approved, adding, "We're committed to delivering Positive Train Control to TRE customers as soon as possible."

The commuter railway is "on schedule" to have the equipment installed by the end of the year, "which will make it possible for us to begin testing early next year," the spokesperson said.

In Washington, Robert Sumwalt, chairman of the National Transportation Safety Board, told committee members that further delays in implementing PTC could put the nation's commuters at a greater risk of yet another train tragedy.

"For every day that we go without PTC, we are at risk for another Chatsworth (25 killed), another Bronx (4 killed), another Amtrak in Philadelphia (8 killed)...," Sumwalt said.

"Each of these were mass-casualty events due to human error," he said, "accidents that could have been prevented by PTC."

<https://www.nbcdfw.com/investigations/Lawmakers-Angered-by-Train-Safety-Delays-Like-the-Ones-in-North-Texas-493204711.html>

\$750 million in Collin County bonds would be just a down payment on up to \$13 billion in road projects

Sept. 13, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

PLANO — Collin County leaders say even if voters approve hundreds of millions of dollars for transportation needs in November, the funding will make only a small dent in their long-term traffic woes.

County Commissioner Duncan Webb told business leaders at a forum Wednesday that the county will need \$13 billion for roads over the next three or four decades. Later Wednesday, former Commissioner Mark Reid, during a presentation to the Frisco Tea Party, said the figure is \$12.6 billion.

Voters in the fast-growing county will have a chance to take a small bite out of that price tag. The county is asking voters to approve a \$750 million bond package — and all but \$10 million is earmarked for roads.

Michael Morris, transportation director for the North Central Texas Council of Governments, said during the Collin County Business Alliance forum that the bond money "will get us started."

"It's not the solution," he said. "It's the start."

Morris said the county could leverage the bond money with \$800 million in state and federal dollars already allotted for Collin County. Morris said the county could get more value out of that money if the county works with the Texas Department of Transportation and others on engineering and right-of-way needs.

County officials hope it's enough cash up-front to get routes approved and protect land for the necessary roads to then be built.

"We're growing so rapidly and developing the raw land to the point where we're closing in all the corridors," Webb said. "We need to get the lines on the map."

Reid, during his presentation, likened Collin County's current map to Dallas County's in 1960. Back then, Dallas County had roughly the same population that Collin County has now. Interstates 20, 30 and 35 were being connected by the LBJ Freeway, providing Dallas County both highway access near its borders and a quick means of getting downtown.

Nearly 60 years later, Collin County has three limited-access highways. None are in the county's growing eastern half. Two of the three are toll roads, which have largely fallen out of favor politically.

The biggest of three county requests on the November ballot is \$600 million, specifically for "non-tolled freeways." An additional \$140 million item is for thoroughfares. A third proposition, \$10 million, is for parks and open spaces.

A solution for traffic along U.S. Highway 380, the county's main existing east-west route, has been called the top priority for county leaders. The 32-mile road is likely to get a significant

chunk of the \$600 million bond measure for a bypass or expansion. But the proposed routes have created political rifts, especially between McKinney and Prosper.

The two Wednesday events focused on the broader issues and didn't mention the tensions over that road.

Reid, who was on the planning committee for the bond package and now is speaking on behalf of the pro-bond political action committee Collin County on the Move, said the one place where November bond money might be used to put concrete on the ground quickly is the county's Outer Loop. The project's environmental work is finished and the route has been determined.

"This is the very first piece of those 20- to 30-year projects," Reid said. "Most will likely be used for the preliminary work so we can be able to build the roads as other money arrives."

<https://www.dallasnews.com/news/collin-county/2018/09/13/transportation-bonds-small-bite-collin-countys-13-billion-future-highway-needs-officials-say>

Texas Central lands \$300 million loan for Dallas-to-Houston bullet train project

Sept. 13, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

Texas Central Partners has secured a \$300 million loan to continue its pursuit of a new 240-mile high-speed rail route from downtown Dallas to Houston.

The company said it will use the financing to move ahead on permitting, design and engineering on what would be the first high-speed rail in America.

The loan is backed by Japanese sources, including the nation's only public-private fund that specializes in overseas infrastructure. Texas Central plans to use Japanese Shinkansen technology for its bullet train.

"This is a loan to be paid back with interest," the company said in a written statement Thursday. "It does not change the train's majority-Texan ownership."

When added to its current equity — much of which comes from its Texas investors — the loan will get the company to "the point at which all of the capital required to construct is fully committed" and construction is authorized, Texas Central officials said.

Texas Central officials said this month the project would cost \$12 billion to \$15 billion and would be privately funded. Others believe it could cost closer to \$20 billion. Texas Central's proposal is to create a 90-minute trip between the two cities with a single stop in Grimes County near Texas A&M University.

The company hopes the train line could open as soon as 2024. But construction, which Texas Central believes would take about five years, couldn't begin until the company receives final environmental clearance.

During a series of hearings that ended last week, officials with the Texas Commission on Environmental Quality — one of the agencies tasked with studying the project — said it typically takes a year or longer to issue a permit, add conditions or deny a permit. TCEQ, which also has never studied a project like the bullet train, started its work in late 2017.

The Federal Railroad Administration, meanwhile, is looking to finalize its Environmental Impact Statement by Jan. 31. The administration issued a draft statement in December. It hopes to make a decision on the project, which would be based on the final report, by the end of August 2019.

The public comment period on the draft statement is closed. However, the administration offers answers to frequently asked questions on its website.

<https://www.dallasnews.com/news/transportation/2018/09/13/texas-central-lands-300-million-loanfor-dallas-houston-bullet-train-project>

HOV rewards to replace discounts on Dallas-Fort Worth tolled lanes

September 15, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

ARLINGTON — A radical change is coming for North Texas drivers who rely on high-occupancy-vehicle discounts.

Currently, drivers with TollTags can register their cars as high-occupancy vehicles, which gives them a 50-percent discount on the region's tolled express lanes and makes LBJ East toll express lanes free. About 2 million vehicles use the discount annually.

The new rewards program will eliminate that upfront discount. Instead, drivers will receive the same savings in the form of an e-credit, Visa prepaid cards, cash or direct deposit.

And when the program launches in the spring, HOV-discount violators won't be ticketed anymore. Drivers will instead face warnings and, eventually, suspension or loss of their TollTag.

"Enforcement would be handled by the app itself," said Ken Kirkpatrick, an attorney for the North Central Texas Council of Governments. "That's unlike what the North Texas Tollway Authority would do to enforce its toll system. They use the legal system. And there are costs associated with that."

The Council of Governments has spent \$4 million to develop and test the program. The council plans to put another \$20 million into implementation over the next 10 years — and that doesn't count the cost of rewards.

But the council will save on court costs and will scrap its \$1.5 million annual deal with the Dallas County Sheriff's Office to enforce HOV lanes.

The Drive On TEXpress phone app that drivers use to register for discounts will go away, too. So will the 15-minute wait between the time a user registers for HOV discounts and the time they can actually drive in the HOV lanes.

The council will rely on Verified Ride technology developed by Carma Technology Corp. Officials said the technology proved 98.4 percent accurate in recognizing the number of people in a car over a four-month pilot program late last year. The mistakes were from over-counting the passengers in vehicles.

Users will be asked to register for the new program and phone app. Each vehicle will be assigned a small device, which is tied to a TollTag account. The rewards will only be triggered if a vehicle has a passenger with either a second device or the app.

"The first time you set it up, you have to register," said Natalie Bettger, senior program manager for the Council of Governments. "Then it detects you're on the managed lanes and can check how many occupants you have and apply your reward."

LBJ East is free to the HOV-discount user who has a TollTag and pre-registers. And it's where 928,000 of the 2 million annual HOV declarations on the Drive On TEXpress app are used. The rewards program figures to record more HOV trips on other tolled lanes outside of LBJ East.

Under the new program, full toll charges will be reimbursed on LBJ East as rewards.

"We are a little nervous that new folks will be charged the toll," Bettger said. "But your benefit is going to be the same."

While the immediate change is to existing tolled lanes, the new technology could be extended to future roads and potentially be used to reward other driving behaviors. Officials believe they could one day provide rewards for those who walk or bike or use public transit, for instance, in lieu of a car. Or they could give benefits for taking an alternate route to ease congestion. And they say a company could be rewarded for shifting work schedules and keeping traffic off roads at rush hour.

The Interstate 30 HOV lane between Garland and downtown Dallas will remain free for users for now. But even in that un-tolled area, the app could help identify HOV scofflaws, which will keep officers from having to patrol HOV lanes.

"It's very dangerous for them to be out there enforcing this in a high-speed facility," Bettger said.

Officials also believe the program could expand outside North Texas. Bill Hale, the Texas Department of Transportation's chief engineer, was at Thursday's presentation and said the state would be watching the program closely and could apply it statewide.

Michael Morris, transportation director for the Council of Governments, said officials still need to grapple with anti-toll sentiment in the Legislature. He also said the council needs to market the changes and address concerns about user privacy and exposure to location-based geo-target marketing.

"This is a very important issue to be going from a discount, which is where the art of the possible was 15 years ago, to flipping the coin completely over and going to a rewards program and making this more simple," Morris said. "But it opens up lots of other questions."

<https://www.dallasnews.com/news/transportation/2018/09/14/hov-rewards-replace-discounts-dallas-fort-worth-tolled-lanes>

Dallas Takes Step to Combat Climate Change

The money for the study will come from the city's grocery bag fee that was repealed three years ago

Sep 18, 2018
By Ken Kalthoff
NBC5

A climate change action plan will be developed with money from the city of Dallas that was part of a new budget approved Tuesday.

Money left over from the Dallas grocery bag fee that was repealed three years ago will pay for a \$500,000 climate change study. Even more money left over from the fee could pay for action on the plan.

Environmental activists cheered the approval Tuesday and City Council Member Sandy Greyson, who championed the measure.

"The federal government pulled out of the Paris Climate Agreement. And so the mayors across the United States said, 'We're going to support this effort. We're going to work on it with our local government,'" Greyson said. "And it's not just going to sit on a shelf. It's going to have action items that follow it, and we already have funding for those action items."

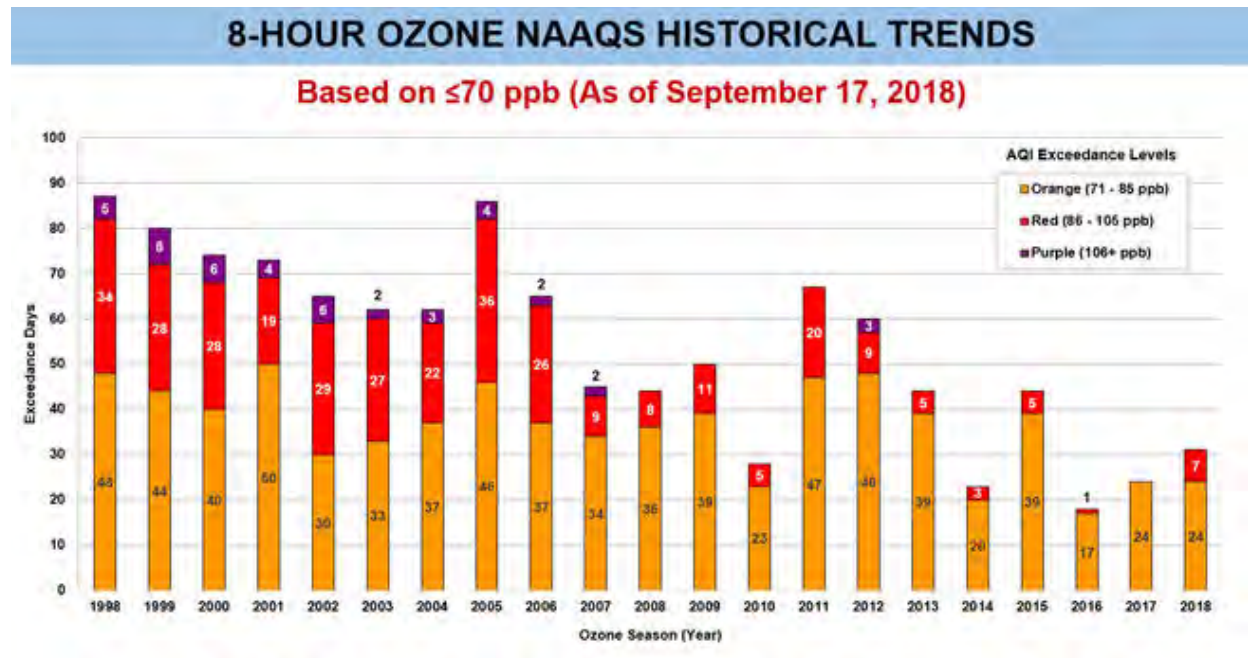


Photo credit: North Central Texas Council of Governments

Motor vehicles are the largest source of North Texas air pollution. Past efforts to remove the oldest vehicles have produced improvement. But hot weather still produces high ozone days, where people with breathing difficulty have a greater problem.

New action could include removing more old vehicles from the road, more electric vehicles in the city's fleet, more solar panels on buildings to reduce burning fossil fuels for electricity and help for people with asthma.

Shammara Norris, with a nonprofit called Positive Breathing, provides education on asthma to children and their caregivers. She said she could add actual care on the group's mobile health units, offering more than just education.

"Our goal in our next level is to get a nurse practitioner to offer and provide free care," Norris said. "We don't want to charge a child to get on a mobile unit."

Norris was one of the environmental advocates praising the city's program Tuesday.

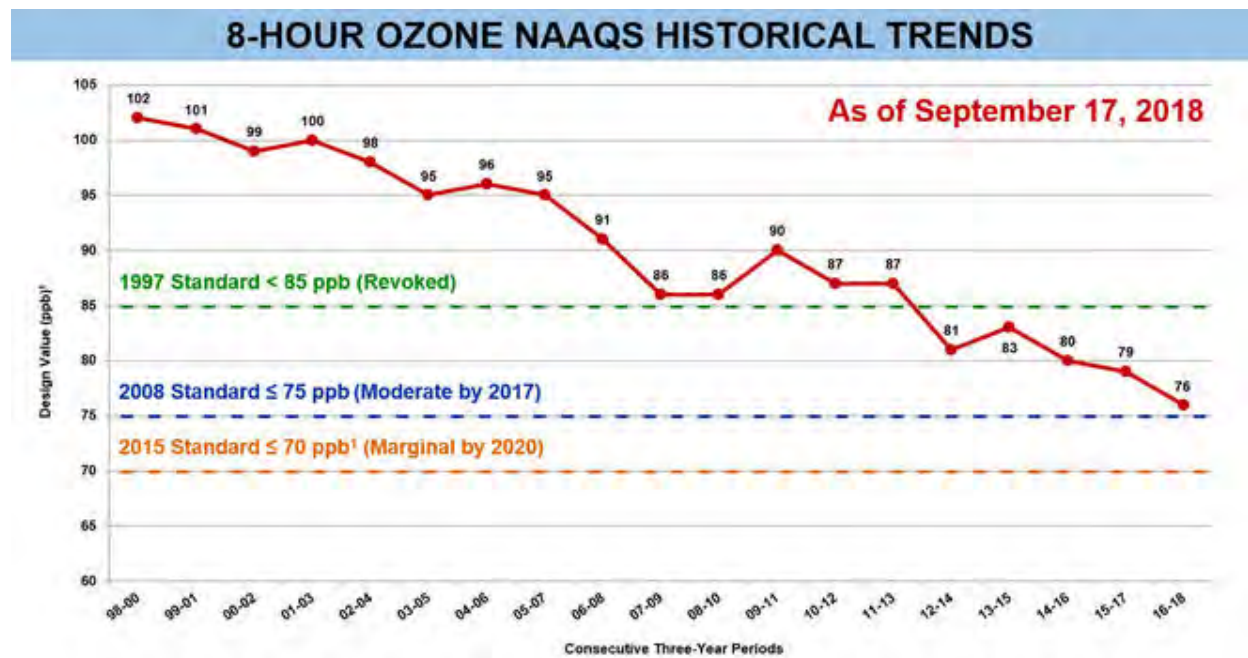


Photo credit: North Texas Central Council of Governments

James McGuire, director of the Dallas office of environmental quality will oversee it.

"Twelve months ago I would not have foreseen that we would be having this conversation right now or we would be speaking at this press conference," McGuire said.

More than \$1 million was left over from the plastic bag fee. The money was earmarked for other steps to improve the environment. Future additions to the program will require more cash.

<https://www.nbcdfw.com/news/local/City-of-Dallas-takes-a-step-to-combat-climate-change-493653711.html>

Rival of Texas bullet-train company blasts Japanese investment, says high-speed rail's private funding plan is 'just a dream'

Sept. 18, 2018

Written by Ray Leszcynski, Communities
Dallas Morning News

A competitor of the company trying to build a Dallas-to-Houston bullet-train connection has blasted the notion that a high-speed rail line can be built without public money.

"The whole thing is just a dream," said Alain Leray, president of SNCF America, the Maryland-based arm of the French national railway company. "It's not going to happen on private financing."

Those remarks came after Texas Central Partners announced last week it had secured a loan of up to \$300 million from Japan Overseas Infrastructure Investment Corp. for Transport & Urban Development and the Japan Bank for International Cooperation. Both institutions are backed by the Japanese government.

That drew the ire of SNCF, which has a rival plan to bring speedy rail service to the state.

The Texas Central "project is right for Japanese companies subsidized by Japanese taxpayers and wrong for Texas," said Scott Dunaway, spokesperson for SNCF America, in a statement Tuesday. "Nowhere in the world have high-speed rail projects become reality without government participation."

SNCF America leaders also called on the Texas Legislature to give direction to the high-speed rail policy debate.

The company last spring lobbied state legislators to consider its plan to serve the Interstate 35 corridor with "higher-speed" rail, rather than bullet-train technology.

Texas Central's Dallas-to-Houston plan calls for the Shinkansen technology used on Japanese bullet trains. Texas Central officials said in a statement Tuesday that the Shinkansen technology is the safest in the world, and that's why the two international financial institutions are backing the project.

SNCF America officials said Texans will choose the technology they want, but that Shinkansen "lacks inter-operability" with other rail and sets the Japanese supplier up for a monopoly in the U.S.

Texas Central has criticized the French plan extensively in a two-page comparison graphic. In a statement Tuesday, Texas Central said there's nothing preventing SNCF from building its own system here.

"SNCF doesn't understand how free-market capitalism works in Texas because they are a government-owned monopoly in France," the statement said.

Texas Central's rail line has stirred an urban-rural political divide and would cost billions of dollars. Company officials believe it can be completed in 2024. The company's financing plan includes federal loan programs similar to those used by transit agencies. Those loans are specifically designed to promote private investment in U.S. infrastructure.

"Texas Central is no different than any other major corporation," Texas Central said in the statement. "It operates on a blend of debt and equity."

No operational grants or subsidies will be used to build the Texas bullet train, company officials said, and construction would not start until funds are raised.

SNCF America's plan for a 480-mile T-bone rail network would cost slightly more than Texas Central's Dallas-to-Houston line and far less than the total 763-mile, Dallas-Houston-San Antonio "Texas Triangle" that federal officials first envisioned three decades ago.

Rail operations, Leray said, can be profitable. But the billions in debt will require some government support, he said.

"At \$45 million a mile, which private investor is going to be foolish enough to do this? If you have billions of dollars, chances are that you're not stupid," Leray said. "A railroad is no different than a highway. Either the taxpayers pay or it doesn't happen."

The French company has garnered some interest from Texas officials. In June, a North Texas contingency that included Dallas Mayor Mike Rawlings, Fort Worth Mayor Betsy Price and Bill Meadows, chairman of the DFW International Airport board, visited SNCF Eurostar operations in Paris as part of a European trade trip.

Leray said Tuesday he has never made his company's interest in Texas a secret.

"But my interest in Texas, as opposed to the Japanese, is not to sell technology," he said. "We are a train operator. One day, I want to be a train operator in Texas."

<https://www.dallasnews.com/news/transportation/2018/09/18/rival-texas-bullet-train-company-blasts-japanese-investment-says-high-speed-rails-private-funding-plan-just-dream>

18-wheelers park illegally in many DFW neighborhoods. Can anything be done about it?

September 21, 2018
BY BILL HANNA AND GORDON DICKSON
FORT WORTH STAR-TELEGRAM

For some truck drivers, getting a parking ticket is merely the cost of doing business.

In some neighborhoods, especially in far north and far south Fort Worth, it's common for residents to spot 18-wheelers parked on residential streets.

"They'll park in a neighborhood and happily take a \$35 ticket as opposed to trying to find a place to park," said Fort Worth City Councilman Cary Moon, whose district includes parts of far north Fort Worth.

On a recent afternoon, for example, four trucks were parked in a row along Sandshell Drive in far north Fort Worth, not far from Western Center Boulevard — and just two blocks from a large residential area with tidy, single-family homes and apartments.

A few miles to the north, another truck cab and two detached, flatbed trailers were parked along Golden Triangle Boulevard, near a busy intersection of restaurants, convenience stores and other businesses.

It isn't just Fort Worth seeing a problem.

At a Sept. 13 Regional Transportation Council meeting, a report found trucks were causing problems all over the Metroplex.

The study found truck parking is a national issue. Locally, the primary issue appears to be on the outer edges of the region's most populated counties — including Tarrant and Parker counties — where trucks have difficulty finding somewhere to park.

The report identified Interstate 35W north of downtown "as a corridor of concern." Others listed in North Texas included I-20 and I-30 in Parker County, I-45 and I-20 in south Dallas, I-35E and I-635 in north Dallas, and I-635 in east Dallas.

The report offered several recommendations. Among them:

- Build short-term truck parking facilities on underused public land.
- Foster partnerships between local governments and private companies or land owners to create parking locations.
- Use electronic signs on highways to inform drivers of places where parking is available.

"They've got to have some place to go but we don't want them in the neighborhoods," said Fort Worth City Councilman Jungus Jordan, whose District 6 includes the I-35W corridor in far south Fort Worth, where problems have also occurred.

To Moon, the \$35 parking citation is too cheap. He asked city staff to research the issue on Tuesday and determine if the fine can be raised, with or without a City Council vote.

“We need to look at that fee,” Moon said at Tuesday’s City Council work session. “It’s something we struggle with citywide.”

Fort Worth’s parking problems have spread to neighboring cities and surrounding unincorporated areas, where truckers have found more rural places to park their rigs.

“These guys are paying \$7,000 an acre to park just outside of the city limits,” Moon said. “We’ve got to do something.”

<https://www.star-telegram.com/news/local/community/fort-worth/article218658065.html>

D-FW's closing argument on Amazon HQ2: We've done this before — at Alliance in Fort Worth

Sept. 21, 2018

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

With decision day approaching on Amazon HQ2, here's a closing argument for North Texas: We've done this before — and in a way few can match.

AllianceTexas, the giant development north of Fort Worth, was little more than a grand idea and great expanse of empty land 30 years ago. Today, the 26,000-acre project has nearly 50,000 workers, 44 million square feet of development and over \$8 billion in private investment.

Those numbers rival (and some even surpass) Amazon's ambitious goals for a second headquarters. A year ago, the retail giant announced a major expansion plan and invited cities to compete to be the host. The Dallas area is among 20 finalists still in the race, and Amazon has said it will pick a winning location before the end of the year.

Lots of metros have fast-growing areas. But how many have an origin story like Alliance?

The Perot family, led by Ross Perot Jr., acquired large chunks of land in the mid-1980s with a plan to build a giant industrial park north of Fort Worth. Perot enticed the public sector to join the effort, pledging to leverage their investment to create an economic powerhouse.

Perot donated land for an industrial airport, right-of-ways and more, and banked on it paying off through real estate development. Fortunately, Perot had the staying power to last for decades and withstand several recessions.

Multiple levels of government — federal, state, cities and schools — invested heavily in the early years. They built an airport and a state highway, along with local roads, schools, sewers and fire stations. Taken together, the public stake in Alliance has totaled nearly \$690 million.

That was essential funding, the equivalent of seed money, and it's helped attract \$8.2 billion in private development. Alliance now has over 10,000 homes and apartments, and 488 corporate tenants, including Amazon, Facebook, General Electric, Fidelity Investments and BNSF Railway.

Local governments have recouped their investment many times over. In property taxes, Alliance and its tenants paid out \$1.9 billion from 1990 to 2017, according to an annual economic update from Alliance.

Fort Worth annexed much of the Alliance land and put \$80 million into the development. Alliance property tax payments to Fort Worth have grown from \$123,000 in 1990 to almost \$33 million last year. Since 1990, Fort Worth has collected nearly \$372 million in property taxes, according to the Alliance report.

Alliance also has over 1 million square feet of restaurants, retail and grocery stores, so it generates plenty of sales tax, too.

Last year, Alliance's economic impact was estimated at \$4.7 billion, and since 1990, its cumulative impact tops \$69 billion.

So why should Amazon look closely at Alliance?

“Two words: scale and creativity,” said Mike Berry, president of Hillwood, the Perot development company that owns Alliance.

When Amazon released details for HQ2, it threw out some huge numbers for the project: up to 8 million square feet of office space, 50,000 jobs, \$5 billion in capital improvements. Berry, who’s worked on real estate deals for 30 years, couldn’t recall any single project of that size. “There are very few regions that can absorb that kind of project,” Berry said. “We’re one of them.”

Amazon has a long list of requirements and preferences, and it all starts with recruiting and retaining talent. Any region that hopes to land HQ2 must be capable of supplying and attracting enough qualified workers.

It also must have the real estate and infrastructure to accommodate such a surge in the workforce, along with frequent air service to the East and West coasts.

The Dallas area measures up well on those scores, as do a number of finalist cities. Go deeper into city-to-city comparisons and the business climate could be a difference-maker. That’s where North Texas has an edge — with Alliance as a case study.

“It has a demonstrated track record of attracting major corporate investments and helping businesses grow after they’re established,” said Dennis Donovan, a site selection expert with Wadley Donovan Gutshaw Consulting in New Jersey. “That could be a deciding factor.”

Amazon said it was looking for a business-friendly environment. In Texas, that’s generally described as low taxes, loose regulation and tort reform — plus a willingness to offer tax breaks. But Alliance showed there could be more to it. And Donovan said its general approach has been embraced by many in the state.

“They always treat government as a partner to business, not an adversary,” he said. “That’s a major difference with many areas.”

Ten years into the Alliance project, Perot faced some public pushback. He was asking Dallas voters to fund a new sports arena (which became American Airlines Center), and critics said Alliance was falling short of projections.

At the time, it had about 8,000 workers and hadn’t brought the high-tech manufacturing that was touted initially. Since then, Alliance has expanded into financial services, data centers, e-commerce, autos, health care and consumer goods.

It might take decades to mature fully, Perot said in 1997, but Alliance would be around as long as Fort Worth.

“It’s going to impact millions of people,” Perot said at the time. “If you look over 100, 200, 300 years — or forever as long as this part of the world exists.”

How long does HQ2 plan to be around?

<https://www.dallasnews.com/opinion/commentary/2018/09/21/amazon-hq2-choose-north-texas-done-before-alliance>

New DCTA president seeks to improve relationships with cities

Sept. 18, 2018

By Peggy Heinkel-Wolfe Staff Writer pheinkel-wolfe@dentonrc.com
Denton Record-Chronicle

Denton County Transportation Authority's incoming President Ray Suarez says 2019 will be a "year of change" for the 15-year-old agency.

The agency's former vice president of operations, Suarez took the reins less than a week ago. He spoke often during a Tuesday morning DCTA committee meeting that included key members of the agency's board of directors.

"We have holes in our relationships with cities that we need to improve," Suarez said. "We're making no excuses for the past."

DCTA has missed ridership projections for several years. Ridership on the A-train has declined every year since 2014. The agency's fixed bus routes in Denton and Lewisville have proved efficient and effective, but have not seen an increase in ridership even though the area is growing. DCTA has been expanding its "on demand" service to riders without disabilities, but an independent study has found that service costly, particularly when compared to peers.

Sales tax collected in Denton, Highland Village and Lewisville support the agency along with federal grants and various contracts for transit services. Denton's share of the agency's annual budget is currently about \$12 million.

Suarez said he and other DCTA officials met recently with representatives from Denton, Denton County and other cities to hear their concerns.

The bottom line from Denton, at least, was clear: City leaders want to see more service for their money, particularly on-demand rides, Suarez said.

"They've asked us to look at new services," Suarez said.

Board member Dianne Costa said she doesn't see a problem with using technology and innovative ideas to build ridership.

"We're going from transportation to mobility," Costa said. "We're not changing our strategic direction, but being more transparent."

Board Chairman Charles Emery said he, too, wants the agency to remain open to ways to increase ridership.

The committee did not discuss the results of a recent report from Texas A&M Transportation Institute that used 2011-16 data to benchmark DCTA services against 22 peer agencies in Texas and around the country, such as River Bend Transit in Iowa and the Valley Transit District in Connecticut.

Benchmarks noted DCTA's costs per passenger for both the A-train and on-demand rides put its economic performance below average among peer agencies. DCTA also has more administrative staff, and fewer maintenance staff, compared with its peers.

However, Suarez alluded to some of the problems Tuesday morning.

“We can do a better job maintaining vehicles,” he said.

Too much responsibility is put on the agency’s contractor and subcontractor, he added. Some of the data created and used to make big decisions for rider service is on the side of the contractor, rather than DCTA.

“We find out too late when there’s a customer service problem,” he said.

In addition, DCTA and its contractors, First Transit and Transit Management of Denton County, have not been able to reach an agreement with the bus drivers, who are represented by Amalgamated Transit Union Local 1338.

The drivers have been without a contract since April.

“We believe we are close,” Suarez said. “We have one outstanding item, and that is how many drivers to operate non-CDL [commercial driver’s license].”

Drivers do not need a commercial license to drive DCTA’s smaller vehicles, such as vans, which could reduce the cost for the agency to provide service in certain areas.

Suarez said he doesn’t want to hamstring the agency to respond to changing demand.

“Do the cities believe they are getting a good return on their investment?” Suarez said. “We want to stay relevant and protect jobs.”

Of the 128 routes currently run by buses, about 41 could be served by smaller vans, according to bus driver and union shop steward Jim Owen.

https://www.dentonrc.com/news/new-dcta-president-seeks-to-improve-relationships-with-cities/article_393a981e-ba57-5df4-9c3a-80c6ce133920.html

Richardson city officials define priorities for DART passenger rail line

Sept. 21, 2018

By Gavin Pugh and Olivia Lueckemeyer

Community Impact

Richardson city officials have not played down their excitement for a future east-west-running transit line—they said they envision greater mobility for commuters and a boon for future development in the President George Bush Turnpike corridor.

The 26-mile Cotton Belt line will offer rail service stretching from Shiloh Road in Plano to the Dallas/Fort Worth International Airport.

With two new Richardson rail stations on the future Cotton Belt line expected to begin servicing passengers in 2022, city officials have coordinated with Dallas Area Rapid Transit in advance to ensure their priorities for the line are met.

The DART board of directors green-lighted some of those priorities outlined in an interlocal agreement at its Aug. 14 meeting—sealing the deal for Richardson’s vision for the CityLine development and future development at the University of Texas at Dallas.

“Relative to commuting ... we certainly believe [the Cotton Belt] will enhance [employment] and these other entertainment opportunities that come here, and it builds on this access rationale,” Richardson City Manager Dan Johnson said.

The city of Richardson is not the only entity that stands to benefit from the Cotton Belt. University of Texas at Dallas officials coordinated nearly a decade in advance of their station coming online to secure developable land in the areas immediately surrounding their future station.

CITY PRIORITIES

In its interlocal agreement with DART the city of Richardson outlined some key priorities for its Cotton Belt stations, including aesthetic changes to a bridge that will pass over US 75 and the deviation of the line from the historic Cotton Belt railroad track to connect with the existing CityLine/Bush station on DART’s red line.

Johnson says perhaps the most exciting prospect of the Cotton Belt, among having direct rail access to the Dallas/Fort Worth International Airport, will be the one-seat ride option from Plano to Downtown Fort Worth.

That connectivity to Fort Worth and the airport, combined with the output of future employees graduating from UTD, is a bargaining chip that Bill Sproull, the president and CEO of the Richardson Economic Development Partnership, says gives the city a competitive edge in attracting new employers.

The city will also use revenue from two of its existing tax increment finance zones to reimburse DART for costs related to construction of the Cotton Belt and its stations in Richardson, according to the city’s interlocal agreement with DART. Tax increment finance zones, or TIFs, are an economic tool cities may use to generate money based on projected property tax

revenue growth. Roughly 12 percent of the yearly property tax revenue growth from those TIF zones will be used to reimburse DART.

Barring changes to DART's financing timeline, reimbursement by the city through the TIFs is expected to begin in tax year 2019 and expire in 2036.

But with multiple DART member cities pushing their own interests, the path to construction of the Cotton Belt has seen its share of political roadblocks.

POLITICAL WOES

The DART board of directors voted Aug. 28 to amend the Cotton Belt plan to delete two stations planned for Coit Road and Preston Road.

"Dallas does not want a station [at Coit]," Dallas City Council Member Sandy Greyson said at a March 27 DART board meeting. "So why is it on your plan? Apparently because Plano and Richardson want a station on Coit. But Dallas doesn't tell Plano or Richardson where to put stations in their cities, and we would expect the same courtesy in return."

The Plano City Council passed a resolution in March that voiced concern over the city of Dallas' request to remove the Coit Road station from the service plan.

"The elimination of the Coit Road Station will undoubtedly increase the expected parking requirements on the other nearby stations in Addison and University of Texas at Dallas," a city-prepared document said. "The city is requesting that should the DART Board grant Dallas' request, they use the cost savings to add more parking in Addison and University of Texas at Dallas."

City of Richardson spokesperson Greg Sowell said the city did not have a position on the location of the now-deleted Preston and Coit Road stations.

Deputy City Manager Cliff Miller said DART staff has quelled some of the board members' previous concerns regarding the financial feasibility of simultaneously constructing the Cotton Belt line and a downtown Dallas subway project. Board members signaled their continued support after approving the resubmittal of a federal funding application for construction of both projects on Aug. 14. The board approved a similar application in September 2017 but had to reapply after not accessing funds within a year's time, agency spokesperson Morgan Lyons confirmed.

With the amended Cotton Belt service plan in hand, the city of Richardson is not the only stakeholder eagerly awaiting the rail's impending construction.

UTD READIES LAND FOR FUTURE STATION

The prospect of Cotton Belt service at UTD led administrators to partner with the city of Richardson and DART in 2009 to create a transit-oriented development, or TOD, near the location of the future station, said Calvin Jamison, vice president of facilities and economic development.

Prior to creation of the TOD the UTD executed a land swap with Dallas International School that added 60 developable acres north of the university.

“We anticipated that having that continuous acreage adjacent to the Cotton Belt would have a positive economic impact on the university and the overall community,” he said.

Creating the TOD was envisioned as a “win-win” for all parties involved, Jamison said. By developing the area around the proposed station, the university would be seen as more than just a single-purpose destination and instead a “must-see” stop along the rail line.

In 2016, UTD opened mixed-use development Northside, a byproduct of the TOD and the university’s intent to transform the area around the future Cotton Belt station into a live-work-play destination.

“In most cases the rail station comes first and development follows,” Jamison said. “UTD grows so fast we needed that amenity.”

Since 2007 UTD has doubled its student population, Jamison said, with 28,000 students currently enrolled. Two phases of Northside are now open, adding 323 dwelling units and 26,600 square feet of retail. Plans for a third phase are in the works, Jamison said.

The Cotton Belt will not only supplement multimodal access to UTD from across the Metroplex—the university saw 1.5 million riders on its DART bus service in 2017—but will also encourage an uptick in nearby commercial activity, Jamison said.

“We are strategically located and perfect for any entity who wants to grow their business and have easy access to the next generation of brain trust—our students,” he said.

<https://communityimpact.com/dallas-fort-worth/richardson/city-county/2018/09/21/richardson-city-officials-define-priorities-for-dart-passenger-rail-line/>

Horn's name sought for FM 1570

Sep 23, 2018
Brad Kellar
Herald Banner

The Hunt County Commissioners Court is scheduled this week to join in the call to name a portion of one of the county's busiest highways after the late Hunt County Judge John Horn.

The commissioners are set to vote to approve a resolution asking the Texas House of Representatives, the Texas State Senate and the Texas Department of Transportation to rename FM 1570, between State Highway 34 and U.S. Highway 380 as the John L. Horn Memorial Highway. The vote is scheduled during Tuesday's regular meeting, starting at 10 a.m. in the Auxiliary Courtroom, 2700 Johnson Street in Greenville.

The Greenville City Council passed a similar resolution Sept. 11.

Horn died suddenly Sept. 2, and pushed for the extension of FM 1570 between State Highway 66 and U.S. Highway 380, known as State Spur 1570, as well as a widening of the existing FM 1570 between Highways 34 and 66, while he was co-chair of the Hunt County Transportation Plan Committee.

TxDOT has announced the contractor is finishing up work along State Spur 1570, and the road may be open to traffic in approximately six to eight weeks.

The project will connect the two highways on the west side of Greenville and will consist of the construction of approximately a two-mile stretch of two-lane divided roadway.

http://www.heraldbanner.com/news/horn-s-name-sought-for-fm/article_4b422e3a-bec0-11e8-afa7-9372e24298af.html

New law would give federal government the right to shoot down private drones inside U.S.

Buried in an FAA bill that comes to the House floor Wednesday is language that lets the FBI and DHS shoot down "credible threats."

Sep.24.2018
By Courtney Kube
NBC News

WASHINGTON — The federal government may soon have the authority to shoot down private commercial drones flying inside the U.S.

The 1,200-page FAA Reauthorization Bill posted by the House early Saturday morning includes a section titled "Preventing Emerging Threats" that would give the Department of Homeland Security and FBI the right to track and down drones that they deem a "credible threat" to a "covered facility or asset."

The bill, which goes to the House floor Wednesday, also establishes a bipartisan Syria Study Group to provide the first comprehensive strategic review of U.S. policy in Syria.

In August, DHS Secretary Kirstjen Nielsen asked for the green light to down drones in a letter to the chairman of the House Homeland Security Committee, Rep. Michael McCaul, R.-Texas. She said federal law enforcement needed the authority to fight back against the growing threat from drones inside the U.S. "The threat is real," she wrote. "Commercially available drones can be employed by terrorists and criminals to drop explosive payloads, deliver harmful substances, disrupt communications, and conduct illicit surveillance."

"Our hands are tied when it comes to guarding Americans against these threats, and if we tried to, our officers and agents could be at risk of criminal liability for simply doing their jobs to protect the public," she wrote.

According to the bill, Nielsen and Attorney General Jeff Sessions, in coordination with Transportation Secretary Elaine Chao, would define what constitutes "credible threats," according to the text. A "covered facility or asset" is defined as something that shows a "high risk and potential target for unmanned aircraft activity."

But critics say the language in the bill doesn't define credible threats or areas where drones could be taken down, and that the federal government may now be able to circumvent current federal laws that limit surveillance.

Under current Title 18 Wiretap laws, federal law enforcement officials cannot intercept communications without a warrant except in the case of an emergency, and even then they are required to ask the courts for approval after the fact.

The new legislation, however, would permit federal authorities to monitor and track the unmanned aircraft without prior consent, including by intercept or accessing other means of electronic communications used to control the drone.

The senior legislative counsel for the American Civil Liberties Union warns the proposed law would expand warrantless surveillance and could interfere with press freedom.

"These provisions give the government virtually carte blanche to surveil, seize, or even shoot a drone out of the sky — whether owned by journalists or commercial entities — with no oversight or due process. They grant new powers to the Justice Department and the Department of Homeland Security to spy on Americans without a warrant," Neema Singh Guliani said, adding, "Congress should remove these provisions from the bill."

A House Homeland Security Committee aide says lawmakers worked to ensure the bill wouldn't threaten freedoms of Americans. "We really are sensitive to these privacy concerns," the aide said, explaining that the intercept technology is only specific to drones and cannot be used to listen in on all electronic communications.

The bill includes guidelines on how long the federal government can keep any electronic data it collects and who it can share the data with, the aide said, adding that this is meant to be a temporary solution while the laws catch up with the skyrocketing use of drones. The bill includes a four-year sunset clause.

With more than one million drones now registered with the FAA in the U.S., laws surrounding the operation of the unmanned aircraft have struggled to keep up with use. Not only would the new law allow DHS and the FBI to seize or destroy drones, but they would also be able to disable them by hacking into them and taking control of their flight path.

The U.S. military has used this same technology overseas for years, according to defense officials. In some cases the U.S. military can tap into an enemy drone's frequency and take control of the aircraft, directing it away from U.S. troops and allies.

The Syria Study Group that the bill would establish would examine the current situation on the ground and "make recommendations on the military and diplomatic strategy" of the U.S. with respect to the war, including reviewing the current U.S. goals, impact on the region, and the desired end state, according to the text. It would be the government's most comprehensive look at the war since the U.S. got involved four years ago.

The Secretaries of Defense and State, and the Director of National Intelligence would all be directed to provide full and timely cooperation to the Group, and the U.S. Institute of Peace will support their efforts.

The 12 members of the group would be appointed by various Congressional leaders, and they would be required to provide a report to Congress and the Pentagon within 180 days of the bill's enactment. The comprehensive look at the war in Syria would also include assessments on foreign actors in the conflict, including both Russian and Syrian activities there.

<https://www.nbcnews.com/politics/national-security/new-law-would-give-federal-government-right-shoot-down-private-n912381>

Column: City is getting stiffed on VW settlement

Sept. 26, 2018
By ROBERT WILONSKY
Dallas Morning News

Try not to choke on this.

Three years ago — may be you remember, probably you don't — Volkswagen was popped for rigging upwards of 11 million diesel-powered cars worldwide so they could beat emissions tests. About 500,000 of those cars were sold in the U.S. — cars that when they were being driven belched out emissions so noxious they were 10 to 40 times above Environmental Protection Agency standards.

Lawsuits were filed; criminal charges, too. And in the end, VW finally agreed to cough up \$15 billion — most of it for VW owners, though \$2.9 billion was set aside to be divvied up among the states. And since a lot of cars were sold in Texas, second only to California, it made sense Texas stood to capture a lot of those dollars. Which it did: \$209 million, which can go toward, oh, upgrading old smoke-spewing garbage trucks and school buses or expanding the number of electric-vehicle charging stations.

Out of that, Dallas and surrounding cities are poised to get \$29 million, according to a draft plan published last month by the Texas Commission on Environmental Quality. That's about how much the Houston area's going to get, too. Which I guess seems like a lot until you consider that the TCEQ is proposing to ship \$73.6 million down to the San Antonio region — about 35 percent of the entire Texas allocation.

Now, I'm very bad at math, but that doesn't add up. Because, according to state and regional lawmakers, only 11 percent of vehicles in Texas that were equipped with VW's so called "defeat devices" were registered in Bexar County. Dallas and Harris counties had, respectively, 25 percent and 24 percent of those cars driving their streets and poisoning their residents.

I guess it could be worse — Austin doesn't get a dime under the TCEQ's draft plan, despite having thousands of those illegal VWs — but any way you slice it, Dallas is getting stiffed.

"It's a punitive settlement," Lee Kleinman, chair of the City Council's mobility committee, said Monday, "so it seems like the victim should be reimbursed."

Dallas and Houston are also the two regions with the worst air quality in the state. Just this week, this newspaper ran a story about how "Dallas schools have higher asthma rates than the rest of U.S., and the poorer the school, the worse it gets." Dallas and Houston have been in nonattainment for years — meaning, our air isn't clean and it isn't healthy, according to the federal standards that a few short-sighted state officials have spent many years (and many dollars) trying to quash in court.

The North Central Texas Council of Governments initially wanted \$63 million for Dallas-Fort Worth and surrounding cities. And it still does. In a letter sent to the TCEQ last week, the COG calls the \$29 million "inexplicably low" and demands that the figure "be modified to properly reflect an equitable distribution based on realistic expectations and technical data."

Far as I can tell the only folks happy with the TCEQ's surreal decision live in and around San Antonio, which only fell into nonattainment weeks ago and has better air than Dallas and Houston.

"I think TCEQ is not being transparent in their draft plan on how they arrived at the percentages for various geographic regions," said Cyrus Reed, conservation director for the Lone Star chapter of the Sierra Club. "We can't figure out how they arrived at their percentages."

With public comments closing Oct. 8, Houston has been quick to pounce on the unfair divvy-up, setting up a website in which it says the "draft plan dramatically shortchanges the Houston region." Houston's Mayor Sylvester Turner, a Democrat, and Republican state Rep. Ed Thompson have also sent the TCEQ sharply worded missives, saying that if the draft plan is adopted, it won't do any good for the regions most impacted.

"The Houston and Dallas regions' non-attainment statuses are a severe challenge to our continued economic competitiveness," Thompson wrote Friday. "Therefore, there is an urgent need for the significant emissions reductions which could result from the projects deployed with the settlement funds."

Dallas officials are about to join the fight. "And I sure hope they're noisy," said Bill Kelly, Houston's director of government relations.

Actually, they have been — for more than a year. On Monday, the director of Dallas' Office of Environmental Quality, James McGuire, showed me a list of a dozen VW meetings his department has attended since May 2017. And he gave me a copy of council member Sandy Greyson's remarks delivered last year to the Texas Clean Air Working Group in which she asked that settlement dollars be steered toward cities hurt most by Volkswagen — like, ya know, Dallas.

Said Greyson on Monday, "We made a good case for why we should have been awarded the \$63 million, and we would hope TCEQ would change its mind."

Mayor Mike Rawlings, Greyson and Kleinman are going to send their own missive to the TCEQ this week asking for more money. Local lawmakers, too, are likely to sign on to Ed Thompson's letter demanding Dallas' and Houston's more-than-fair share.

"We've been the ones harmed the most in the state," James McGuire said Monday. "And for us to get less than what we should hurts."

Right in the lungs.

Congress Sends Bill to Trump to Avert Government Shutdown

The bill does not pay for Trump's long-promised wall along the U.S.-Mexico border

Sep 26, 2018
By Matthew Daly
Associated Press

Congress has approved a bill keeping the government open through Dec. 7, as lawmakers move to avert a government shutdown looming next week.

The \$854 billion bill also funds the military and a host of civilian agencies for the next year.

The House approved the bill, 361-61, on Wednesday, a week after the Senate approved it, 93-7.

The measure now goes to President Donald Trump, who said he will sign it. Trump's signature would avert a partial government shutdown set to begin Monday, weeks ahead of the Nov. 6 elections that will determine control of Congress.

The spending bill includes \$675 billion for the Defense Department and boosts military pay by 2.6 percent, the largest pay raise in nine years. It also increases spending for Health and Human Services, Education, Labor and other agencies, including a 5 percent boost for the National Institutes of Health

Trump said Wednesday he will sign the bill, telling reporters at the United Nations, "We're going to keep the government open."

Trump made the pledge despite his frustration that the bill does not pay for his long-promised wall along the U.S.-Mexico border — a fact Trump called "ridiculous."

The wall was a centerpiece of Trump's 2016 Republican presidential campaign, when he repeatedly promised that Mexico would pay for it.

Now, as president, Trump says it is "ridiculous" that Congress has yet to fully fund the project.

"Where is the money for border security and the wall in this ridiculous spending bill?" Trump tweeted last week, adding that Republicans "must finally get tough" against Democrats he said are obstructing law enforcement and border security.

Many conservatives shared Trump's frustration that money was included for Planned Parenthood but not the wall, but the spending bill still won easy approval in the House. Leaders from both parties supported it.

House Speaker Paul Ryan, R-Wis., hailed the bill.

"This funds our military, this funds opioids, this does a lot of the things that we all want to accomplish together," Ryan said before the vote.

Rep. Nita Lowey of New York, the top Democrat on the House Appropriations panel, also praised the bill, saying it "provides ample resources for our armed services and strengthens military readiness," while upholding commitments to service members and their families.

Lawmakers also "resoundingly rejected" Trump's proposed budget, Lowey said. The bill restores \$10 billion in proposed cuts that she said would have hurt working families.

"Instead, we have secured increased funding for biomedical research at the National Institutes of Health, expanded opioid abuse treatment and prevention programs and (funded) new initiatives for maternal and child health," Lowey said.

TruTogether with a spending bill signed by Trump last week, Congress has approved bills accounting for more than 70 percent of discretionary spending for the next budget year. Lawmakers had hoped to approve a third bill that would pay for the Interior, Agriculture, Transportation and other departments, but they could not reach agreement. Those agencies will be funded at current levels under the stopgap bill approved Wednesday.

Texas Rep. Kay Granger, who chairs a defense appropriations subcommittee, said before Wednesday's vote that she had "a great big smile on my face" anticipating the bill's approval.

"There's really nothing more important than securing our nation and making sure our people in the military have the equipment and the training they need," Granger, a Republican, told reporters.

The bill "shows really major investments in our air superiority, our shipbuilding, our ground forces: the things that (military leaders and troops) need and the things they deserve," she said.

The bill includes the largest pay raise for the military in nine years — a fact Granger said was about more than money. "It's to say that we're with you and we support you," she said, referring to U.S. troops at home and abroad.

Bills being considered in the House and Senate would provide funding for the border wall. GOP leaders have said they prefer to resolve the issue after the midterm elections.

<https://www.nbcdfw.com/news/politics/Congress-Spending-Bill-Trump-Shutdown-494407511.html>

Trump Plan to Rollback Fuel Standards to Get Second Hearing

The Trump administration's proposal to rollback national fuel economy standards was headed for its second public hearing a day after California officials and scores of speakers here blasted it as a danger to the environment and public health.

Sept. 25, 2018, at 2:16 a.m.
By SUDHIN THANAWALA
Associated Press

FRESNO, Calif. (AP) — The Trump administration's proposal to rollback national fuel economy standards was headed for its second public hearing a day after California officials and scores of speakers here blasted it as a danger to the environment and public health.

The second hearing was scheduled for Tuesday in Dearborn, Michigan — a city in a region dominated by the auto industry where it could get a better reception. A major auto industry trade group says it supports annual increases in fuel efficiency, but it also says customers aren't buying more efficient cars.

"No one wins if our customers are not buying the new highly efficient products offered in our showrooms," Steve Douglas, senior director of energy and environment for the Alliance of Automobile Manufacturers, said in written testimony for the hearing in Fresno. "The standards must account for consumer willingness and ability to pay for newer technologies in order for all the benefits of new vehicles to be realized."

The group represents General Motors, Ford, Fiat Chrysler, Volkswagen, BMW and other automakers.

But Ford CEO Jim Hackett said in a speech last week that his company is against any freeze of the standards and favors "keeping the standard, not a rollback."

"We have plans to meet it," he said.

The proposal announced in August by President Donald Trump's administration would freeze U.S. mileage standards at levels mandated by former President Barack Obama for 2020. The standards regulate how far vehicles must travel on a gallon of fuel.

Under the deal finalized under Obama, the standard would rise to 36 miles per gallon (15 kilometers per liter) by 2025, 10 miles per gallon (4 kilometers per liter) higher than the current requirement. The goal was to reduce car emissions and save people money at the pump.

Trump administration officials say waiving the tougher fuel efficiency requirements would make vehicles more affordable, which would get safer cars into consumers' hands more quickly.

At Monday's hearing, California officials said the proposed rollback would damage people's health and exacerbate climate change, and they demanded the Trump administration back off.

Looming over the administration's proposal is the possibility that California, which has become a key leader on climate change as Trump has moved to dismantle Obama-era environmental rules, could set its own separate fuel standard that could roil the auto industry. That's a change the federal government is trying to block.

"California will take whatever actions are needed to protect our people and follow the law," Mary Nichols, chairwoman of the California Air Resources Board, testified at the hearing with federal officials in a region of central California that has some of the nation's worst air pollution.

State Attorney General Xavier Becerra said California could not afford to retreat in the fight against climate change, citing wildfires and high asthma rates among children in the state's San Joaquin Valley, where residents, environmentalists and state officials testified at the first of three nationwide hearings on the mileage plan.

"Stopping us from protecting our people, our jobs and economy or our planet is like trying to stop a mother from protecting her child," he said.

Automakers are unanimous in favoring one standard for the whole country so they don't have to design two vehicles, one for California and the states that follow its requirements and another for the rest of the nation.

Scores of people opposed to the Trump plan testified before representatives from the U.S. Environmental Protection Agency and National Highway Traffic Safety Administration, including local residents who said it would worsen their asthma.

The hearing was held in California's San Joaquin Valley, the country's most productive agricultural region but an area plagued by sooty air in part because of its bowl-shaped geography. The Sierra Nevada and two other mountain ranges wall in the 250-mile (400-kilometer) valley. Air pollution there is blamed for hundreds of deaths each year.

"We are asking the EPA to represent those of us who have asthma and respiratory disease," said Janet DietzKamei, 73, a member of the Central Valley Clean Air Coalition.

DietzKamei said she is unable to leave her Fresno home on some days because the air is so polluted.

Environmentalists protested outside, hoisting signs reading, "Clean cars = Clean air" and chanting, "Clean cars now."

California and other states have sued to block any changes to Trump's proposal. The administration also wants to revoke California's authority to set its own mileage standards.

<https://www.usnews.com/news/business/articles/2018-09-25/trump-plan-to-rollback-fuel-standards-to-get-second-hearing>

D-FW's warehouse market is headed for record year

SEPT. 26, 2018

Written by Steve Brown, Real Estate Editor
Dallas Morning News

Dallas-Fort Worth's industrial building market shows no sign of a slowdown.

More than 19 million square feet of warehouses were being built in the area in the third quarter - the equivalent of about a dozen downtown Dallas skyscrapers.

The total current warehouse development pipeline is bigger than the rest of D-FW's commercial construction combined.

During the third quarter, net industrial building leasing in North Texas totaled 5.6 million square feet, according to the latest numbers from commercial real estate firm Cushman & Wakefield Inc. That's up from about 5.1 million square feet of net leasing a year ago.

So far in 2018, companies here have moved into more than 17 million square feet of additional warehouse space.

"Although 2016 and 2017 were record years for absorption, we are on track to again exceed over 20 million square feet in net occupancy gains for the fourth year in a row - a new record," Cushman & Wakefield executive managing director Kurt Griffin said.

Some of the biggest D-FW warehouse leases in the third quarter were for vehicle accessory firm Leer and uniform firm Cintas in the Great Southwest Industrial District and for VistaPrint in southern Dallas.

Most of the net industrial leasing in the third quarter was in southern Dallas County, in the Great Southwest Industrial District in Grand Prairie and Arlington and near DFW International Airport.

Most of the ongoing warehouse construction is in projects located near DFW Airport, in North Fort Worth and in Mesquite, according to Cushman & Wakefield.

Currently just under 7 percent of D-FW's warehouse space is empty - up slightly from a year ago.

"Although developers have delivered over 19.7 million square feet of newly constructed product to the supply of available space, leasing activity is brisk and overall vacancy remains below historical averages at 6.9 percent," said Nathan Orbin, Cushman & Wakefield executive managing director. "This indicates that tenants may experience competition for space and rental rates will continue to rise, particularly in select submarkets."

North Texas is one of the country's hottest warehouse markets. Leasing activity from e-commerce and consumer products firms have caused a boom in building during the last five years.

<https://www.dallasnews.com/business/real-estate/2018/09/26/d-fws-warehouse-market-headed-record-year>

Fort Worth Promises To Fix Potholes Within 2 Days

September 27, 2018
By Jason Allen
CBS11

If there's a pothole on your street you always swerve around or swear about, Fort Worth has a promise for you. Report it and it will be fixed, in two days.

Four new road crews are now on patrol around the city, focused strictly on pothole repairs. Their goal is to respond and fix the problem, within 48 hours.

Residents who report potholes online or over the phone, will now have that information go directly to crews in the field. The teams carry tablets, that populate in real time with the work orders.

If a new report comes in around the corner from where crews are working, it will slide up the list so they can get to it quickly.

In the first few months, crews have been getting 60 percent of potholes repaired in 24 hours, but that was before the program was made public.

The reorganization comes after a city survey in 2017 showed street maintenance was a top priority for residents. Forty-five percent of respondents were dissatisfied with the job the city was doing though, and the satisfaction was trending down.

Crews will repair holes as they find them, but the work will largely be prompted by reports from residents.

"Our limited crews don't have the ability to survey every street in the city of Fort Worth," said transportation superintendent Juan Cadena. "So we really need the citizens help here."

Cadena said other cities in Texas have used dedicated crews successfully to address pothole problems.

The new crews will not be able to respond though, to large road failures. They will focus on anything that's about two to three feet square. Anything larger will be recorded as a base failure, and a different crew will have to be called out to repair it.

Other than just improving your commute, Cadena said part of the strategy is responding to small holes and repairing them quickly, before they lead to those larger problems.

They estimate they could be repairing as many as 15,000 holes annually.

Residents can report the holes online, using the "Report" button at the top of the city web page. They can also call 817-392-1234 to make reports over the phone.

<https://dfw.cbslocal.com/2018/09/27/fort-worth-fix-potholes/>

Column: How Dallas' Infrastructure Development Is Really A Ticking Time Bomb

Our infrastructure isn't paying for itself, which poses a significant problem down the road: debt. Property taxes won't fix it. Here is how the city can change that.

SEPTEMBER 25, 2018
BY CHARLES MAROHN
D MAGAZINE

A recent D Magazine piece by Jon Anderson entitled “Dallas Is Long On Maintenance Needs. Is There A Way To Generate More Intelligent Revenue?” correctly identifies a critical problem facing Dallas: the city's perennial revenue shortage. “As a city,” writes Anderson, “we're not generating enough revenue to keep the lights on.” He is absolutely right—but if anything he is understating the problem.

Dallas's predicament is simple, and it is not unique. In fact, it's one we see all over North America. After decades of growth, Dallas has built a tremendous amount of public infrastructure. But too much of that infrastructure serves places that do not generate sufficient wealth and thus tax revenue to maintain all of the public infrastructure that supports them—the roads, the pipes, the sidewalks, the lights, and so on. To put it more bluntly, Dallas' development pattern is insolvent.

Finding creative ways to align revenues with expenses, as Anderson suggests, might improve the incentive to make efficient use of land. But it will not alone be enough to make Dallas solvent. What is really needed is a fundamental change in Dallas's pattern of development, which for decades has provided a short-term illusion of wealth in exchange for enormous, long-term liabilities.

A data-driven example illustrates just how enormous these liabilities are. In Lafayette, Louisiana, I worked with city staff and the geoanalytics firm Urban3 to map out what parts of the city generated more revenue than expense (in business terms, this would be called profit) and what parts of the city generated more expenses than revenue (again, in business terms, this is considered a loss). We found that, to just maintain existing infrastructure—to simply tread water—a median family living in the median house in Lafayette would need to have their city taxes raised from \$1,500 per year to \$9,200 per year. That will never happen.

Those numbers are not an anomaly. Lafayette is, if anything, a typical American city. And that's because of the backward way that governments nationwide account for their assets and liabilities, transforming infrastructure “investments” into ticking time bombs that are hidden away, visible nowhere, even on public balance sheets.

How is that possible? It has to do with something seemingly banal: accounting.

Here's how municipal accounting should work. When a local government builds a new road, it recognizes that this piece of infrastructure comes with a future obligation for maintenance. Local officials can estimate, with a good degree of precision, when that obligation will come due and roughly how much it will cost. In normal accounting terminology, that would be considered a future liability. In a perfect world, cities would factor in those future liabilities, and the potential to pay for them, every time they made decisions about whether to build a road.

In the magical world of municipal accounting, however, that road is labeled an asset. And when it comes time to repair it, here's what usually happens: city officials find that that "asset" hasn't generated enough adjacent tax revenue to pay for its own maintenance. And now, the city needs to borrow that money.

Our infrastructure approach is destroying our wealth, not enhancing it. And as long as this is the case, it will not matter how we choose to raise revenue. You can't tax what's not there.

To avert disaster, we must make more productive use of our existing public investments. As you commute home today, take note of how far apart things are from each other. Look at the size of the parking lots. Check out the landscaped areas and storm water ponds. All of these areas are being served by incredibly expensive infrastructure, yet, more than likely, they're creating no real wealth.

If we were really concerned about making productive use of our infrastructure, we'd obsess over that. We'd have emergency meetings at City Hall weekly and daily progress briefings on what was being done.

This shift in thinking is critical. We need to increase our productivity by (a) reducing our public obligations and (b) increasing the private wealth that makes it possible for us to meet those obligations.

And that means that Dallas should be thinking a lot more like one of its own suburbs: Fate, Texas. Leaders in Fate have made it a part of their development process to ask, of every single project, whether a minimum amount of private investment will be generated for each dollar of public liability assumed. It is their way of ensuring there will be enough tax base—in perpetuity—to meet the infrastructure maintenance obligations they are assuming when they take on new developments. Not just through the next election cycle, or until the current city planners have moved on to new jobs. Forever.

Dallas has had no shortage of growth over the past decades. What it needs now is productive growth.

Strong Towns, of which I am the President and Founder, is a national organization that is dedicated to helping communities across America grow financially strong and resilient. And as it happens, we are hosting a regional gathering in Plano on October 4 and 5, 2018, where national experts and local advocates will be discussing these and other issues facing North Texas communities. Come join us to connect with fellow Texans working toward a stronger Dallas. (For tickets, visit [strongtowns.org/texas-gathering](https://www.strongtowns.org/texas-gathering).)

<https://www.dmagazine.com/frontburner/2018/09/how-dallas-infrastructure-development-is-really-a-ticking-time-bomb/>

Column: Assessing A Texas-sized Pavement Problem in Collin County

The county says it needs \$12.6 billion to build new roads over the next 30 years. Here's why that's troubling.

SEPTEMBER 28, 2018
BY DANIEL HERRIGES
D MAGAZINE

Texas is not only ready for the Strong Towns conversation. Texas needs the Strong Towns conversation.

The other day, we ran an op-ed in D Magazine about Dallas's infrastructure shortfall. Around the same time, the Dallas Morning News published this story about suburban Collin County's plans to expand its road network over the coming decades. A PAC called Collin County on the Move is supporting a \$750 million bond measure to expand roads in Collin County, with \$600 million of it going toward new, un-tolled freeways. Here's what Michael Morris, transportation director for the North Central Texas Council of Governments, has to say about it: this bond money "will get us started."

"It's not the solution," he said. "It's the start."

Morris calls it "the start," because here's how much Collin County officials say they need for roads over the next three to four decades: \$12.6 billion.

You want the problem with North Texas in a few numbers? Let's start with \$12.6 billion, the amount Collin County says it needs to spend on new roads in the next 30 years. \$12.6 billion is a really big number, and big numbers are hard to parse. At a certain point, to most people, big just looks big. So, let's contextualize it:

- \$420 million: What that averages out to per year.
- \$381 million: The total annual budget for the entire Collin County government.
- \$343 million: The total annual budget for the city of Plano, Collin County's largest city (home to about three in 10 county residents).

We're talking about an amount equivalent to more than the county's entire budget right now, and a really sizable fraction even if we add cities—which provide more services than the county itself, and which are responsible for maintaining local streets—into the mix. But roads are important. They're one of the most important things government does, right?

Let's contextualize this number a different way:

- \$124 billion: The total value of all taxable real estate in Collin County in 2018 (via page 31 of Collin County's fiscal year 2018 budget). The amount Collin County is asking to spend on roads over 30 years is about 10% of that. If you own a \$300,000 house, we're talking about \$30,000, or \$1,000 per year.
- \$1,000 per year: The approximate amount "needed" for new roads per \$300,000 of property value.
- \$6,623 per year: The estimated annual property tax bill in 2018 of a McKinney homeowner living in a \$300,000 house.

OK, so this is sizable. And it's only for proposed new roads. What about maintaining what's already been built? The life expectancy of an existing road is only about 30 years, after all. The replacement cost of a lane mile of road is a highly variable number depending on all sorts of local and site-specific factors. But \$1.25 million is a reasonable lowball estimate. If we use that number, and data from TxDOT, we can do another round of estimates.

- 10,604: the number of lane miles of public streets and roads in Collin County in 2016.
- \$13.3 billion: The estimated total replacement cost of the roads and streets already built in Collin County.
- 10.7%: The above number as a share of the value of all of the private wealth in Collin County.

We've put forth the notion before (also, here) that a financially sound community has a ratio of total private wealth to total public investment of somewhere between 20:1 and 40:1. The ratio of total private wealth to existing roads alone in Collin County is closer to 9:1. And those roads are far from the only things the public sector is obligated to maintain, so the actual ratio is going to be a lot worse.

Collin County is already choking on pavement. And it wants to double the amount of pavement out there, in addition to paying for maintenance of the existing road network? How do the On The Move folks justify this doubling? With population growth projections:

Collin County is expected to exceed 1.5 million by 2030 and surpass the populations in Dallas and Tarrant counties with more than 3.5 million residents by 2050 — but with far fewer freeways. As more people move to cities within Collin County, the county's population is expected to increase by 116 percent by 2040.

These numbers themselves, it must be said, are somewhat magical thinking—the graph on the coalition's web site shows that they seem to have just extrapolated existing trends into the future. Endless, exponential growth.

2050 is a long way away, and there are many, many reasons to think the Dallas-Fort Worth metroplex won't continue on the same growth trajectory for three decades. Just like California hasn't sustained the pace of its postwar boom into the 1990s and 2000s and 2010s. Just like the Detroit metro before that, and Chicago before that, and St. Louis and Cincinnati (which were economic juggernauts in the 19th century) before that.

But hey, Texas optimism. I get it.

What I don't get is the lack of a reality check about the cost that Texans are being asked to shoulder:

Collin County's transportation infrastructure is at its limit and we need your help to meet the demands of a growing population. In November, Collin County voters have the opportunity to pass three propositions that will bring our transportation capacity to the next level and decrease the surge in traffic we will face if these Propositions fail – all while not increasing the county tax rate.

About that “not increasing the county tax rate” part. Collin County's 2018 budget does indeed boast that 2018 marks the twenty-fifth straight year of no increase to the tax rate. Collin County is able to do this because it's in the Growth phase of what we call the “Growth Ponzi Scheme.”

Those 10,604 lane miles? The vast majority are still in their first life cycle. Collin County's population 28 years ago—in 1990—was 264,036, which is only 28% of its population now. Most of those roads and streets haven't had to be repaved. The same goes for bridges replaced. And for water and sewer infrastructure. When those bills start to come due, watch out.

Collin County On The Move can boast that their bond measure will relieve traffic congestion “all while not increasing the county tax rate” because it will do it by taking on long-term debt instead. That debt can be paid off if, and only if, Collin County's population and economy keep growing the way they have during the past few decades—I believe the technical term is “like gangbusters.” In that case, just like a Ponzi scheme, this generation of investment in infrastructure can be paid for by the next generation of new development.

If (read: when) that growth slows or stops, watch out. Collin County needs a different approach. A Strong Towns approach.

How Can Collin County Deal With Traffic Without Spending Billions on New Freeways?

Yes, Collin County has traffic problems. Collin County's traffic problems are a function of its land-use pattern—which spreads development extremely thin on the landscape, and segregates uses, ensuring that people have to make lengthy motor vehicle trips to accomplish pretty much every one of their day-to-day needs.

Collin County's traffic problems are also a function of its hierarchical road network, as illustrated by the aerial view from Google Maps image below. If your goal were to create predictable, inescapable daily rush-hour congestion, you couldn't come up with a better way to do it.

We've recommended a different approach in our article *Dealing With Congestion*. In that piece, Charles Marohn suggests something that might seem a little radical:

For automobile flooding (congestion), the only way to deal with it and still have a successful economy is to address it at the source. We need to absorb those trips locally before they become a flood. Instead of building lanes, we need to be building corner stores. We need local economic ecosystems that create jobs, opportunity and destinations for people as an alternative to those they can only get to by driving.

For nearly seven decades, our national transportation obsession has been about maximizing the amount that you can drive. We now need to focus on minimizing the amount you are forced to drive.

Forget about doubling the size of the system. Spending \$12.6 billion in 30 years, and none of it for maintenance of what you've already built? That way lies madness. If you live in or care about Collin County or North Texas, and you're ready to talk about a different way of moving forward, [come join us in Plano next week](#).

Editor's Note: This is a guest column by Daniel Herriges, content manager at the national nonprofit Strong Towns, who chimes in with some additional thoughts after the organization's founder, Charles Marohn, wrote a column for us earlier this week. Strong Towns has turned its attention on North Texas in advance of its two-day symposium in Plano in early October.

<https://www.dmagazine.com/frontburner/2018/09/assessing-a-texas-sized-pavement-problem-in-collin-county/>

Column: Uber and Lyft are snatching passengers from public transportation

Sept. 27, 2018

Written by Johanna Zmud, Contributor
Dallas Morning News

Transportation network companies like Uber and Lyft are putting a dent in public transit use. And that matters to you, even if you never hail a car or board a bus.

These companies have been an established fixture in urban transportation landscapes for only a few years, so their impacts on other mobility modes have been inconclusive up to now. We simply haven't had sufficient data to gauge those impacts. But that's changing. The evidence is accumulating, and the indicators are emerging: ride-sourcing is contributing to a decline in public transportation use.

Some 70 percent of transportation network trips happen in the nation's largest metro areas. Those areas also represent the largest public transit markets, and virtually all — including Dallas — have seen transit ridership drop since 2016. Multiple studies over the past two years point to more examples of people choosing ride-sourcing as a substitute for public transit.

The trend has implications on both institutional and personal levels.

As transit ridership declines, so goes fare revenue, pushing an operating agency to respond in one of two ways: 1. Bring service levels in line with reduced funding by dropping less-utilized routes or trimming route frequency, or 2. compensate for the revenue dip by raising fares or boosting tax subsidies. Service cutbacks and fare hikes, however, can then lead to even fewer people taking buses and trains, potentially triggering still more service reductions, and producing a downward spiraling effect that's eventually impossible to reverse.

A city is a lot like a human body. Without exercise, without mobility, that human body is at risk of atrophy, with muscles and organs in danger of losing their vibrant quality and purpose. A city is also a living thing. Remove a major means of mobility — hamper an urban area's ability to flex its economic muscles — and an otherwise healthy city is in similar danger of wasting away.

As transportation network companies shift travelers away from space-efficient modes (not only public transit, but also walking or biking), the result is higher levels of vehicle miles traveled, one of the metrics used to quantify traffic congestion. The transportation network companies do offer split rides (in which a single ride is shared by at least two people) but that option is rarely used. It's simple math: More travelers + more cars = more gridlock, and more personal time forever lost.

More vehicles idling in gridlock also produce more tailpipe emissions, further fouling the air that all of us breathe. When public transit ridership suffers, so does public health.

And of course, reduced transit service levels mean fewer mobility options for those who most need them, in some cases jeopardizing their ability to hold jobs, get to medical appointments, or remain mobile with physical disabilities.

Ride-sharing companies' impacts on urban transportation aren't all negative, of course. Quite the contrary, in fact. Uber and Lyft and their many competitors have transformed mobility,

introducing a highly successful and appealing option for many of us (even if not profitable for investors thus far).

At the same time, that option has been highly disruptive in some ways. Consider, for example, what Uber and Lyft have done to the taxi business. In response, New York in August became the first city to cap the number of licensed transportation network vehicles, impose a minimum wage for drivers, and require more data sharing by the companies — all in the interest of leveling the playing field for a taxi industry that's been struggling as ride-sharing gobbles up market share.

Will other cities follow New York's lead? Or, given what we know now, will cities pursue regulations that are friendly to transportation network companies and also help public transportation remain viable? We don't yet know.

What we do know is that alternative modes, whether transportation network companies or others, are certainly needed. What's also needed is a policy approach that ensures a balance of benefits and trade-offs that faithfully serve the public's interest.

Policy needs to be built upon wise insight drawn from reliable information. We need to more clearly understand current trends in vehicle ownership, vehicle usage, mode choice and travel volumes, given the emerging transportation developments.

And with better understanding and forecasting, we can make better public policy to address emerging challenges.

Johanna Zmud is a senior research scientist at the Texas A&M Transportation Institute. She wrote this column for The Dallas Morning News.

<https://www.dallasnews.com/opinion/commentary/2018/09/28/uber-lyft-cutting-public-transportation-ridership>

Dallas Is Long On Maintenance Needs. Is There A Way To Generate More Intelligent Revenue?

How looking to the sharing economy could help Dallas raise money while getting around the state's limits on property taxes.

SEPTEMBER 12, 2018
BY JON ANDERSON
D MAGAZINE

Government seems perennially short on tax revenue and long on goals. This isn't surprising; most of us similarly have champagne taste with a tap water pocketbook. However, a good chunk of the city's shortfalls are the result of sprawl coupled with deferred maintenance. Recently I wrote about a new 3-D map that showed where the Dallas Central Appraisal District's taxes come from. In a nutshell, dense commercial or residential areas generate the most tax dollars per land parcel and use far less city services than their taxes and fees support. That surplus of taxes generated is applied to help areas that require more services than they generate in property taxes. What if that changed?

In the new sharing economy, you get what you pay for. If you take a Lyft two blocks, it costs one price. If you take a Lyft two miles, it costs another, higher price. Could the same sort of Millennial math democratize taxation while spurring the kind of development touted by D Magazine in the recent "Dallas and the New Urbanism" special edition?

I think so.

The city of Dallas provides residents many services seen and unseen. By and large, the city collects a bunch of taxes and fees and rolls them into an overall budget before parsing monies out to various departments based on their operating budgets. That model assumes the costs to deliver these services are equal regardless of location.



Data courtesy the Dallas Central Appraisal District.

In Texas, municipal taxing districts are limited to increasing overall revenues by less than 8 percent without a public vote. It's the reason we've seen Dallas reduce property tax rates three years in a row. This year, DCAD has jumped assessed property values that result in more than 8 percent revenue growth. Therefore, Dallas' proposed \$130.1 billion 2018-2019 budget calls for another 1.54¢ rate drop, otherwise property tax revenue would increase 9.94 percent— no politician wants a vote on taxes, especially this year with such a high expected turnout.

Is there a way to create a new class of surcharges and credits that rearrange how taxpayers pay, forcing some to pay more and others less while generating the money Dallas needs?

In the chart above, DCAD thinks property appreciation will be slowing for at least the next four years while city services costs will undoubtedly rise (so look for the pennies returned over the past three years to be taken away pretty dang quick).

A quick revenue boost, highlighted in D's special edition, has DCAD increasing taxes on vacant land to discourage land-banking that blights downtrodden neighborhoods. Increasing these taxes would goose development as owner/developer holding costs increased.

But actually playing with property taxes wouldn't work.

"It's an interesting concept, but not legal in Texas as a property tax," says Kevin Nolan, DCAD's chief appraiser. "All property in Texas must be taxed at the same rate."

To accomplish this, the city would have to enact a fee system that was able to charge those using more services. Just like Uber charges you more for going five miles instead of around the block.

It's important to note, these monies are going to be paid regardless (whether deferred until something breaks or slapped into a bond package). The question, then, is whether the bill for my filet mignon and bottle of wine should be split evenly amongst a group of salad-eating teetotalers.

In the services column, police, fire and ambulance services—otherwise known as "public safety"—accounts for 59.6 percent of the proposed 2018-2019 budget (\$805.3 million). That line item is shared by all taxpayers equally, but the services themselves are far from equal. Police and fire stations are generally located based on geographic separation and less on the number of people served. But if the police can travel one mile and reach 10,000 people in one area versus 500 people in another, should both areas pay the same to maintain service? In reality the excess monies generated in an area with 10,000 residents per square mile supplements the costs of the lower density area.

Dallas fire stations 7, 10, 13 and 56 serve the sprawling area of North Dallas from LBJ Freeway up to the George Bush Tollway. Compare that with the much higher structural density but physically smaller area of downtown, Uptown, and Oak Lawn, which is served by stations 3, 4, 11, and 18. More localized billing would ensure those using the service paid for the service. It also stands to discourage sprawl if fees were crafted to encourage density.

Specific to fire services, a surcharge on multi-family buildings without sprinklers would similarly encourage retrofitting. Certainly the Preston Place fire required a lot more fire department support because it didn't have sprinklers.

Another obvious bucket would be streets and roads. Next year's proposed budget provides for \$125 million in taxes and bonds to pay for road repairs (a pittance compared to the backlog of deferred maintenance). Again, should more dense areas pay less because their very construction diminishes new road construction? Calculate the amount of roads and alleys per square mile and divide the maintenance costs between landowners.

In an Uber-like turn, should gasoline taxes be automatically tied to roadway maintenance requirements? That way the city wouldn't have to issue bonds (debt) just to fill potholes. On the upside, higher gas prices reduce driving and encourage density.

Trash collection offers another clear delineation between density and sparsity. Of the 240,000 residential households Dallas collects trash from, how many townhouses, apartments, and condos (not using a private service) could benefit from the fewer miles required to pick up their trash? The more dense the area, the less the cost. The more sprawl, the more cost.

Water, wastewater and stormwater are now combined under one agency (retaining separate budgets) and offer a partial peek into what could be. On the water and wastewater side, Dallas Water Utilities can't take money from the city's general fund or be the recipient of city bond money. Because of this, their billing is already self-sustaining. However, could billing be tweaked to reflect actual delivery and maintenance costs? It takes a lot more pipe to reach some houses.

And beyond Dallas, what about the 26 communities Dallas Water Utilities supplies water to? (That would be Addison, Carrollton, Cedar Hill, Cockrell Hill, The Colony, Coppell, Denton, DeSoto, Duncanville, Farmers Branch, Flower Mound, Glenn Heights, Grand Prairie, Grapevine, Highland Park, Hutchings, Irving, Lancaster, Lewisville, Mesquite, Ovilla, Red Oak, Richardson, Seagoville, University Park, and Wilmer.) Would a density component in billing reduce sprawl?

On the stormwater front, District 13 Council Member Jennifer Gates said the city has a backlog of \$1.5 billion in stormwater mitigation (flooding) projects. Multiple events are contributing to increasing problems with flooding. Rainstorms are heavier and more common. Water-permeable land is disappearing. We also have an aging system that has essentially been duct-taped for decades.

Last year Dallas began using drone technologies to accurately charge stormwater fees to landowners based on the amount of lot covered in non-permeable materials like concrete.

"Those with more permeable land saw a reduction while those with more coverage paid more," Gates said. "The end result was revenue neutral."

While "revenue neutral" doesn't begin to cover the \$1.5 billion backlog, it does set an accurate baseline to begin to addressing the increases required. Certainly, the \$48.75 million in flood control bond money is a drop in the bucket (rimshot, but you were thinking it too). A consultant has been hired to figure out the rates needed in order to start chipping away at the backlog.

"Stormwater Operations under Dallas Water Utilities will also for the first time be allocating monies into a capital fund to pay for major maintenance and storm water projects," Gates said. "There are obviously a lot of deferred projects, but the goal is for storm water to be self-funded."

So far the average residential customer's 32-cents per month increase won't make a dent in the backlog. The 4-ish percent increases slated for each of the coming years won't either. Spoiler alert: the billing increases required to fix the problem aren't going to be pretty.

Self-Funded City Services

Billing for city services should be more discrete, reflecting fairness while also encouraging more sustainable density. Density drives vibrancy, jobs, and land values while removing infrastructure cost.

Dallas, like most municipalities is facing the specter of decades of deferred maintenance. The solutions so far involve repairing or replacing existing infrastructure at a rate too slow to address decades of backlogs. Dallas should be at a financial crossroads where it explores what the city's ultimate goals should be and how residents and businesses will realistically pay for it.

The only exception to this concept is public education. Kids or no kids, smart people are a societal good we all contribute toward and benefit from. No one should be exempt from paying their equal share for public schools, nor should sending kids to private school or home schooling exempt you.

When Fairness Overtakes Equality

There's one fly in my ointment, and that is southern Dallas. It's not very dense, but increasing fees on those with less income is unfair. The last thing we need is to increase the number of poor people in the city. Sure, projects like privatizing Fair Park and using data to determine city grant investments for economic development should solve some of that problem as new residents and businesses move to the area. But the best way to address the attachment of self-sustaining fees to usage and maintenance is to also correct for property values. Homes values under a certain level must be exempt from surcharges.

I've said it before. As a city, we're not generating enough revenue to keep the lights on. Bonds, budget shortfalls, and billions in deferred maintenance tell that story. But I've also said that the wealthy and commercial landowners aren't paying their fair share. While some rich people live in higher-density high-rises, the bulk live in single family homes. I was unable to find another city that has widely looked to the sharing economy for how taxes and fees are assessed. But it's a worthy cause to explore, as, if successful, it could help even the scales and get Dallas on the road to tackling decades of deferred maintenance.

<https://www.dmagazine.com/frontburner/2018/09/dallas-is-long-on-maintenance-needs-is-there-a-way-to-generate-more-intelligent-revenue/>

Big-city mayors banding together to fight for local control at Lege

Sep. 29, 2018
By Josh Baugh
San Antonio Express-News

There was no bickering, no finger-pointing, no infighting among the panelists during a Texas Tribune Festival discussion focused on the future of the state.

The way forward for Texas is through its largest urban areas, and Saturday, the mayors of some of those places discussed the challenges they face. But had GOP lawmakers from the Legislature been on the panel, there would have been far less agreement.

Ron Nirenberg, Steve Adler and Dee Margo — the mayors of San Antonio, Austin and El Paso, respectively — talked about gridlock, housing crises fueled by soaring property values, the need for continually building infrastructure and more.

The officials pointed to some issues that cut across the state while others were unique to their city. But the clear consensus was that the state needs to fix its problems and stop messing with municipal government, as well as things that stray from the most basic, pressing needs in Texas.

Moderator David Brown, managing editor and anchor of The Texas Standard statewide public radio program, asked the panelists to consider the 2017 legislative session and “what seemed to occupy the time of a lot of lawmakers” — code for their failed push for a so-called bathroom bill, among other things.

“It’s quite possible that a state lawmaker is listening to you now,” Brown said. “We’re moving into a new legislative session. What do you tell them that you need as a mayor of a Texas city that is exploding?”

Nirenberg explained that San Antonio is expecting an additional 1 million residents by 2040, which will increase the average commute time in the Alamo City by 75 percent.

“We need funding for transportation alternatives. There’s an unsustainable push towards putting more concrete on our landscape as the sole solution for equitable transportation,” he said.

“We’ve been pushing our Legislature for years to stop placing more restrictions as opposed to taking some restrictions away from formula funding for the Texas Department of Transportation to allow us to build transit through our cities, and it’s getting worse, not better.”

His one request of the Legislature, Nirenberg said, would be to loosen up funding regulations on transportation projects.

“Let’s have a more realistic conversation about transportation and what the needs are in the 21st century,” he said.

Adler said the state lawmakers should focus on fixing things, such as what is alternatively called a “camouflage” state property tax and a “hidden” state property tax — the bulk of a homeowner’s tax bill, charged by independent school districts. Those funds, he said, are taken out of the area by the state and not fully returned to the school districts.

“Don’t spend time on things like the bathroom bill,” he said. “What I would ask the state Legislature is to focus on your job.”

Margo, too, said the Legislature should leave the cities alone and allow them to govern themselves. He said he was unhappy with a proposal by a Houston senator that would require state approval on individual cities’ publicly adopted charter amendments.

“Well, ladies and gentlemen, they don’t have a dad-gum thing to do with El Paso,” he quipped. “If we want to pass something on our charter, it’s us. We, us and ours!”

The fourth member of the panel, former Irving Mayor Beth Van Duyne, who was appointed by President Donald Trump to serve as a regional administrator for the U.S. Housing and Urban Development Department, defended the Legislature.

“We’ve heard some criticism of what’s going on at the state level, but I think you also have to look at some of the positive things they’re doing. The fact that you’re getting so many companies that are moving to Texas and so many people who are moving, and not just companies, but they’re bring jobs that are also bringing people here,” Van Duyne said. “The business environment and that whole climate the Legislature has created is what is the lifeblood of this state.”

Margo, a Republican and a former member of the Legislature, said the statewide success of attracting business here is because of the workforce and the lack of a state income tax. He noted the significant pushback from businesses across the state when lawmakers pitched the idea of a bathroom bill.

Among the working mayors on the panel — Democrat Adler, Republican Margo and independent Nirenberg — there was significant resolve to push back against attempts by the Legislature to swipe power from cities.

Responding to a question from the audience about using a collective bully pulpit to fight for urban residents’ best interests, Margo said the big-city mayors get together frequently to discuss such matters.

“We probably need to articulate our vision a little more cogently and out there, but I hear Sylvester (Turner, the Houston mayor), I hear Ron, I hear Steve,” he said. “I think we’re trying to do what we can do.”

Afterward, Nirenberg said there are often one-on-one conversations between Texas mayors, along with other, larger meetings. Next month, he’ll host one in San Antonio with mayors from the 10 largest cities in the state.

Josh Baugh is a staff writer in the San Antonio and Bexar County area.

<https://www.expressnews.com/news/local/politics/article/Big-city-mayors-banding-together-to-fight-for-13269115.php>

NOAA redefines 100-year rain marks in Texas — and Dallas nearly hit it last week

Sept. 29, 2018

Written by Jesus Jimenez, Staff Writer
Dallas Morning News

Just how much precipitation it takes to add up to a 100-year rainfall event has new meaning for Texas.

An analysis released Thursday by the National Oceanic and Atmospheric Administration, or NOAA, updates the state's rainfall frequency values.

"We've needed this for a while," said Greg Waller, a service coordination hydrologist for the West Gulf River Forecast Center. "It's an important building block."

The changes for some parts of Texas are considerable. Under the new definitions, Houston would need to receive 18 inches in 24 hours for the rainfall to be classified as a 100-year event. The previous amount was 13 inches.

For Austin to see a 100-year rain event, the city would need 13 inches in 24 hours, up 3 inches from the previous amount.

For Dallas, the update is not as significant. The new definition increased by about half an inch. Dallas will now need 9 to 10 inches of rain in 24 hours to classify a 100-year rain event.

Last week's torrential storms dropped 8.11 inches on Sept. 21-22, the third-biggest 24-hour rainfall event in Dallas history. That missed the new 100-year mark by just under an inch.

The updates also implicate more frequent rainfall events in the future.

"Values previously classified as 100-year events are now much more frequent 25-year events," the NOAA's report said.

Waller said it's important to note that these updates are not a response to climate change or significant rain events like Hurricane Harvey or Dallas-Fort Worth's wettest September on record. Rather, these new definitions have been three years in the making in an effort to update values that had been used since the 1960s and '70s.

Combing through about five decades of rainfall data to update these definitions was "an exhaustive process," Waller said. In addition to analyzing years of data, the process also involved a peer review. Hurricane Harvey caused a delay in the process, giving NOAA new data to sort through, he added.

Thomas Graziano, director of the NOAA Office of Water Prediction, said in a prepared statement, "NOAA's new rainfall frequency values for Texas will help state and local authorities better understand their flood risk and more accurately plan and design infrastructure to minimize the threat of flooding."

NOAA also hopes these news definitions and data will provide observations that can be used in forecasts with the potential for flooding threats. The updates can also be used for the Federal

Emergency Management Agency's National Flood Insurance Program to control development in floodplains, according to the NOAA.

"Our goal is to provide [cities] with better information so that you can have better analysis," Waller said.

Rocky Vaz, director of Dallas' Office of Emergency Management, said the city is aware of NOAA's updates and that it plans to meet with flood consultants next week to discuss how Dallas will respond to the updates.

<https://www.dallasnews.com/news/weather/2018/09/28/noaa-redefines-100-year-rain-marks-texas-dallas-nearly-hit-last-week>

Trump's Auto Emissions Plan Is Full of Faulty Logic

By Eric Niller
Sept. 28, 2018
WIRED Magazine

THERE WAS A time many years ago when gas like beer, teenagers raced them on Friday nights, and Detroit automakers boasted about their vehicles' ever-increasing horsepower and speed. Since then, cars have become safer, cleaner and more efficient, mostly as a result of tougher standards from Washington.

A new Trump administration proposal might bring that half a century of vehicular progress screeching to a halt, some experts say, by shrugging its collective shoulders at the growing danger of climate change and the fuel-efficiency standards designed to combat it. The White House wants to freeze future auto emissions standards and ban California from making its own tougher rules for carbon emissions from vehicles.

First, a look at the numbers. A little-noticed report issued by the National Highway Transportation Safety Administration (NHTSA) predicts that the Earth's temperature will rise a whopping 7° Fahrenheit (4° Celsius) by 2100, assuming that little or nothing is done to reverse emissions of carbon dioxide and other greenhouse gases. The current Paris climate accords call for nations to pledge to keep warming below 3.6° F (2° C) by century's end.

The Trump administration's climate change scenario would likely entail catastrophic melting of ice sheets in Greenland and Antarctica, causing rising sea levels that would flood low-lying coastal areas from Maine to Texas—not to mention warmer oceans that could spawn ever-stronger hurricanes alongside pockets of inland drought, and a collapse of agriculture in many areas.

The NHTSA report came up with these doomsday numbers to argue that automobile and truck tailpipe emissions after 2020 will have such a small global impact on overall greenhouse gases that it's not worth tightening the screws on Detroit automakers. "What they are saying is we are going to hell anyhow, what difference does it make if we go a little faster," says David Pettit, a senior attorney at the Natural Resources Defense Council. "That's their theory of how they are dealing with greenhouse gas emissions."

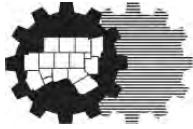
Pettit and others say the NHTSA report and the Trump administration's proposal to roll back future tailpipe emissions standards would allow Detroit to build bigger, thirstier cars than would have been permitted under President Obama-era rules. Pettit notes that he has gone from driving a 7-miles-per-gallon Chrysler in the late 1960s to a Chevy Bolt today, largely as the result of stricter federal standards that require automakers to sell clean cars alongside their SUVs and trucks.

In addition to throwing up its hands at climate change, the Trump administration also argues that continuing to increase fuel economy requirements will make the overall vehicle fleet less safe, because people will continue to drive older cars longer than they otherwise would. The argument is that the higher price tags on more fuel-efficient cars will deter consumers from buying new vehicles equipped with more advanced technology that also improves safety. But Giorgio Rizzoni, director of the Center for Automotive Research at Ohio State University, says the administration has it backwards. His study of the past 40 years concludes that safety and fuel efficiency have grown at the same time.

If the Trump administration rules are passed, American car buyers might end up seeing vehicles with less advanced technology on the dealer lot than overseas buyers, says Austin Brown, executive director of the UC Davis Policy Institute for Energy, Environment and the Economy. “The cars would look the same on the outside, but they would burn more gasoline, cost more money and create more emissions,” he says. That’s because US cars with weaker fuel standards won’t be sold on worldwide markets, he adds.

The Trump administration held public meetings on the proposal this week in Fresno, California; Dearborn, Michigan; and Pittsburgh. The deadline for written comments is October 23.

<https://www.wired.com/story/trumps-auto-emissions-plan-is-full-of-faulty-logic/>



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Discuss Bicycle Connections, Transit in September

Public meetings on regional transportation topics begin Sept. 10

Sept. 6, 2018 (Arlington, Texas) – Residents can learn more about a proposal to improve bicycle-pedestrian access through the heart of the Dallas-Fort Worth area and various other transportation-focused efforts during public meetings in September.

The North Central Texas Council of Governments will host a public meeting series beginning at 2:30 p.m. on Sept. 10 at its Arlington offices. Meetings are also scheduled for 6 p.m. Sept. 11 in Dallas and 6 p.m. Sept. 19 in North Richland Hills.

Staff will present several improvements and funding recommendations identified to fill gaps in the area's expanding bicycle-pedestrian trail network. The public will hear about progress on the 53-mile Fort Worth-to-Dallas regional trail network and the Cotton Belt trail at the meetings.

Residents will also have the opportunity to learn about and comment on new transit projects being funded by the Federal Transit Administration through Fiscal Year 2018. The funds will be split among the following programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities.

Additionally, information regarding the automated vehicle program and the deployment of AV fleets in North Texas will be discussed at the public meetings. North Texas has become a leader in the deployment of this technology and seeks to continue cultivating partnerships to help it expand in the years to come.

A revision of the Public Participation Plan used to inform and engage the public about transportation initiatives will also be presented. The plan outlines the principles, goals and strategies for involving North Texans in the transportation and air quality planning process. This includes procedures for public comment periods. Staff will present proposed revisions to the plan that reflect new legislative requirements and the increasing role of video in public input opportunities.

Furthermore, residents will have the chance to provide input on the proposed modifications to transportation and related air quality planning tasks managed by the metropolitan planning organization. Proposed modifications to the Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program will be presented for discussion.

Other resources and information about proposed modifications to the list of funded projects, electric vehicle incentives, the Regional Smoking Vehicle Program and AirCheckTexas Drive a Clean Machine will also be highlighted during the meetings.

Watch the Arlington meeting live at www.nctcog.org/video. For more information on the public meetings, visit www.nctcog.org/input.

Public Meeting Details		
Monday, Sept. 10, 2018 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011	Tuesday, Sept. 11, 2018 6 p.m. Meadows Conference Center 2900 Live Oak St. Dallas, TX 75204	Wednesday, Sept. 19, 2018 6 p.m. North Richland Hills Library 9015 Grand Ave. North Richland Hills, TX 76180

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.

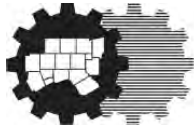
NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation 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

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Sonya Landrum
(817) 695-9273
slandrum@nctcog.org

Employee Transportation Champions Crowned

Award recognizes commitment to promoting, advancing commuter options

Sept. 12, 2018 (Arlington, Texas) – Try Parking It recently recognized employee transportation champions and their employers for going the extra mile to promote alternatives to driving alone. Employee transportation coordinators in the public, private and education sectors were rewarded for their encouragement of carpooling, bicycling, walking, transit, telecommuting and compressed work schedules.

The 2018 Try Parking It Employee Transportation Champions of the Year winners are:

- Education sector – Sandy Bauman, University of North Texas Health Science Center, Fort Worth
- Private sector – Kendra Beseler and Ty Munger, Liberty Mutual Insurance Co., Plano
- Public sector – Kevin Overton and Brittany Hailey, City of Dallas

Bauman has worked as the Sustainability Coordinator for the past six years with UNTHSC, a campus with an enrollment of more than 2,000 students. Although her job responsibilities involve making environmental improvements on campus while engaging the campus community, Bauman has initiated and managed various events, programs, and initiatives that involve alternative commute transportation options. Among her accomplishments was the creation of a Transit 101 class. This course teaches students and employees how to ride public transportation in Fort Worth. They provide participants with riding tips and information and conduct practice runs from campus to Montgomery Plaza and back again. Because of Bauman's continued efforts as a transit advocate, the UNTHSC Sustainability Committee funds 75 percent of the cost of transit passes for university staff and students.

Beseler and Munger created and manage Commute@Liberty, Liberty Mutual's official commute program. The program offers employees several alternatives to driving alone, including priority parking for those who share rides, pre-tax transportation subsidies, bicycle storage options, showers and locker rooms. Telecommuting and compressed work weeks are also available to employees of the insurance company. The program focuses on educating employees about alternatives to driving alone. Liberty Mutual campuses across the nation have tailored commuter programs available based on employee need and location.

Overton and Hailey manage the City of Dallas' Alternative Commute Program, which encourages over 13,000 city employees to use alternatives to driving alone. Alternative commute options available to city staff include public transportation, carpooling, bicycling, electric vehicle/hybrid fleet vehicles, telecommuting, and flexible work schedules. Between 2015 and 2017, City of Dallas staffers reduced

nearly 6.5 million vehicle miles of travel. This resulted in an estimated emissions savings of nearly 3,140 tons of carbon dioxide and 16 tons of ozone precursor emissions.

Another way Try Parking It contributes to cleaner air is through various challenges throughout the year. In May, North Texans were encouraged to participate in the Try Parking It Bike Everywhere Challenge. Held during Bike Month, the challenge awarded prizes to the top three participants in two categories. The results were:

Most Bike Miles Traveled

First Place: Emmanuel Martinez – Fort Worth – 288 Miles

Second Place: Matthew Mortimer – Dallas – 253 Miles

Third Place: Blake Mauldin – Dallas – 246 Miles

Most Bike Trips Taken

First Place: Chae Mortimer – Dallas – 132 Trips

Second Place: Jeff Keehn – Dallas – 97 Trips

Third Place: Evelia Zalazar - Fort Worth – 91 Trips

About the North Central Texas Council of Governments:

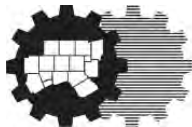
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments 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, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About TryParkingIt.com:

TryParkingIt.com is the region's official ride-matching and commute-tracking website, and assists users in locating traditional carpool and vanpool matches along with matching commuters with biking, walking, or transit buddies. The site also enables commuters to track their alternative commute activities and receive an estimate of miles saved, trips reduced, harmful emissions reduced, calories burned, and money saved as a result of the chosen alternative commute option. With every logged alternative commute, website users earn points that can be used to enter contests or purchase rewards on the site.

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North Central Texas
Council of Governments

PRESS RELEASE



Dallas-Fort Worth
CLEAN CITIES

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Bailey Muller
(817) 695-9299
bmuller@nctcog.org

RTC Highlights DFW Clean Cities Fleet Winners

Recipients contributed to regional savings of over 23 million gallons in 2017

Sept. 18, 2018 (Arlington, Texas) — The Dallas-Fort Worth Clean Cities Coalition on Thursday announced the winners of its fourth annual Fleet Recognition Awards. Eighteen public-sector fleets were selected for their contributions to greener operations. Three levels of awards – Gold, Silver and Bronze – were possible, based on entities' scores on the fleet survey.

Six entities earned Silver awards, including first-time winners the City of Dallas and Dallas Fort Worth International Airport. Other Silver level recipients included Euless, North Richland Hills, Richardson and Southlake. The cities of Carrollton, Coppell, Denton, Irving, Lewisville and Plano, as well as the towns of Addison and Flower Mound, Dallas Area Rapid Transit, Denton ISD, Tarrant County and Trinity Metro received Bronze status.

Six of this year's winners – Coppell, Euless, Flower Mound, Richardson, Southlake, and DART – have been recognized since the inaugural fleet awards.

The public-sector fleets, recognized at the Regional Transportation Council meeting last week, were required to provide details on their move toward cleaner operations through the DFW Clean Cities Annual Report. Strategies can include using alternative fuel vehicles (e.g. natural gas, propane or electric vehicles), using biofuels, reducing idling, or using telematics to improve efficiency of operations. This year's winners contributed to reducing:

- 23,266,539 gallons of petroleum, 97 percent of which was reduced by using alternative fuels
- 782,428 pounds of NOx
- 32,875 tons of greenhouse gas emissions

This year's survey took a more simplified approach, but still scored entities on a 100-point scale based on fleets' efforts to embrace environmentally friendly technologies, form partnerships with NCTCOG and DFW Clean Cities and educate their drivers.

The point scale was divided into sections giving fleets the ability to earn up to 45 points for emissions reduction, 25 points for fuel consumption, 20 points for partnerships and 10 points for

outreach and awareness efforts. Gold Level status required 85-100 points, Silver Level status required 55-84, and Bronze Level required 40-54.

All eligible participants for 2018 will receive a “fleet score card” based on their previous results to show where there are opportunities for growth. Fleets must adopt the Clean Fleet Policy in order to be recognized.

For more information regarding the qualification process, the Clean Fleet Policy and other important details, visit www.dfwcleancities.org.

About the North Central Texas Council of Governments:

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About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

#

Auto Occupancy Detection Technology and HOV Rewards Program

**Regional Transportation Council
October 11, 2018**

Natalie Bettger



Project History

2012 – NCTCOG: Regional Transportation Council instructed staff to replace manual enforcement with more advanced technology verification equipment

2012 – NCTCOG: Technology Approaches to HOV Occupancy Declaration and Verification, Texas A&M Transportation Institute (TTI) Request for Information (RFI) for IH 30 Managed Lane Technology Occupancy detection and verification - Dynamic tracking of vehicles

2013 – NCTCOG: Reissue RFI with demonstration component

2014 – NCTCOG: TTI Update to White Paper and Proof of Concept Testing of In-Vehicle Technology

2014 – TxDOT/P3: Drive on TEXPRESS application

2015 – TxDOT Lead/NCTCOG Partner: Request for Offer - Automated Vehicle Occupancy Detection Solution

2016 – NCTCOG Lead/TxDOT Partner: TxDOT Requested NCTCOG to Take the Lead Request for Proposals - Auto Occupancy Detection and Verification Technology

Activities Implementing New Technology

July 2017

Issued Notice to Proceed with Carma Technology Corporation

August – December 2017

Pilot Test on DFW Connector Corridor

- 98.4% exact match in reported occupancy
- 1.6% indicates an “over count”

January – March 2018

Shared pilot results and worked with partners on back office integration

March – June 2018

Developed draft violation process and continued to work with partners on back office integration

July 2018

Met with TxDOT management on statewide interest

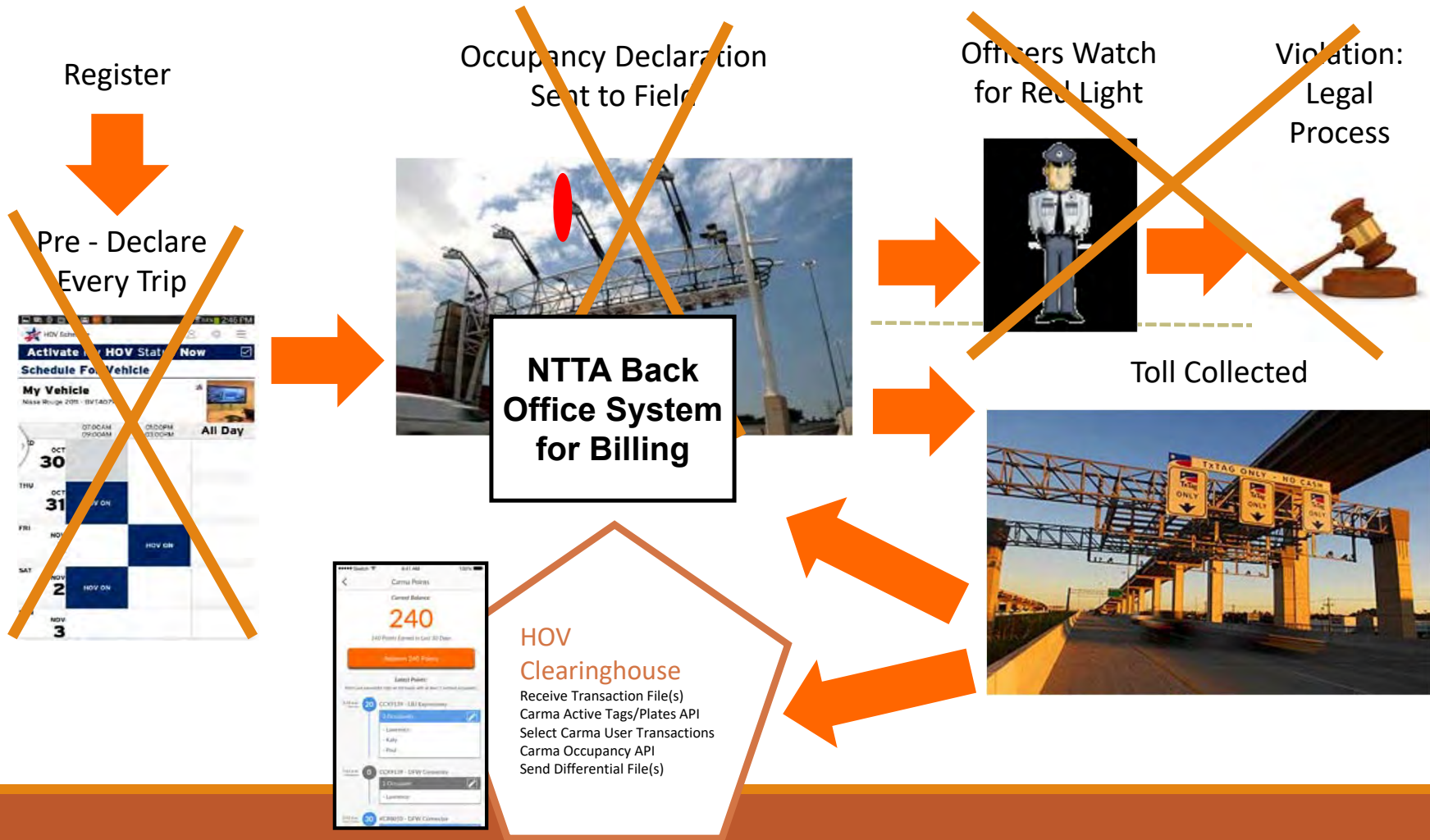
August 2018

Discussed rewards approach with partners

September 2018

RTC Workshop: Approach endorsed by Bill Hale, TxDOT Chief Engineer and several RTC members

HOV Rewards Program



Direct Cost Comparison

Estimated Direct Costs with Existing System (10 Years)	
Manual Enforcement	\$15,245,452
Enhancement to TEXPress Application	\$5,927,285
Marketing and Education	\$2,000,000
Total	\$23,172,737
Expected Total Cost for New System (10 years)	
New Technology Operating and Marketing Cost	\$20,000,000

*Does not include indirect benefits such as safety, traffic flow, and legal savings.

Indirect Benefits

Automated Vehicle Occupancy Verification



Safety



Privacy Protection



Reliability/Compliance



Expandability



Easy to Use



Return on Investment

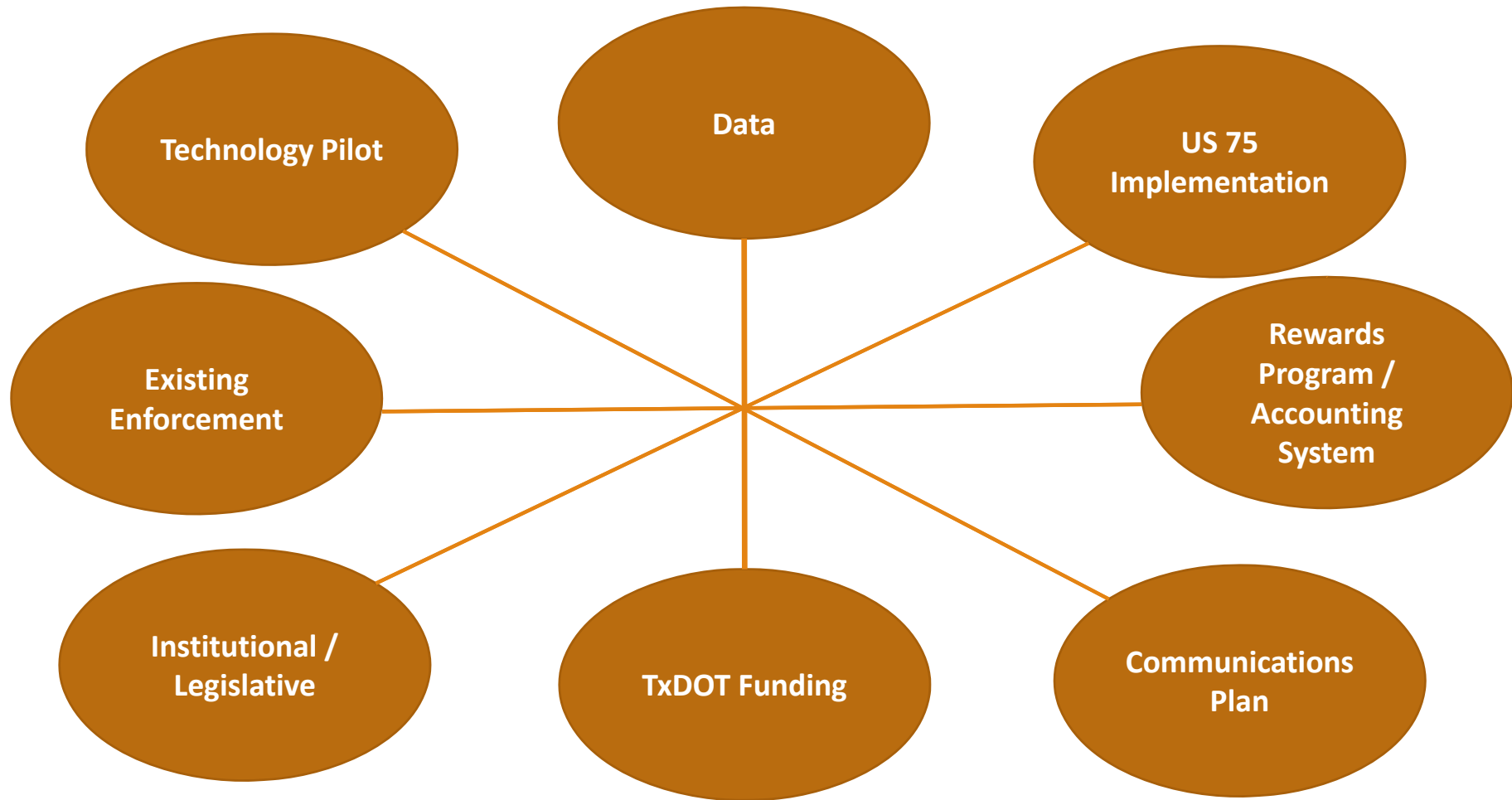


Air Quality/Congestion Benefits



Legal/Court

Continue Monitoring through Implementation Process



CARMA Agreement – Data Provisions

Three Documents Govern Data Collection, Use, Storage, and Security

Software as a Service Agreement (NCTCOG/CARMA)

Turnkey System provided by CARMA (includes maintenance and support)

NCTCOG has non-exclusive license

CARMA owns End-User Data (with NCTCOG restrictions)

CARMA may not provide data to third party without express NCTCOG approval

App Terms of Service (CARMA)

Details collection, use, storage, security, and disclosure of information

Data Protection and Access Policy (CARMA)

Details data security procedures

Action Requested

1. RTC approval to pursue occupancy verification technology and pilot testing.
2. RTC approval of \$5,000,000 to fill the funding gap for three (3) years of implementation cost (FY19, 20, and 21). Bring back future year requests for FY22 and beyond.
3. Evaluate feasibility and cost savings of another incentive-based program that considers:
 - Data Security
 - US 75 Implementation
 - Rewards Program/Accounting System
 - Communications Plan
 - Institutional/Legislative Items
 - Existing Enforcement
 - Technology Pilot
 - TxDOT Funding in Non-Concession Corridors

There are no completion schedules for these activities.

4. Direct staff to administratively amend the TIP and other funding, planning, and administrative documents to reflect this action.

Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Proposed Funding for Regional Trails

DRAFT Last Updated: 9/05/2018

Regional Trail Corridor	Trail Section	Phase	Total Project Cost	Federal 80% - 100%	Local Match by City	Other Local Match Contribution	TDC	Notes
Fort Worth to Dallas Regional Trail	Fort Worth Section: CentrePort Station to Grand Prairie city limits	Construction	\$5,400,000	\$5,400,000	\$0	N/A	1,080,000	Fort Worth Policy Bundle TDCs used for local match requirement
	Grand Prairie Section: Fort Worth city limits to Mike Lewis Trail	Construction	\$4,600,000	\$3,680,000	\$920,000	N/A		Cash match; Grand Prairie is not eligible for TDCs
	Subtotal			\$10,000,000	\$9,080,000	\$920,000		1,080,000

Regional Trail Corridor	Trail Section	Phase	Total Project Cost	Federal 80% - 100%	Local Match by City	Dallas County Local Match Contribution (\$1.4M)	TDC	Notes
Cotton Belt Regional Trail	Entire Regional Trail (DFW North Airport to Plano Shiloh Station)	Design	\$8,200,000	\$8,200,000			1,640,000	Regional TDCs used for local match requirement
	Critical Trail Sections (Coppell)	Construction	\$4,326,143	\$3,893,529	\$0	\$432,614	432,614	Coppell Policy Bundle TDCs used for balance of local match requirement
	Critical Trail Sections (Carrollton)	Construction	\$1,014,457	\$811,565	\$101,446	\$101,446	0	Cash match; Carrollton is not eligible for TDCs
	Critical Trail Sections (Addison)	Construction	\$3,074,689	\$2,459,751	\$307,469	\$307,469	0	Cash match; Addison is not eligible for TDCs
	Critical Trail Sections (Dallas)	Construction	\$7,736,024	\$7,177,553	\$0	\$558,471	988,734	Dallas Policy Bundle TDCs used for balance of local match requirement
	Critical Trail Sections (Richardson)	Construction	\$5,117,077	\$5,117,077	\$0	\$0	1,023,415	Richardson Policy Bundle TDCs used for local match requirement
	Construction Subtotal			\$21,268,390	\$19,459,475	\$408,915	\$1,400,000	2,444,763
Construction and Design Total			\$29,468,390	\$27,659,475	\$408,915	\$1,400,000	4,084,763	

Combined Total both Regional Trail Corridors			\$39,468,390	\$36,739,475	\$1,328,915	\$1,400,000	5,164,763	
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IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS

Last-Mile Connections to Transit



Karla Weaver, AICP

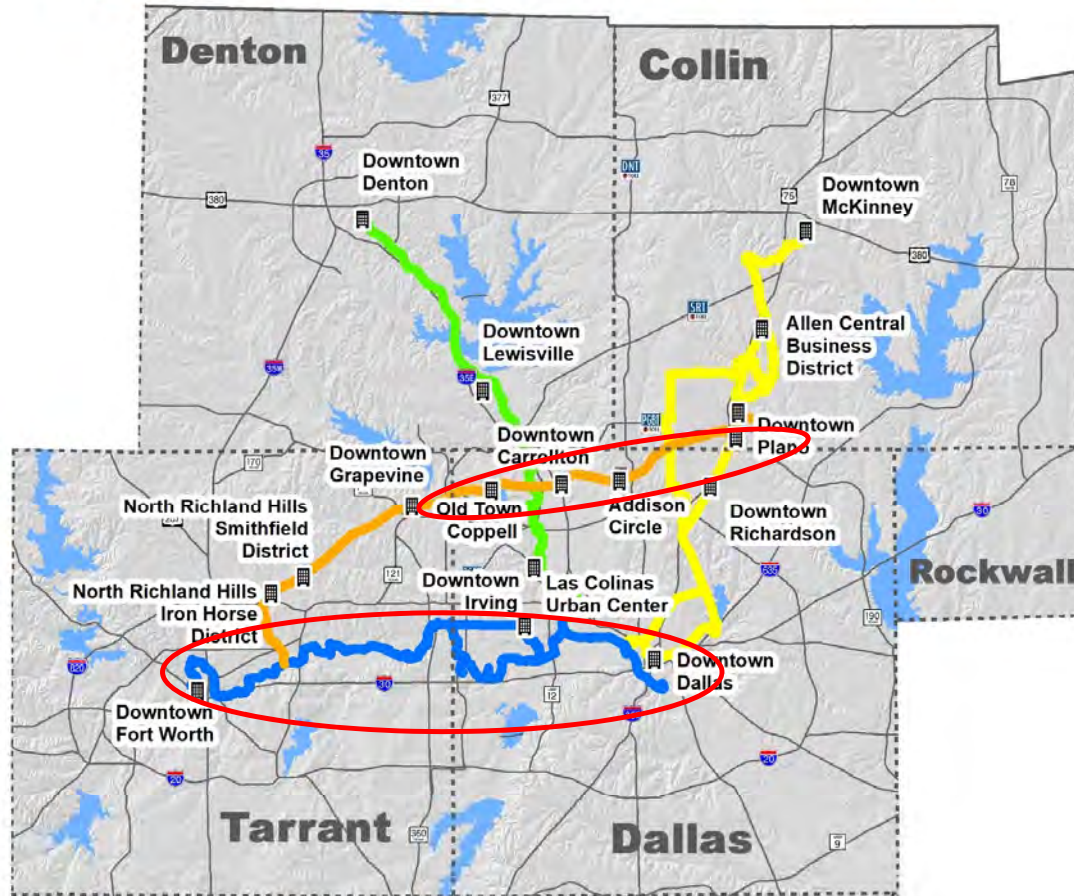


October 11, 2018

Regional Transportation Council



Highlighted Regional Trail Corridors



	<u>Existing/Funded</u>	<u>Planned</u>	<u>Total</u>
Fort Worth to Dallas Regional Trail Corridor	52 miles	12 miles	64 miles
Cotton Belt Regional Trail Corridor	16.5 miles	28.5 miles	45 miles
Dallas to McKinney Regional Trail Corridor	67 miles	15 miles	82 miles
Denton to Dallas Regional Trail Corridor	41 miles	13 miles	54 miles



Background

3

Fort Worth to Dallas Regional Trail

- Five Mayors meet in 2013 and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)
- 18.5 miles of trail with funding commitments (variety of sources have been identified)
- Funding request today of RTC for final 3.1 miles to complete a continuous 53-mile southern alignment connecting the five cities
 - 1.4 miles from CentrePort TRE Station to Grand Prairie city limits
 - 1.7 miles from Fort Worth city limits to Mike Lewis Trail



Mayors (from left) Mike Rawlings, Dallas; Robert Cluck, Arlington; Betsy Price, Fort Worth; Ron Jensen, Grand Prairie; and Beth Van Duyne, Irving, met recently to discuss connecting their cities with a regional bicycle-pedestrian trail corridor.

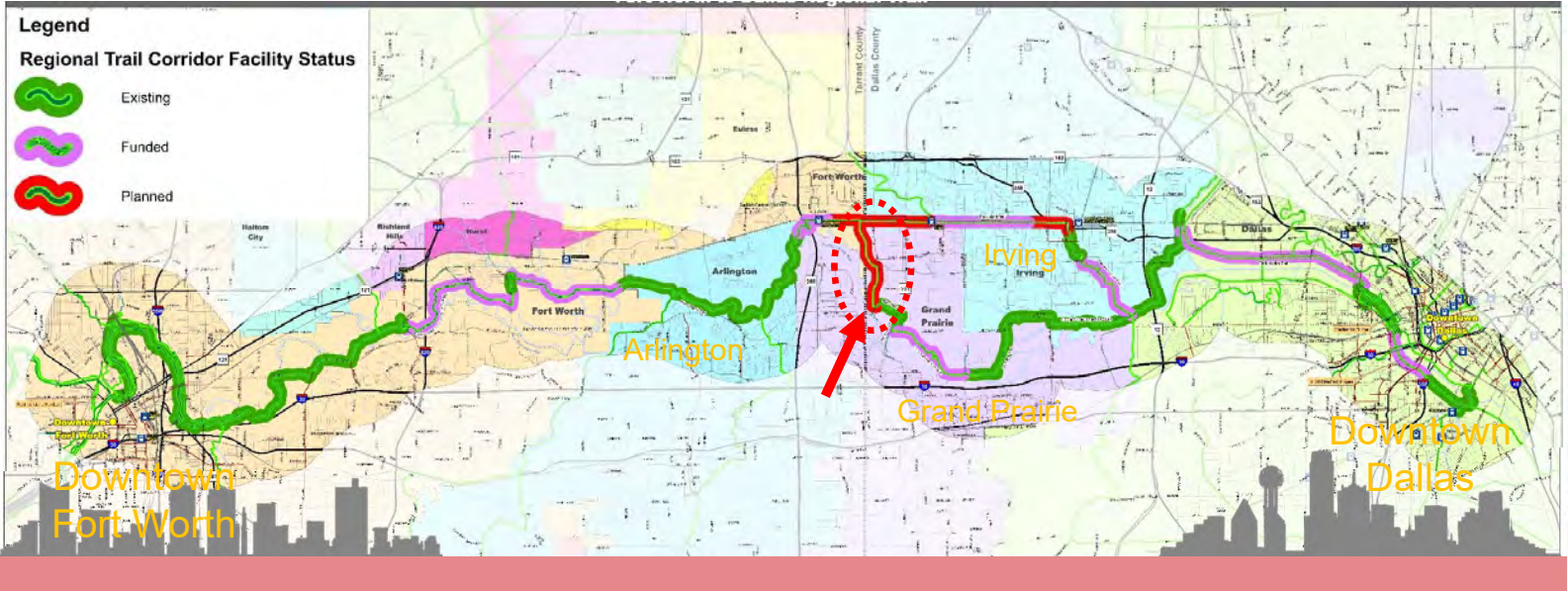
Cotton Belt Regional Trail

- Cotton Belt rail corridor will environmentally clear the trail
- Funding requested of RTC for trail:
 - Design (26-mile corridor) and
 - Construction (8.5 miles of “critical” trail sections)

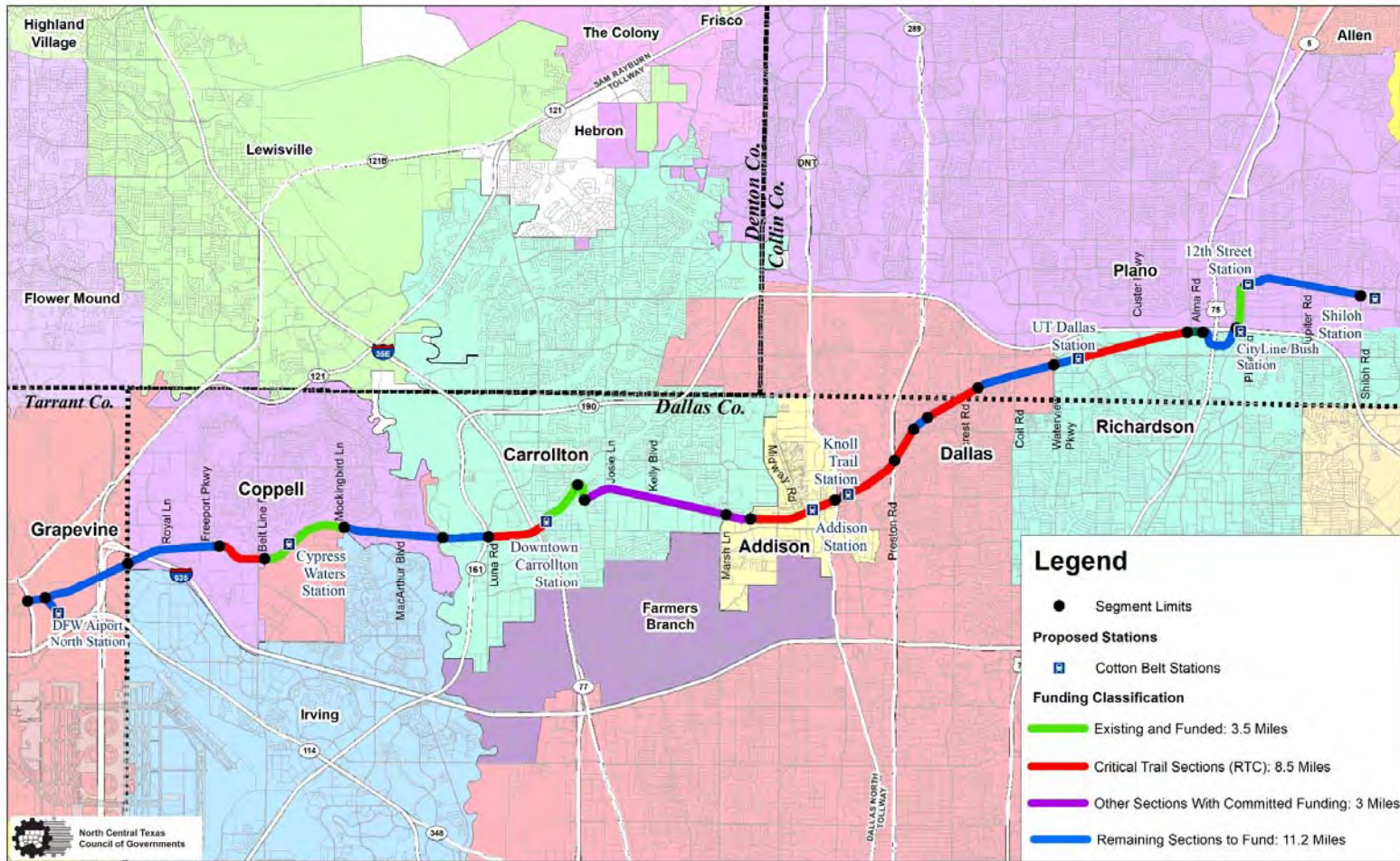
Fort Worth To Dallas Regional Veloweb Trail



	FORT WORTH	ARLINGTON	GRAND PRAIRIE TEXAS	IRVING TEXAS	City of Dallas	Total
Existing and Funded	21.9 miles	7.4 miles	6.4 miles	11.9 miles	10.4 miles	58 miles
Planned and Unfunded	1.4 miles	0	3.3 miles	1.3	0	6 miles



Cotton Belt Regional Veloweb Trail Sections



Summary of Proposed Funding for Regional Trail Implementation

Regional Trail Corridor	Total	Federal	Local	TDCs
Fort Worth To Dallas Regional Trail (Fort Worth and Grand Prairie Sections)	\$10.0M	\$9.08M	0.92M	1.08M
Cotton Belt Regional Trail (design for entire 26 mi. corridor)	\$8.20M	\$8.20M	-	1.64M
Cotton Belt Regional Trail (construction of “critical” sections)	\$21.27M	\$19.46M	\$1.81M	2.44M
Cotton Belt Trail Total	\$29.47M	\$27.66M	\$1.81M	4.08M
Combined Total Both Corridors	\$39.47M	\$36.74M	\$2.73M	5.16M

Schedule for Funding Request

	Date
BPAC Briefing	8/15/18
STTC Information Item	8/24/18
Public Meetings	Early September
RTC Information Item	9/13/18
STTC Action	9/28/18
RTC Action	10/11/18
All Local and State Funding Commitments in Place	December 2018

Requested Action

8

Action Requested:

- ▣ RTC Approval of the \$36.74M and the use of 5.16M TDCs as outlined in slide 6 and Electronic Item 5.1.
- ▣ Direct staff to administratively amend the TIP and other funding, planning, administrative documents to reflect this action

Contact Information

Karla Weaver, AICP

Senior Program Manager

(817) 608-2376 / kweaver@nctcog.org

Patricia Rohmer, PE

Project Engineer

(817) 608-2307 / prohmer@nctcog.org

Kevin Kokes, AICP

Principal Transportation Planner

(817) 695-9275 / kkokes@nctcog.org

Gabriel Ortiz

Transportation Planner II

(817) 695-9259 / gortiz@nctcog.org



Regional Trail Web Pages

Cotton Belt Regional Trail:

nctcog.org/CottonBeltTrail

Fort Worth to Dallas Regional Trail:

nctcog.org/FWtoDALtrail

Automated Vehicle Program 2.0

Regional Transportation Council



**Thomas Bamonte
October 11, 2018**

Program Rationale: Preparing for Change



1900



1913

5th Avenue, New York City

Project #1: AV Planning

NCTCOG procures planner(s) to assist public entities attracting or facing AV deployments

Planner(s) on retainer

Grant size tied to metric(s)—e.g., population/deployment scale

Total: **Up to \$1.5M**, plus NCTCOG administration (\$200K approx.)

Funding source: Anticipate federal

Project #2: AV Deployment Cost Coverage

Cover costs associated with public entity hosting an AV deployment

Grants payable upon actual AV deployment

Total: **Up to \$10M**, plus NCTCOG administration (\$600K approx.)

Funding source: TBD

Project #3: Regional Priority AV Planning Deployments

Fund AV deployments for use cases not served by AV developers

Competitive project selection

Total: **Up to \$20M**, plus NCTCOG administration (\$900K approx.)

Funding source: Anticipate federal

Voluntary Program: Process

1. Public entities express interest in hosting AV deployments.
2. Respondents eligible for grants.
3. Advance paperwork done to help ensure greatest possible cost coverage.
4. Public entities can join AV 2.0 Program at any time.

Associated Policies: P18-01

1. North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AVs) to help achieve the region's mobility goals.
2. All North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community.
3. The region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers.
4. The AV 2.0 Program will be administered to advance these policies.

Schedule

STTC Briefing	August 2018
Public Meetings	September 2018
RTC Briefing	September 2018
STTC Action	September 2018
RTC Action	October 2018
TIP Process Complete	April 2019
Funding Available	Late 2019

Requested Actions

1. Approve Automated Vehicle Program 2.0 and associated policies (P18-10).
2. Authorize staff to administratively amend the TIP and other funding, planning, and administrative documents to reflect this action.

Thomas J. Bamonte
@TomBamonte
tbamonte@nctcog.org
469-600-0524

DRAFT

Policy Position to Support Automated Vehicle Deployments Regionwide
through the Automated Vehicle 2.0 Program
(P18-01)

North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AV) to help achieve the region's mobility goals.

All North Texas communities should have the resources necessary to plan for automated vehicle deployments and to build effective partnerships with AV developers when they deploy these types of technologies in a community.

The region will make strategic investments in automated vehicle services to explore use cases and deployments in communities overlooked by AV developers.

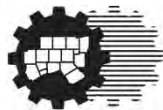
The Automated Vehicle 2.0 Program will be administered to advance these policies.

Background Information: Positive Train Control

Regional Transportation Council

October 11, 2018

Shannon Stevenson, Program Manager, NCTCOG



North Central Texas
Council of Governments

Background

- ▶ Positive Train Control (PTC): complex communications technology designed to make rail safer by preventing collisions and other incidents by automatically detecting and controlling the movement of trains.
- ▶ October 16, 2008: Congress passed the Rail Safety Improvement Act of 2008 requiring the installation of PTC technology on a majority of the US Railroad network, including all commuter rail, by December 31, 2018, or apply for an Alternative Schedule by that date.
- ▶ Fiscal Year 2014: Regional Transportation Council Provided \$25 Million for PTC
 - ▶ \$12.5 Million to Dallas Area Rapid Transit (DART) for the Trinity Railway Express (TRE)
 - ▶ \$12.5 to Denton County Transportation Authority (DCTA) for the A-Train
- ▶ Limited Contractors: Delays in installation resulting from a limited number of contractors with the expertise to install PTC.

Implementation Status of Commuter Rail in North Central Texas*

Commuter Line	Total Hardware Installed	Onboard (Trains) Hardware Installed	Wayside (Signals) Hardware Installed	All Spectrum Acquired?	Sufficient RSD Initiated?	Employees Trained	On Track to Meet Deadline**?	Status
DCTA's A-train	100%	11/11	121/121	N/A	No	20/50	RSD Request Submitted	✓
TRE	52%	6/34	30/35	Yes	No	0/80	No Request Submitted Yet	?
<i>Coming Soon</i>								
TEXRail	Expected to be Operational 2019 Will Meet Criteria for Alternative Schedule							✓
Cotton Belt	Expected to be Operational 2022 All Required Technology to be included in RFP							✓

*Source: Federal Railroad Administration as of June 30, 2018

**Deadline to Meet Criteria for Alternative Schedule

RSD - Revenue Service Demonstration

Contact Information

Shannon Stevenson
Program Manager, NCTCOG
sstevenson@nctcog.org
817.608.2304

Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

Public Participation Plan

February 2015

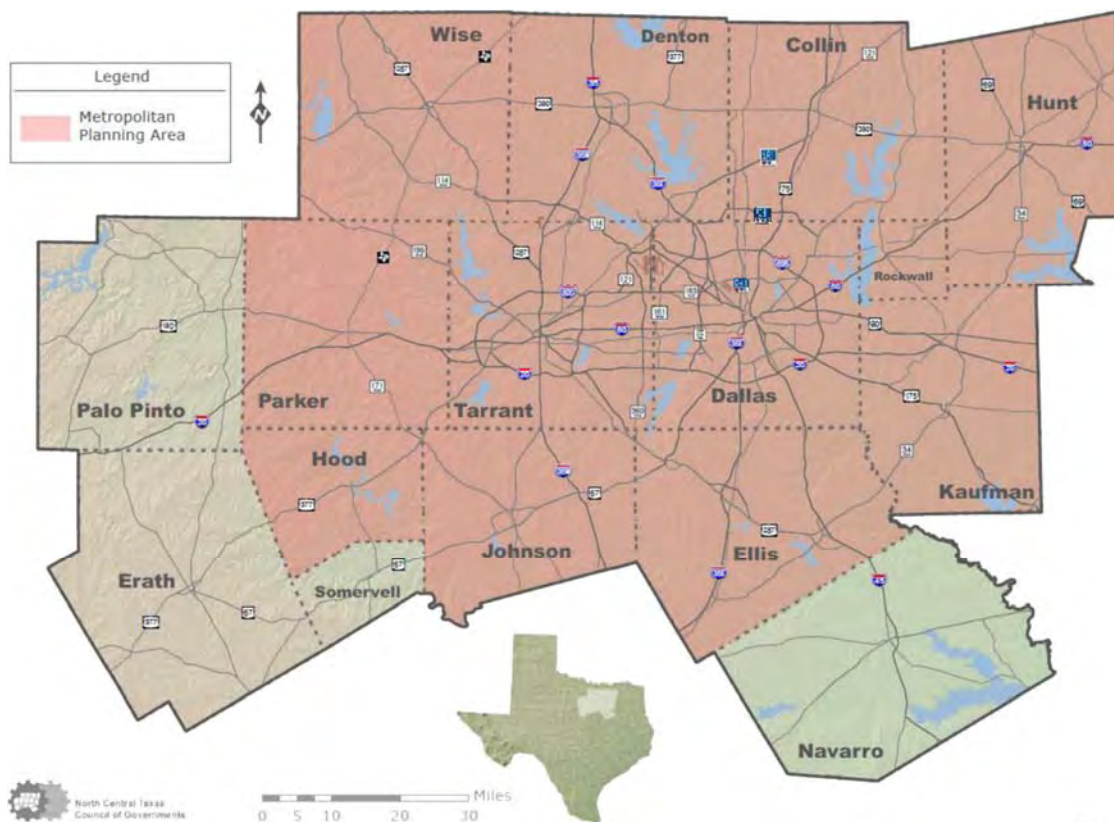


Metropolitan Planning Organization for the Dallas-Fort Worth Area

1. About the Metropolitan Planning Organization (MPO)

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This is the area expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. About 6.8 million people live in the region today, and that is expected to increase to nearly 10 million by 2035. NCTCOG works with its transportation partners and all levels of government as well as the public to ensure traffic safety and congestion are addressed and choices such as passenger rail and bicycle-pedestrian facilities are part of the multimodal transportation system.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

2. Collaboratively Developing Solutions

Communication, Coordination Enhance Transportation Plans

Defining the future of transportation is a collaborative process, and the MPO works with many different individuals and groups to identify the transportation needs and solutions to preserve the quality of life in the region and ensure people and goods can travel safely, efficiently and reliably in the region today and in the future. Additionally, in the Dallas-Fort Worth area, the MPO must ensure transportation plans are consistent with federal goals to improve air quality because 10 Dallas-Fort Worth area counties do not meet the ozone standard set by the Environmental Protection Agency. The MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, it is important to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities. This Public Participation Plan outlines the responsibilities as well as the goals and strategies for engaging the broadest and most diverse audiences possible.

Public Involvement Goals

NCTCOG will continue to adhere to federal requirements for public involvement, in addition to finding new ways of engaging the public in the transportation planning and programming process. The laws and legislation relevant to public participation and how NCTCOG responds to each are outlined in Appendix A.

To engage diverse audiences in planning for transportation and improving air quality, an integrated communications and outreach plan must be implemented. Making content relevant, removing barriers to participation and stating information simply and visually will facilitate understanding and meaningful input. NCTCOG not only seeks to inform and educate but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, which provides the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive and effective. Public involvement goals and the strategic priorities to accomplish each are outlined below.

Inform and Educate

- Increase awareness and understanding of the MPO among North Texans.
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process.
- Make information accessible and understandable.
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs.
- Develop visuals to illustrate and enhance communications.
- Ensure transparency as Regional Transportation Council and the standing technical, policy and strategic committee meetings are all open meetings that anyone can attend.
- Provide language translation and alternate formats as requested.

Engage Diverse Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development.
- Encourage input to be submitted in numerous ways, including those that are flexible, creative and innovative.
- Clearly define purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships.
- Eliminate barriers to participation by allowing 24/7 access to information and comment opportunities and hosting public meetings at accessible locations and convenient times but complemented by a video recording that can be viewed as individual schedules permit.
- Document and respond, as needed, to comments received, whether at a public meeting, an outreach event or received by mail, e-mail, website or social media.
- Share public input with technical and policy committees.
- Use input to develop policies, plans and programs, making the final versions easily accessible.

Evaluate Public Participation Strategies

- Incorporate more surveys at events and online.
- Review quantitative and qualitative data for outreach and communications efforts.
- Review how public input influenced transportation decision-making.

Diversity and Inclusiveness

It is a priority to increase the number and diversity of participants.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Through building new relationships with organizations and communities that serve groups traditionally under represented, NCTCOG will reach far more individuals. Other opportunities to potentially increase the number and diversity of people reached and engaged include, but will not be limited to:

- Media outreach – traditional and non-traditional. Research newspapers and blogs serving areas with considerable numbers of protected populations.
- Paid advertising. Identify opportunities to place paid advertisements in strategically selected media and organization publications to encourage individuals to sign up to be involved in determining transportation plans for the region.
- Language translation.
- Community liaisons. Establish and facilitate a network of community liaisons who can share information and opportunities with those whom they interact with on a regular basis.
- Business outreach. Beginning with focus group-type meetings with chambers of commerce, staff will evaluate how to enhance outreach to the business community. Chambers of commerce, including minority chambers, are included in the public involvement contact list. Staff, however, will consult with chamber and business leaders to identify other opportunities to inform and involve businesses and employees.
- Non-profit coordination. Identify and develop opportunities to coordinate with non-profit organizations already effectively reaching segments of the North Texas population.

Audiences and Stakeholders

Collaboration and communication help develop the consensus needed for transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals and groups who reside, have interest or do business in the North Texas area and may be affected by transportation and air quality decisions. Individuals especially connected to others, either formally or informally, are important to enhancing communications and outreach, as they can share information, resources and opportunities for public input. Further developing these connections will expand the reach of NCTCOG information and involve more people in transportation decision-making.

Groups and Individuals to Inform, Involve

- Affected public agencies
- Affordable housing groups
- Airport operators
- City/county staff
- Commercial property interests
- Community groups (economic development organizations, neighborhood associations, chambers of commerce and business organizations, bicycle groups, community organizations)
- Community leaders
- Commuters
- Elected officials

- Environmental groups
- Federal and state wildlife, land management and regulatory agencies
- Freight industry (freight shippers, providers of freight transportation services)
- Higher education faculty, staff and students
- Individuals
- Landowners
- Limited English proficient persons
- Local and state emergency response agencies
- Low-income populations
- Media
- Minority populations
- Non-profit organizations
- Organizations focused on aging
- Organizations serving rural area residents
- Organizations serving veterans
- Private providers of transportation
- Professional organizations
- Public health organizations
- Public transit operators
- Public transit users
- Real estate professionals
- Representatives of agencies and organizations serving individuals with disabilities
- Representatives of public transportation employees
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- School district representatives
- Seniors
- Social service organizations
- State and local agencies responsible for growth and economic development
- Transportation advocates
- Transportation partners
- Tribal Governments
- Women's organizations
- Youth

Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council (RTC) is the forum for cooperative decision-making by primarily elected officials of local governments in the Metropolitan Planning Area. The Regional Transportation Council meets regularly on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. For more on the committees, past and upcoming meetings and other information, visit www.nctcog.org/trans/committees.

3. Specific Opportunities for Involvement, Outcomes

Early and Continuous Public Engagement Complements Focused Efforts for Outcomes, Milestones

NCTCOG strives to continuously inform and involve the public. North Texans are encouraged to submit comments and questions at anytime. However, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seek to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, non-profits, stakeholders and interested residents who all have a stake in the outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the level of outreach and opportunities for input correlate to the significance of the transportation planning outcomes and milestones.

Consideration of and Response to Public Comments

NCTCOG compiles, summarizes and responds to (as appropriate), substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach an informed decision. In the event that more than one public meeting is scheduled, the public comment period begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CST on the date specified as the deadline.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes or changes that could have reasonably been foreseen can be made without further opportunities for public involvement. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings,

NCTCOG will first notify the public of the cancelation through e-mail, web page updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather was not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate by e-mail and social media the delay and again when the information becomes available. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather was not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for engaging the broadest and most diverse audiences possible in the transportation planning process. Staff monitor and evaluate communication and outreach strategies and review federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Update to one or more Public Participation Plan appendix or legislative reference in the document	Proposed changes posted online for public review and comment at www.nctcog.org/input	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications
Typographic or grammatical correction	None, changes not substantive	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting that is also video recorded and available online with materials to outline recommendations.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Modifications	Video summary and recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • Social media • Newspaper ad, including minority publications

Metropolitan Transportation Plan

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the Metropolitan Transportation Plan. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to Regional Transportation Council approval consideration. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the Metropolitan Transportation Plan that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update.

An amendment incorporates a significant change to one or more projects included in the Metropolitan Transportation Plan, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects that would require an amendment include, a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

It should be noted that the purpose of the public comment and review period in all cases is to solicit feedback on the recommendations and information documented in the Metropolitan Transportation Plan. As a result, it is sometimes necessary to make minor modifications to the Metropolitan Transportation Plan documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event that these types of changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated Metropolitan Transportation Plan website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A series of public meetings shall be held at least 60 days prior to requesting RTC approval. A second series of public meetings will be held at least 30 days prior to RTC approval. Meetings will be throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Update	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Metropolitan Transportation Plan, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Metropolitan Transportation Plan Amendment	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity

Transportation Improvement Program

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the Transportation Conformity documentation. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification	Not applicable	Not applicable	Not applicable

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects are within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity draft related to changes to the transportation system	One or more public meetings at least 30 days prior to RTC approval.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Transportation Conformity, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emission budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity	Not applicable	<ul style="list-style-type: none"> • News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access / Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to two percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual	Not applicable	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

4. Integrated, Comprehensive Outreach and Communications

Expanding Opportunities to Learn about, Provide Input on Plans

By offering information in a variety of formats, NCTCOG is able to include far more people in the planning process than relying on a limited number of strategies and opportunities. Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Websites and Technology

Advances in technology have made it easier for the public to participate in the planning process on their own free time using a computer or mobile device. An increase in ownership of smart phones is narrowing the digital divide and presents additional opportunities to engage users.

The Internet is a dynamic tool that allows NCTCOG to reach a large cross section of people at times conducive to their schedules. People have access to web-based information 24 hours a day, seven days a week. Websites, e-mail lists, online video, webinars and social media can all be used to inform, educate and start dialogues about transportation planning.

NCTCOG maintains a website, www.nctcog.org/trans, that provides easy access to information about the plans, programs and policies of the MPO. The website includes a calendar of events, committee activities and actions, requests for proposals and requests for qualifications and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words.

When information is released for public review and comment, it will be available at www.nctcog.org/input, which will be included on all communications announcing the public review and comment opportunity.

This site includes a Public Involvement web page, www.nctcog.org/trans/outreach/involve, to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. A printable public notification form for mailing or an online version that can be used via e-mail is available.

Interested parties may also directly access all Transportation Department staff members via e-mail, phone, fax or postal mail.

Finally, website visitors can easily subscribe to receive information from NCTCOG and submit comments and questions. Public information staff can make available to the public items on the website if a person does not have Internet access.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This includes the use of Facebook, Twitter, Instagram, Vimeo and YouTube. Additional types of social media may be added in the future. NCTCOG staff will post information on the department accounts and monitor and respond to questions and concerns as warranted. Additionally, staff occasionally submit suggested social media content to cities, chambers of commerce and other organizations for inclusion in their communications.

Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings are posted online at www.nctcog.org/video. Video recordings of selected other meetings and workshops are also available. Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and www.vimeo.com/NCTCOGtrans. As needed, video will complement materials available for public review and comment at www.nctcog.org/input. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or www.youtube.com/NCTCOGtrans.

Public Meetings, Workshops, Conferences, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events allow for in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project or study area specific discussions.

As needed, NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders. To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, the meeting(s) will be held in corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print

or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided. Public meeting notices will provide the telephone number and e-mail address to request special arrangements.

- At a minimum, the meeting will be audio taped. Video recording, however, is increasingly offered.

NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings and NCTCOG can assure that information is mailed to citizens upon their request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Translated notices are sent to non-English newspapers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and e-mailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled, to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and e-mailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submit suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Stakeholder Interviews

Meeting with regional transportation stakeholders, such as community and business leaders, non-profit organization representatives and other individuals help staff understand local communities and how to best share relevant information and engage more and increasingly diverse groups of people in the transportation planning process.

Speakers Bureau

Staff often present to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, businesses and non-profits, among others. To schedule a speaker or for more information, e-mail transinfo@nctcog.org or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major television stations and newspapers as well as radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors and providing timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area citizens regarding transportation issues.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on one or two issues, or may be large-scale planning endeavors. They may be in print and/or electronic versions.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated in a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications and website content.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Moving Ahead for Progress in the 21st Century (MAP-21) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising may be used to complement traditional print advertising.

Mail and E-mail

The public involvement mail and e-mail lists provide for the most direct forms of communication. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), churches and individuals.

Individuals receive public meeting notices; information about public review and comment opportunities; announcements of workshops or open houses; educational brochures; newsletters; and other material suitable for mass mailings.

The lists are continually maintained and expanded based on requests from the NCTCOG Transportation Department web page (an online form is available for submission), returned mail and requests for additions and deletions from various sources and events.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, e-mail transinfo@nctcog.org or call 817-695-9240.

Telephone Town Halls

The NCTCOG Transportation Department will periodically host telephone town hall discussions. Announced through NCTCOG Transportation Department communications, interested individuals can sign up to participate. The format is similar to a radio show, except participants listen in from their phones. Staff provide information on a topic and callers can then ask questions or make comments. Callers can participate on either a landline or mobile phone and polling can be integrated in the discussion, as relevant. An audio recording is captured and posted online.

Connections and Shareable Content

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. Engagement of NCTCOG committee members and community leaders willing to share NCTCOG information will also help involve new audiences in the planning process.

5. Evaluation

The evaluation structure incorporates both quantitative and qualitative evaluation and aligns the results with desired outcomes for measuring the strategy. Ultimately, staff gain a better understanding of how time and resources devoted to strategies are having an impact on public involvement and the overall transportation planning process.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Website and Technology	<ul style="list-style-type: none"> • Website visits • Source of web traffic/referring websites • Time spent on web pages • Navigation on web pages • Search terms • Language • Browser/device • Geography 	<ul style="list-style-type: none"> • Identification of trends and changes for website usage over time. • Understanding of how other outreach and communications strategies may influence website use. • Prioritization of and increased accesibility to information and opportunities for input most important to the public.
Social Media	<ul style="list-style-type: none"> • Interactions and engagement • Audience • Content views • Geography 	<ul style="list-style-type: none"> • Broader distribution of information and public involvement opportunities through shareable content, interactions and engagement. • Increased feedback and public input.
Video	<ul style="list-style-type: none"> • Views • Average view duration/time spent • Geography (NCTCOG website only) • Information viewed (NCTCOG website only) • Engagement/likes (YouTube only) • Subscribers (YouTube only) 	<ul style="list-style-type: none"> • Access to meetings at anytime from anywhere. • Engaging, visual content to make complex transportation issues more understandable. • Elimination of time constraint and travel/geographic barriers.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Public Meetings, Community Workshops, Roundtables, Conferences, Forums and Other Events	<ul style="list-style-type: none"> • Number of events hosted • Attendance • Input received • Type of information distributed and shared • Geographic representation • Demographic information • Regional accessibility to event(s) or information (if applicable) • All events hosted at locations accessible to individuals with disabilities • Notification of how to request language translation or special accommodations at a public meeting • Communications strategies through which people learned about the event • Number of viewers of live or recorded video of the event • Communication strategies used to announce event 	<ul style="list-style-type: none"> • Planned opportunities for the public to interact directly with staff. • Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies. • Notification of events through a variety of strategies. • Live and recorded video online complement in-person events, making information more accessible.
Print and Digital Publications	<ul style="list-style-type: none"> • Quantity of publications distributed • Distribution plan, e.g., accessibility of information in print and online • Website analytics for digital publications • Variety of publication formats 	<ul style="list-style-type: none"> • Information is available in multiple formats and accessible to all communities. • Publication content encourages continued involvement in transportation planning. • Publications enhance understanding of plans, programs and policies.
Stakeholder Interviews	<ul style="list-style-type: none"> • Geographic representation • Variety of organizations/stakeholders interviewed • Opportunities for ongoing communication, engagement • Information learned to enhance communications, gather public input 	<ul style="list-style-type: none"> • Increased understanding of audiences, region. • Identification of new opportunities to educate and engage new audiences and/or connections for shareable content.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Speakers Bureau	<ul style="list-style-type: none"> • Number of presentation requests • Groups reached • Number of people reached • Materials distributed • Input received • Topics of presentations 	<ul style="list-style-type: none"> • Increased awareness of Transportation Department plans, programs and policies.
Media Relations	<ul style="list-style-type: none"> • Media coverage • Media requests • Number of news releases • Media contact list characteristics, e.g., number of reporters, types of news sources, regional diversity, inclusion of minority news sources 	<ul style="list-style-type: none"> • Proactive media relations and communication of Metropolitan Planning Organization news, policies, programs and opportunities for public involvement. • Understanding of local, regional, statewide and national media coverage of transportation and air quality stories relevant to the Dallas-Fort Worth area.
Surveys and Keypad Polling	<ul style="list-style-type: none"> • Response rate • Completeness of responses • Percent of respondents who would participate in a public involvement activity again 	<ul style="list-style-type: none"> • Feedback and public input. • Relevant, accessible and simple opportunities to gather feedback and public input. • Information about public understanding, awareness and priorities. • Results facilitate further discussion and inform decisions.
Visualization	<ul style="list-style-type: none"> • Visualization resources available to staff • Use of visualization in presentations and publications and on the website • Input received • Demonstrated or stated understanding of ideas, concepts, plans, projects or programs among intended audience 	<ul style="list-style-type: none"> • Improved understanding of ideas, concepts, plans, projects and programs. • Informed input. • Facilitates analysis of data.
Advertising	<ul style="list-style-type: none"> • Impressions/number of people potentially reached • Click throughs of online ads • Comments received noting advertising • Diversity of advertising placements, e.g. minority news sources 	<ul style="list-style-type: none"> • Broad regional distribution of opportunities for public input.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Mail and E-mail	<ul style="list-style-type: none"> • Number of contacts • Number of new contacts • Number of unsubscribes 	<ul style="list-style-type: none"> • All interested individuals, organizations and communities receive regular communication from the department.
Community Events	<ul style="list-style-type: none"> • Number of events attended • Location of events • Number of events held/attended that provided opportunities for strengthening relationships with environmental justice populations • Event attendance • Interactions 	<ul style="list-style-type: none"> • Opportunity for the public to interact directly with staff in an informal setting. • Makes information accessible where people are already gathering instead of requiring people seek it out. • Attending events throughout the region is important in the large planning area.
Telephone Town Halls	<ul style="list-style-type: none"> • Number of telephone town halls hosted • Number of registrants • Number of participants • Participation during telephone town hall • Input received • Topics of telephone town halls • Website analytics for registration page 	<ul style="list-style-type: none"> • Elimination of time constraint and travel/geographic barriers. • Planned opportunities for the public to interact directly with staff. • Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.
Connections and Shareable Content	<ul style="list-style-type: none"> • Article and social media content sent to partners, local governments, community groups and other organizations • Content published by partners, local governments, community groups and other organizations • New audiences reached through established connections 	<ul style="list-style-type: none"> • Extended reach of messaging about transportation and air quality issues and opportunities for public input. • Sustained engagement of connections who influence/conduct outreach. • Communication in a format that facilitates sharing with others.

Overall Quantitative and Qualitative Evaluation

Ongoing evaluation of the overall public participation process will consider the following data, and the information will be used to establish priorities and refine efforts.

- Type and quantity of materials distributed
- Translation of materials
- Number of opportunities for specific public input
- Number of public comments
- How comments influence regional transportation plans
- Timely responses to public comments
- Communication about final plans, policies and programs following public input opportunities

Evaluation of Project-specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to the project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect. How public involvement influences or changes the project will be communicated throughout the project and documented in final reports as applicable.

Public Participation Plan (February 2015)

Appendix A

Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, MAP-21 legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) and did not establish any new requirements.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses and chambers of commerce (including minority chambers). NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via e-mail. Interested parties may subscribe to receive topic specific e-mail correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program, Metropolitan Transportation Plan and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or via reference to Transportation Conformity documentation.

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Public Participation Plan (February 2015)

Appendix B

Language Assistance Plan (Updated February 2014)

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

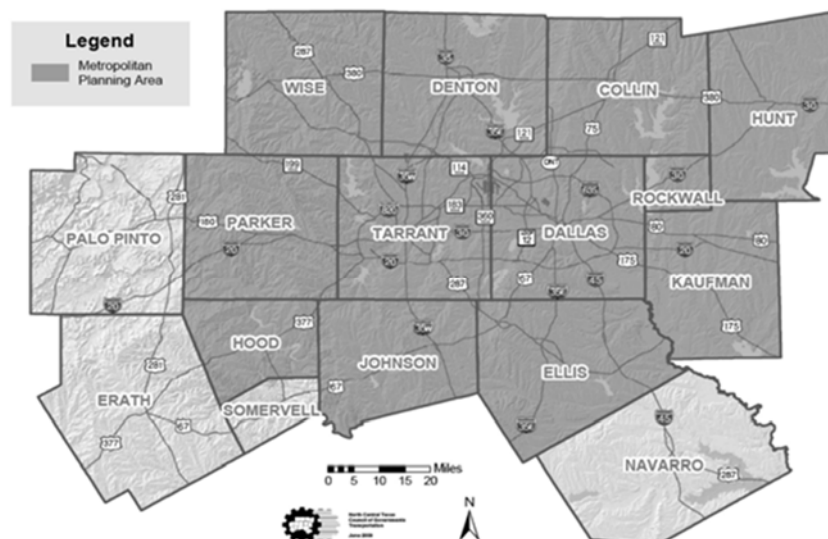
Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2000 Decennial Census and the 2006-2010 American Community Survey to analyze a ten-year change. Data from the 2008-2012 American Community Survey was also included to show the most recent language statistics available. LEP persons were classified as anyone over the age of five that described their ability to speak English as 'well,' 'not well,' and 'not at all.' Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area.

In 2010, the American Community Survey estimated population over five was 5,698,467 for the 12-county region. The LEP population was 765,371, approximately 13.4 percent of the total population over five. Data from the 2000 Census showed the LEP population to be 596,426; which is a 28.3 percent increase. Spanish was the largest language represented among the LEP population with 11 percent of the total population. Asian languages were the second largest group among the LEP population comprising 1.6 percent of the total population. LEP individuals speaking Indo-European languages and Other languages comprised 0.6 percent and 0.2 percent of the total population, respectively.

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian Languages LEP Population*	% Asian Languages LEP of Total Population	Total MPA Indo-European Languages LEP Population	% Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%	29,705	0.6%	9,451	0.2%
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2000-2010 % Change	19.4%	28.3%		28.5%		34.9%		20.3%		57.6%	
2008-2012 American Community Survey	5,947,648	788,157	13.3%	634,403	10.7%	95,643	1.6%	40,866	0.7%	17,245	0.3%
2010-2012 % Change	4.4%	3.0%		1.5%		6.4%		14.4%		15.8%	

Source: 2000 Census, 2006-2010 and 2008-2012 American Community Survey; www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2012 include: Vietnamese (0.62%), Chinese (0.35%), Korean (0.25%), Other Asian Languages (0.16%), Laotian (0.06%), Tagalog (0.06%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Thai (0.03%), Other Pacific Island Languages (0.02%) and Hmong (0.001%).

LEP data for individual languages is not available from the 2000 Census.

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size ¹	Percent Lacking <i>Basic Literacy Skills</i> ²
Texas	15,936,279	19%
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

¹ Estimated population size of persons 16 years and older in households in 2003.

² Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how needs of the LEP population in the service area will be addressed, how language services will be made available and how LEP persons will be notified of these services.

Factor 2: The frequency with which LEP individuals come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquires submitted to the MPO, public meetings, public outreach events, the MPO Website and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on the products outlined above, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some who contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, ten North Texas counties are classified by the U.S. Environmental Protection Agency as moderate nonattainment for eight-hour ozone levels. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties are classified as nonattainment. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies and programs that reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff has encountered the most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. There are currently bilingual staff on the AirCheckTexas program team to assist Spanish speakers that are LEP. Additionally, web content and other materials for the general air quality public awareness campaign are available in English and Spanish.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. To date, no translation services requests for public meetings have been received. NCTCOG currently utilizes a translation service and department staff to translate documents. The average cost for outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department Website, allowing information to be available in 80 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used when possible to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance will be provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the Website. Department reports, newsletters, brochures, other publications and Website information include instructions about how to request information be made available in another format. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address needs of the population in that area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data to be used.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Considering the Needs of and Interacting with LEP Persons

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees.

Notice of Assistance Available for LEP Persons

Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is also included on publications such as public meeting notices and department publications.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
E-mail: transinfo@nctcog.org
Website: www.nctcog.org/trans

Monitoring and Updating Plans and Strategies that Address how LEP Individuals have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

Public Participation Plan (February 2015)

Appendix C

Transportation Improvement Program Modification Policy Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.

3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular "program," such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future "calls for projects" in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
 - (a) require a more detailed estimate and explanation,
 - (b) require value engineering,
 - (c) suggest a reduced project scope, or
 - (d) determine that a cost increase will come from local funds, not RTC funds.

13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.

10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing	Intersection Improvements
Landscaping	Intelligent Transportation System
Preventive maintenance	Traffic Signal Improvements
Bridge rehabilitation/replacement	
Safety/Maintenance	

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- 3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Public Participation Plan (February 2015)

Appendix D

Title VI Complaint Procedures



North Central Texas Council of Governments
Transportation Department

Title VI Complaint Procedures

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

1. A complaint is received by NCTCOG:

Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

3. Determine jurisdiction:

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

4. Initial written notice to complainant:

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

5. Investigation of complaint:

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

6. Determination of investigation:

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

7. Notification of determination:

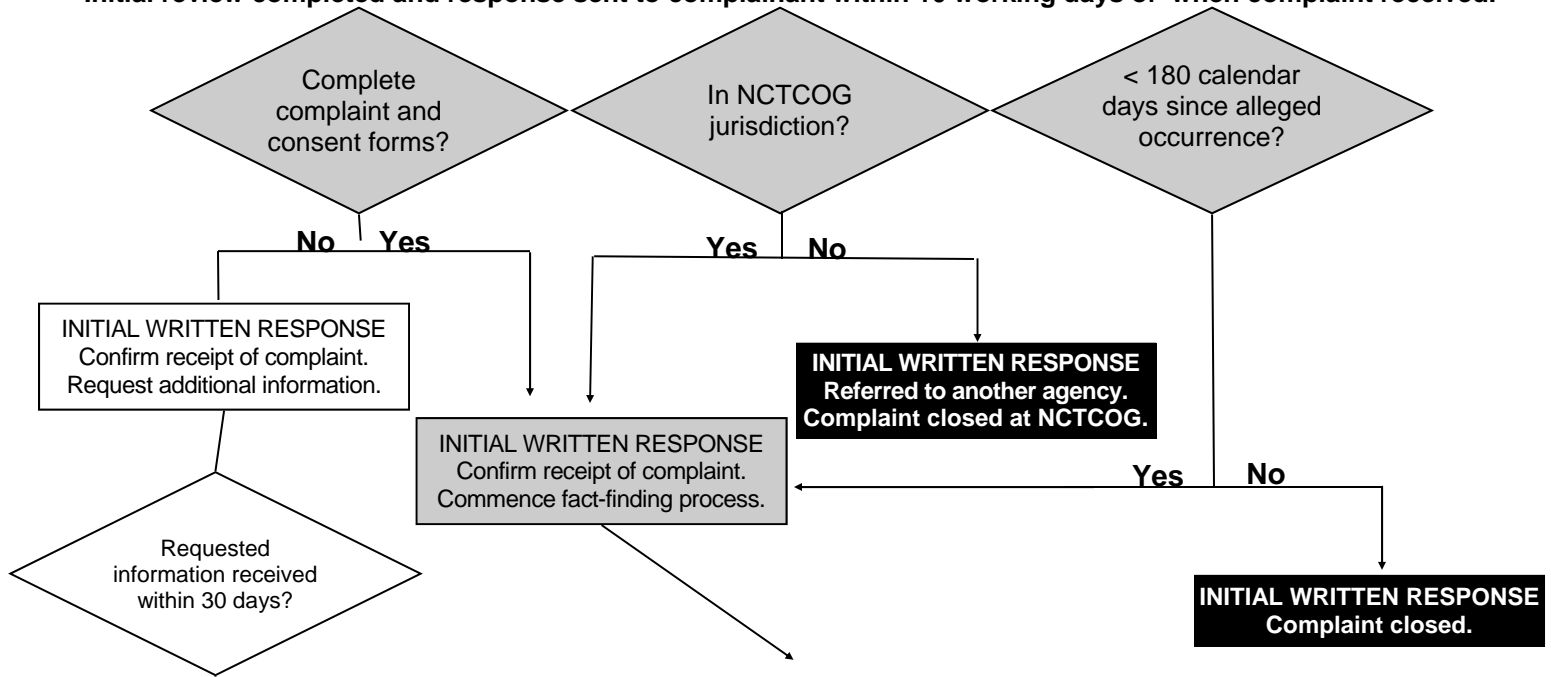
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.

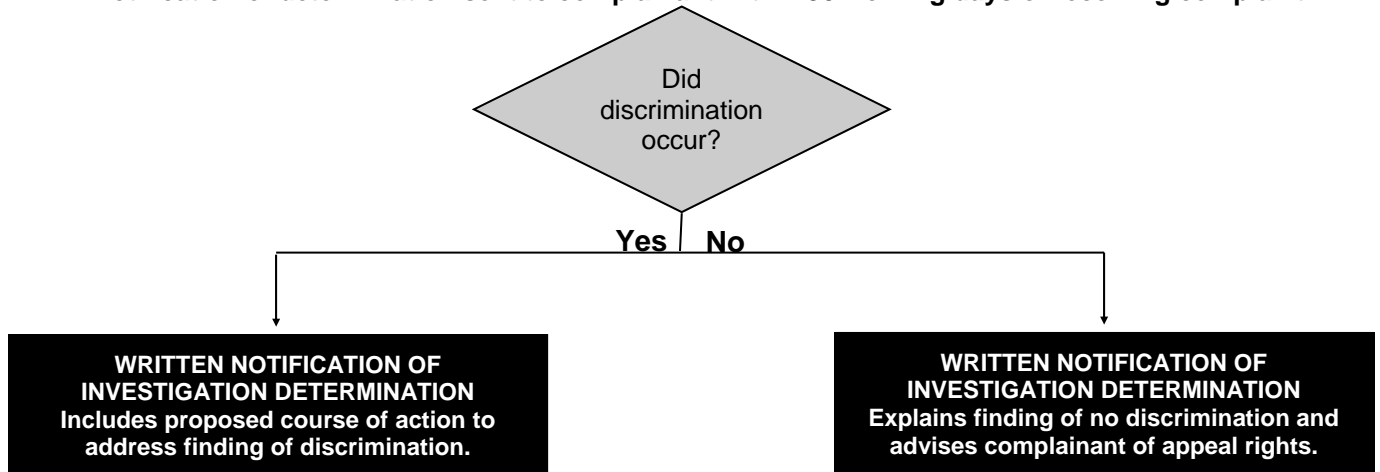


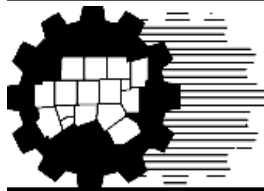
INVESTIGATION / FACT FINDING

Completed within 60 working days of receiving complaint.
Findings summarized and report submitted to head of Agency.

DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

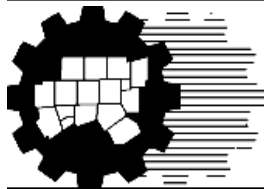
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in Person at:
616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817)695-9240 or e-mail titlevi@nctcog.org.



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name MI Last Name

Street Address City State Zip Code

Telephone Number e-mail Address

2 Who do you believe discriminated against you?

First Name MI Last Name

Name of Business/Organization Position/Title

Street Address City State Zip Code

Person's Relationship to You

3 When did the alleged act(s) of discrimination occur?

Please list all applicable dates in mm/dd/yyyy format.

Date(s):

Is the alleged discrimination ongoing? Yes No

4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

Name of Location

5 Indicate the basis of your grievance of discrimination.

- | | |
|-------------------------------------------|--------------------------------------|
| <input type="checkbox"/> Race: | <input type="checkbox"/> Color: |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex: |
| <input type="checkbox"/> Age: | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> Religion: | |

6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

7 If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

First Name	MI	Last Name
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Name of Business	Position/Title	Telephone Number
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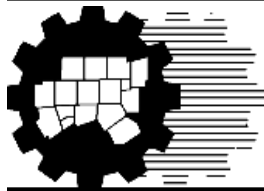
Street Address	City	State	Zip Code
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8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature

Date



North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name _____ MI _____ Last Name _____

Street Address _____ City _____ State _____ Zip Code _____

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature

Date

Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

[Month] 2018



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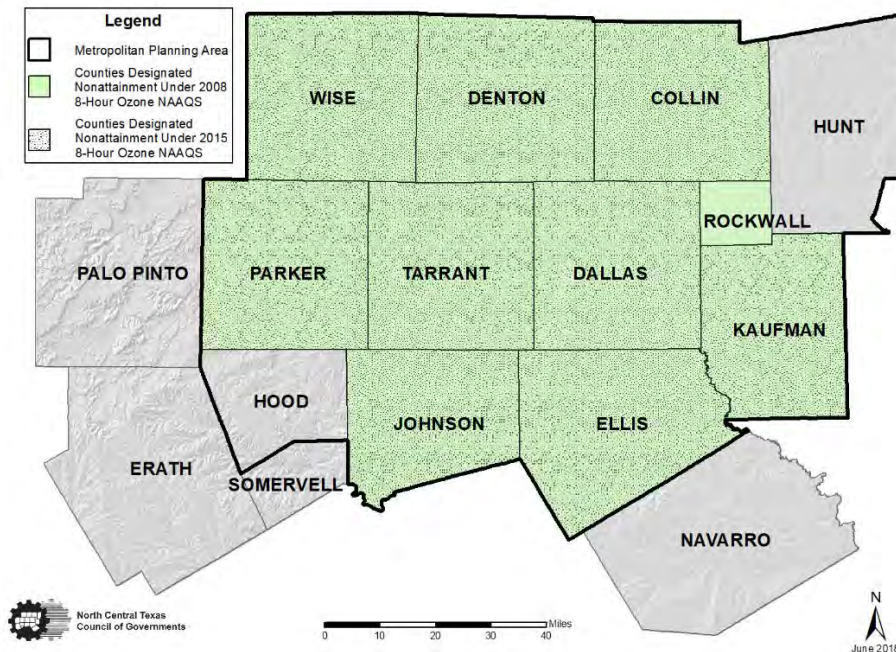
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1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 7 million people live in the region today, and that is expected to increase to over 11 million by 2045. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, bus, and bicycle and pedestrian facilities.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

2. Guiding Principles for Public Participation

This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). Appendix B outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

Commitment to Diversity and Inclusiveness

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the diverse individuals and many communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase the number and diversity of participants in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures in Appendix D outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all of the region's communities in the planning process. In particular, the diversity of communities in North Texas means NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve traditionally underrepresented groups. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number and diversity of people reached through the planning process include, but are not limited to:

- **Media Outreach:** Regularly research newspapers, online publications and blogs serving areas with considerable numbers of protected populations and update the media contact database as needed
- **Paid Advertising:** Continue to advertise public input opportunities in minority publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
- **Language Translation:** Advertise public input opportunities in Spanish-language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
- **Community Networks:** Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
- **Business Outreach:** Evaluate how to expand outreach to the business community, including minority chambers of commerce
- **Nonprofit Coordination:** Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

Collaboration with Audiences and Stakeholders

Collaboration with the region's diverse audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and

input from individuals, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

Required for General Public Participation

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Other interested parties
- Those traditionally underserved by existing transportation systems
 - Low-income households
 - Minority Households

Required for the Metropolitan Transportation Plan and TIP

- Agencies and officials responsible for other planning activities within the MPA that are affected by transportation
 - State and local planned growth
 - Economic development
 - Tourism
 - Natural disaster risk reduction
 - Environmental protection
 - Airport operations
 - Freight movements
- Indian Tribal governments
- Federal land management agencies, when the MPA includes Federal public lands

Required for Metropolitan Transportation Plan

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

Required for Congestion Management Plan (if developed in the future)

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to low-income individuals

Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the Metropolitan Planning Area. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the RTC with regard to the surface transportation system. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit www.nctcog.org/trans/about/committees to learn more about the committees, their members, past and upcoming meetings, and other information.

3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage diverse audiences in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive, effective and transparent, and meet its desired outcomes for its public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

Goal 2: Engage Diverse Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, nonprofits, stakeholders and interested residents who have a stake in these outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline.

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners, and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings, NCTCOG will first notify the public of the cancelation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging diverse audiences in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at www.nctcog.org/input	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Typographic or grammatical correction	None	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Modifications	Recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include

project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity

Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Administrative Amendments	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and modifications supporting previous RTC action	None	Not applicable	Not applicable

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects is within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

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Transportation Conformity

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Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity	Not applicable	<ul style="list-style-type: none"> • News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access/Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual	Not applicable	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains www.nctcog.org/trans, a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review and comment, it will be available at www.nctcog.org/input, which will be included on all communications announcing the public review and comment opportunity.

This site includes a Public Involvement webpage, www.nctcog.org/trans/involve, to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Twitter, Instagram, YouTube, and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at www.nctcog.org/video. Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at www.nctcog.org/input. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or www.youtube.com/NCTCOGtrans.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen's Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#) website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to

individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinates with public information officers of the cities in which meetings are scheduled to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments and individuals.

Individuals receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters, and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website (an online form is available for submission), returned mail, and requests for additions and deletions from various other sources.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Fixing America's Surface Transportation (FAST Act) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Shareable Content

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, business and community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. NCTCOG committee members and community leaders are encouraged to share information to reach wider and more diverse audiences and help involve new audiences in the planning process.

Speaking Opportunities

Staff often presents to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and involve them more actively in the planning process. To schedule a speaker or for more information, visit www.nctcog.org/speakers or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participates in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts all of its news releases on its website in an online newsroom that is accessible to the public.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications, website and social media content.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue, or may be related to large-scale planning endeavors.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit organization representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to engage more and increasingly diverse groups of people in the transportation planning process.

Telephone Town Halls

The NCTCOG Transportation Department will host telephone town hall discussions as needed. Telephone town halls are announced through NCTCOG Transportation Department communications, and interested individuals can sign up in advance to participate. The format is similar to a radio show, except participants listen in from their landline or mobile phones. Staff provides information on a topic and callers can respond with their questions or comments.

Polling can be integrated into the discussion, as relevant. An audio recording is then posted online and shared with members of the public who were not able to participate.

Community Networks

The population of the Dallas-Fort Worth area is 7.3 million people and growing, and regional demographics are ethnically, linguistically and economically diverse. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience, including groups traditionally underrepresented in the transportation and air quality planning process.

In the coming years, NCTCOG is planning to initiate a grant-funded community-based organization (CBO) pilot program through a Request for Partners or similar initiative. In the program, NCTCOG will engage local CBOs to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to engage individuals in communities that have been traditionally underrepresented in its public involvement process.

6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each, and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measurable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.

Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	Total number of visits Number of unique visitors Webpages with most visits Average time spent on significant webpages Top referring websites/sources of web traffic Most common search terms	Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
Social Media and Video	<i>Facebook</i> Number of total page likes Total reach Average engagement rate per post <i>Twitter</i> Number of followers Total number of impressions Total number of engagements Average engagement rate per post <i>YouTube</i> Number of subscribers Number of views Estimated minutes watched	Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	Available publication formats Number of print copies of each publication distributed Number of unique views for each publication	Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	<p><i>Public Meetings</i></p> <ul style="list-style-type: none"> Number of public meetings Number of online public input opportunities Average attendance per meeting Average online viewers per meeting and online public input opportunity Accessible locations for individuals with disabilities Regional accessibility of information Notification of how to request language translation or special accommodations <p><i>Public Contacts</i></p> <ul style="list-style-type: none"> Number of contacts receiving public meeting notifications Net change in number of contacts for the year <p><i>Public Meeting Advertising</i></p> <ul style="list-style-type: none"> Ad placements Average reach for each Facebook ad Average engagement for each Facebook ad <p><i>Community Events</i></p> <ul style="list-style-type: none"> Number of events attended by staff Number of events distributing NCTCOG Transportation Department information Total estimated attendance for all events Geographic representation in event locations <p><i>Workshops, Roundtables, Forums, Etc.</i></p> <ul style="list-style-type: none"> Number of events hosted Average attendance for each event 	<p>Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</p> <p>Greater awareness of policies, programs and projects</p> <p>Timely notification through multiple strategies about opportunities to provide input and engage with staff</p> <p>Increased feedback and public input</p> <p>Planned opportunities for the public to interact directly with staff</p> <p>Increased accessibility of staff to communities and partners</p> <p>Transparency in public involvement efforts and the planning process</p>

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Comments	<ul style="list-style-type: none"> Total number of comments received Number of comments from meetings and events Number of comments from email Number of comments from social media Number of comments received via other modes Most common comment topics 	<ul style="list-style-type: none"> Transparency in public involvement efforts and the planning process Identification of trends and changes in public attention and concerns
Speaking Opportunities	<ul style="list-style-type: none"> Number of presentation requests Number of presentations Number of people reached Types of audiences/groups reached Types of presentation topics 	<ul style="list-style-type: none"> Increased awareness of the planning process and specific plans, programs and projects Increased accessibility of staff to communities and partners Greater participation by communities and organizations in the planning process
Shareable Content	<ul style="list-style-type: none"> Number of requests for organizational, statistical or demographic information from partners Number of partners that shared content Type of partners that shared content Type of content shared by partners New audiences reached through partners 	<ul style="list-style-type: none"> Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels Extended reach of messaging about transportation, air quality and public input opportunities Increased connections with communities not actively involved in the planning process
Media Relations	<ul style="list-style-type: none"> Number of news releases Number of media pitches Number of media requests Number of media mentions <i>Media Contacts List</i> <ul style="list-style-type: none"> Types of news sources Number of news outlets Number of minority news outlets Number of news outlets in each county Number of reporters 	<ul style="list-style-type: none"> Transparency in public involvement efforts and the planning process Proactive media relations to communicate public input opportunities, policies and programs Diverse list of media contacts to keep the public broadly informed Understanding of local, regional, statewide and national media coverage of transportation and air quality issues Understanding of the NCTCOG Transportation Department's public image

2018 Public Participation Plan

Appendix A: Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

Fixing America's Surface Transportation (FAST) Act

The FAST Act, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, FAST Act legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU and MAP-21) and did not establish any new requirements. Notably, the FAST Act did add a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers) and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be

included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- (v) Holding any public meetings at convenient and accessible locations and times;
 - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;

- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
 - (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
 - (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must “ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin.”

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

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Appendix B: Language Assistance Plan (Updated June 2018)

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.

- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and, consequently, the services NCTCOG provides to these communities.

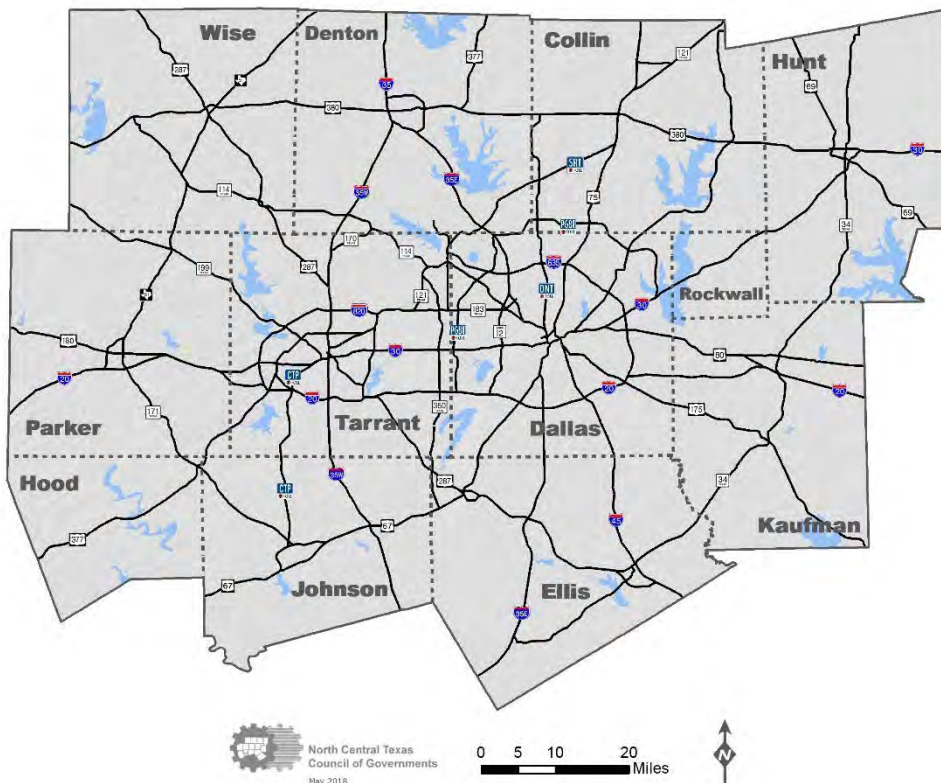
Identification of LEP Populations and Determination of How These Individuals Are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2006-2010 and 2012-2016 American Community Survey datasets. LEP persons were classified as anyone over the age of five who described their ability to speak English as less than 'very well' (i.e. 'well,' 'not well,' or 'not at all'). Due to recent changes in the Census Bureau's coding of language data, it is not possible to compare language groups between the two datasets. The aggregate LEP population increased by 14.9% between 2010 and 2016.

In 2010, the American Community Survey estimated population over age five was 5,698,467 for the 12-county region. The total LEP population was 765,371, approximately 13.4 percent of the total population over age five. In 2016, the LEP population was 879,120, 13.6% of the region's 6,446,768 residents over the age of five. In 2016, Spanish was the largest language represented among the LEP population, with 10.8% percent of the total population over age five. Asian and Pacific Island languages were the second largest group among the LEP population, comprising 1.7 percent of the total population over age five. LEP individuals speaking other Indo-European languages or other languages respectively comprised 0.8 percent and 0.4 percent of the total population over age five.

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LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian and Pacific Island Languages LEP Population*	% Asian and Pacific Island Languages LEP of Total Population	Total MPA Other Indo-European Languages LEP Population	% Other Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2012-2016 American Community Survey	6,446,768	879,120	13.6%	694,804	10.8%	109,511	1.7%	50,426	0.8%	24,379	0.4%

Source: 2006-2010 and 2012-2016 American Community Survey; www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

In 2016, the US Census Bureau changed the way that it codes language data. Consequently, language groupings cannot be compared between the 2006-2010 and 2012-2016 American Community Surveys.

*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2016 include: Vietnamese (0.64%), Other Asian and Pacific Island Languages (0.41%), Chinese (including Mandarin, Cantonese) (0.36%), Korean (0.21%), and Tagalog (including Filipino) (0.08%).

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size ¹	Percent Lacking Basic Literacy Skills ²
Texas	15,936,279	19%
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

¹ Estimated population size of persons 16 years and older in households in 2003.

² Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how the needs of the LEP population in the service area will be addressed, how language services will be made available, and how LEP persons will be notified of these services.

Factor 2: The frequency with which LEP individuals come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public meetings, public outreach events, the MPO website, and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency, and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 14 languages are represented in this language assistance directory.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is provided in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, 10 North Texas counties, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise, are classified by the U.S. Environmental Protection Agency as moderate nonattainment for the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS). On April 30, 2018, EPA designated nine of these counties (excluding Rockwall) as marginal nonattainment for the 2015 8-hour ozone NAAQS. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies, and programs to reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff encounters most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. The AirCheckTexas program team currently employs bilingual staff to assist

Spanish speakers that are LEP, and program applications are available in both Spanish and Vietnamese. Additionally, web content and other materials for public awareness campaigns are available in English and Spanish.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has available, if needed, bilingual staff who can assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2013, NCTCOG has received one request for translation at a public meeting and one request for a meeting transcript for a hearing impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 100 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Interacting with and Considering the Needs of LEP Persons

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees. In March 2018, a select group of staff (Environmental Justice Liaisons designated by each team in the department) received supplemental training in best practices for engaging LEP populations.

Notice of Assistance Available for LEP Persons

Public meeting notices include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
Email: transinfo@nctcog.org
Website: www.nctcog.org/trans/

Monitoring and Updating Plans and Strategies That Address How LEP Individuals Have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

2018 Public Participation Plan

Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.

4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
 - (a) require a more detailed estimate and explanation,
 - (b) require value engineering,
 - (c) suggest a reduced project scope, or
 - (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing	Intersection Improvements
Landscaping	Intelligent Transportation System
Preventive maintenance	Traffic Signal Improvements
Bridge rehabilitation/replacement	
Safety/Maintenance	

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc).
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.

2. **Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
3. **Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

1. **Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
2. **Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
3. **Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
4. **Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
5. **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013



North Central Texas Council of Governments
Transportation Department

Title VI Complaint Procedures

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

1. A complaint is received by NCTCOG:

Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

3. Determine jurisdiction:

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

4. Initial written notice to complainant:

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

5. Investigation of complaint:

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

6. Determination of investigation:

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

7. Notification of determination:

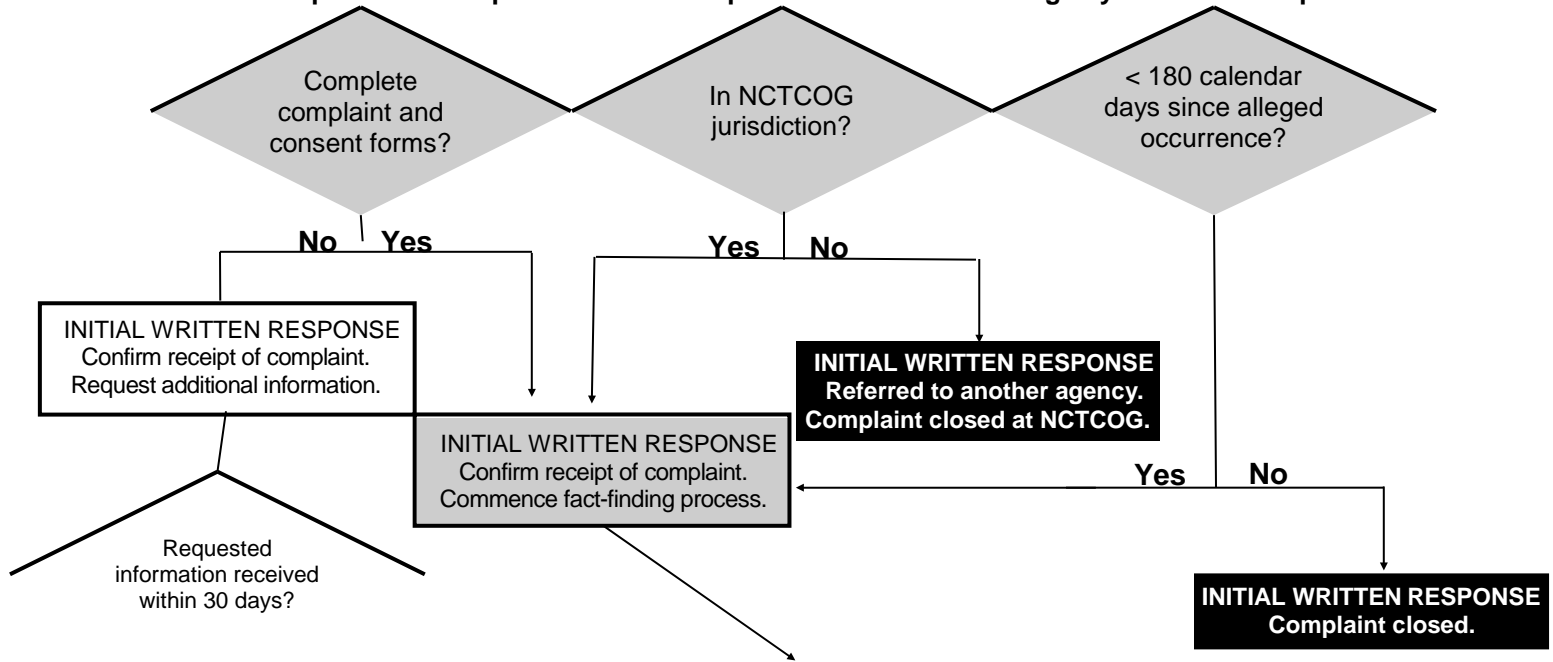
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.



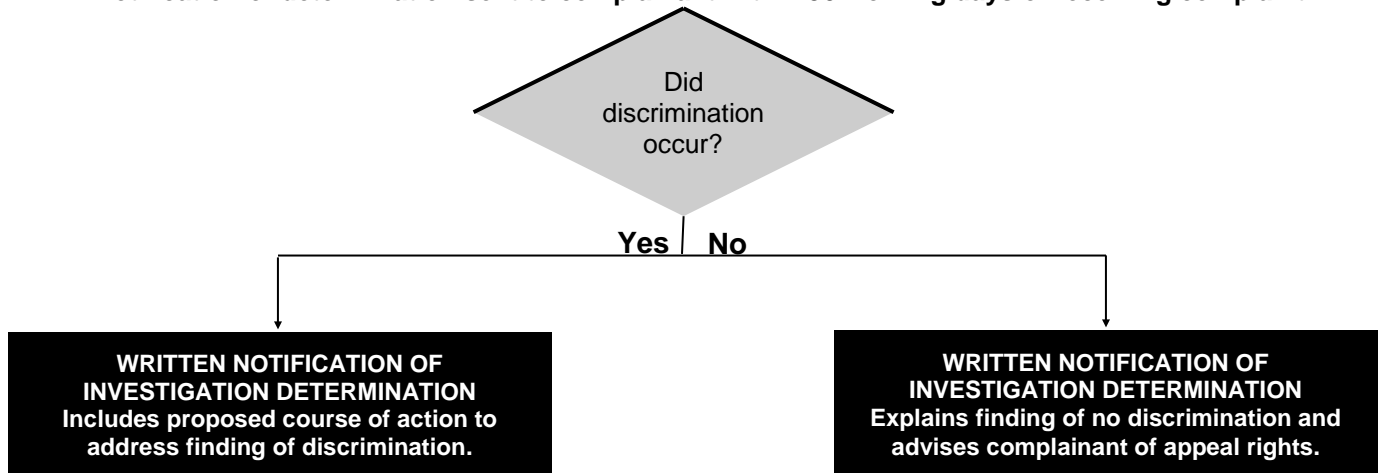
INVESTIGATION / FACT FINDING

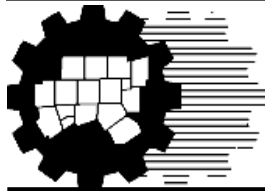
Completed within 60 working days of receiving complaint. Findings summarized and report submitted to head of Agency.

No
Complaint may be closed.

DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

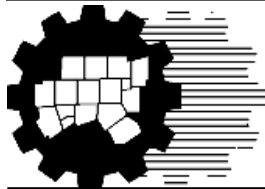
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in Person at:
616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817) 695-9240 or e-mail titlevi@nctcoq.org.



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

 First Name MI Last Name

 Street Address City State Zip Code

 Telephone Number e-mail Address

2 Who do you believe discriminated against you?

 First Name MI Last Name

 Name of Business/Organization Position/Title

 Street Address City State Zip Code

 Person's Relationship to You

3 When did the alleged act(s) of discrimination occur? Please list all applicable dates in mm/dd/yyyy format.

 Date(s):

Is the alleged discrimination ongoing? Yes No

4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

 Name of Location

5 Indicate the basis of your grievance of discrimination.

Race: Color:

National Origin: Sex:

Age: Disability:

Religion:

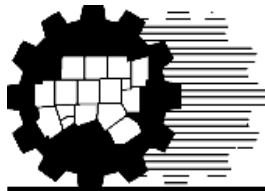
6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.



North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name _____ MI _____ Last Name _____

Street Address _____ City _____ State _____ Zip Code _____

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature _____

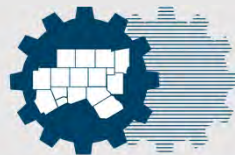
Date _____

2018 Public Participation Plan Update

Regional Transportation Council

October 11, 2018

Amanda Wilson, AICP



**North Central Texas
Council of Governments**

Public Participation Plan

Fulfills basic public involvement requirements established by federal law

Defines public involvement procedures and comment periods

Outlines communications and outreach strategies for informing the public

Describes measures for diversity and inclusiveness

Provides basis for evaluating outreach efforts

Ways We Involve People

Public meetings, online comment opportunities

Website, email and social media

Publications, newsletters

Community events

Speaking opportunities

Media relations

Advertising



@NCTCOGtrans

Proposed Revisions

Revised stakeholder list to reflect new federal requirements

More efficient public input opportunities

Increased emphasis on livestreaming

Updated Language Assistance Plan

Increased weight given to local comments

Refined evaluation measures and reporting

More appealing design and formatting

Schedule

August 9, 2018	RTC Information
August 24, 2018	STTC Information
September 10, 11, 19, 2018	Public meetings
September 10, 2018	Public comment period begins
October 11, 2018	RTC Information
October 24, 2018	Public comment period ends
October 26, 2018	STTC Action
November 8, 2018	RTC Action

Contacts

Amanda Wilson, AICP

Program Manager

awilson@nctcog.org • 817-695-9284

Kyle Roy

Communications Specialist

kroy@nctcog.org • 817-704-5610

www.nctcog.org/trans/involve



@NCTCOGtrans

Regional Transportation Council Attendance Roster
October 2017-September 2018

RTC MEMBER	Entity	10/12/17	11/9/17	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
Tennell Atkins (09/17)	Dallas	P	P	P	P	P	A	P	A	P	A	A	P	A
Richard E. Aubin (06/18)	Garland	--	--	--	--	--	--	--	--	--	A(R)	P	P	P
Sue S. Bauman (10/17)	DART	P	P	P	A	P	P	E(R)	P	E(R)	P	A	P	E
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	P	P	P	P	E(R)	A	P	A	P	P	P	A	P
Loyl Bussell (05/17)	TxDOT, FW	P	P	P	P	P	P	E(R)	P	P	P	E	P	P
Rickey D. Callahan (09/17)	Dallas	P	E	P	P	P	E	P	P	P	P	A(R)	P	P
Mike Cantrell (1/07)	Dallas Cnty	A	E	P	P	P	E	--	--	P	P	P	P	A
George Conley (07/18)	Parker Cnty	--	--	--	--	--	--	--	--	--	--	P	P	P
David L. Cook (05/16)	Mansfield	P	E(R)	P	P	P	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	E	P	P	P	P	P	E	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	A	P	P	P	E	P	P	P	P	P	E(R)
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	E(R)	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	A	P	P	P	P	E(R)	P	P
George Fuller (07/17)	McKinney	P	A	A	A	A	A	E(R)	P	E(R)	P	E(R)	P	A
Rick Grady (09/13)	Plano	--	--	--	--	--	--	--	--	--	--	--	--	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	E	P	P	P	P	P	A	E	P
Jim Griffin (06/18)	Bedford	--	--	--	--	--	--	--	--	--	P	P	E(R)	P
Mojoy Haddad (10/14)	NTTA	P	A	A	P	E	P	P	A	E	E	P	A	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	E(R)	E	P	A(R)	P	P	P	P	E
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	E	E	P	P	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	A	P	P	E
Jungus Jordan (4/07)	Fort Worth	P	P	E(R)	P	P	P	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	E(R)	P	E	P	P	P	P	A(R)	P	A
David Magness (06/13)	Rockwall Cnty	P	E	P	P	P	P	P	P	P	P	E	E	P
Scott Mahaffey (03/13)	FWTA	E(R)	P	E(R)	P	P	P	E(R)	P	P	P	P	P	E(R)
B. Adam McGough (07/16)	Dallas	P	P	P	P	P	E	P	P	P	A	P	P	A
William Meadows (02/17)	DFW Airport	A	P	E	A	E(R)	E	E(R)	P	P	A	P	A	E(R)
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	P	P	P	P	P	E(R)	P
Cary Moon (06/15)	Fort Worth	E(R)	P	P	P	P	P	P	P	E(R)	E(R)	P	P	P
Stan Pickett (06/15)	Mesquite	P	E	P	P	P	P	E	E(R)	P	P	P	P	E(R)
John Ryan (05/18)	Denton	--	--	--	--	--	--	--	--	P	P	A	P	P
Will Sowell (10/17)	Frisco	P	E(R)	P	P	P	E(R)	P	A	P	E(R)	A	P	P
Stephen Terrell (6/14)	Allen	P	P	E(R)	E(R)	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	P	P	E(R)	A(R)	P	E(R)	E	P	P	E(R)	P	A(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
October 2017-September 2018**

RTC MEMBER	Entity	10/12/17	11/9/17	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
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
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	E(R)	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E(R)	E	E	E	P	E(R)	A	P	E	A	E(R)	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	E(R)	P	P	P	P	P	P	P	P	P	E(R)	E(R)
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
August 2017-August 2018

STTC MEMBERS	Entity	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18
Joe Atwood	Hood County	--	--	--	--	--	--	--	--	--	--	P	A
Antoinette Bacchus	Dallas County	P	A	P	A	P	P	P	A	A	A	A	A(R)
Micah Baker	Dallas County	A	P	A	P	A	A	A	A	P	P	P	A
Bryan Beck	Fort Worth	--	--	P	P	P	P	P	P	A(R)	P	P	P
Katherine Beck	Fort Worth	P	P	P	P	P	P	P	P	A	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	A	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	A	A	A	A	P	A	A	A	P	A	A
Dave Carter	Richardson	P	P	P	P	P	P	P	A	P	P	A	P
Curt Cassidy	Mesquite	--	--	--	--	P	P	P	P	P	P	P	P
Season Clemens	TxDOT, Dallas	P	A	P	P	A	P	P	P	A	P	P	P
Robert Cohen	Southlake	P	A	R	P	R	P	A	A	A	P	A	A
Kent Collins	Coppell	A	A	P	P	P	R	A	R	P	A(R)	P	A
John Cordary, Jr.	TxDOT, FW	P	P	P	A	P	P	P	P	P	P	P	P
Hal Cranor	Eules	P	P	A	P	P	P	P	P	P	A	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	R	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	R	A	R	R	R	R	R	A	A(R)	A(R)	A	A(R)
David Disheroon	Johnson County	A	P	A	P	A	A	A	A	P	P	P	A
Phil Dupler	FWTA	--	--	P	P	P	P	P	P	P	P	A	P
Chad Edwards	DART	P	P	A	P	P	P	P	P	A	P	P	P
Claud Elsom	Rockwall County	P	P	A	A	P	P	P	P	P	P	A	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	P	P	A	P	P	P
Ricardo Gonzalez	TxDOT, FW	--	--	--	--	--	--	--	--	--	--	--	P
Gary Graham	McKinney	P	P	P	R	P	P	P	P	A	P	P	P
Tom Hammons	Carrollton	A	P	A	A	A	P	P	A	P	A	A	P
Ron Hartline	The Colony	R	A	R	R	R	R	R	A	P	A(R)	A	A(R)
Kristina Holcomb	DCTA	A	R	R	R	R	P	R	E	P	P	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	E	A	A	P	P
Kirk Houser	Dallas	P	P	P	A	P	P	P	P	P	A(R)	A	P
Terry Hughes	Weatherford	A	P	P	P	P	P	P	P	P	P	P	P
Paul Iwuchukwu	Arlington	P	P	A	P	P	P	P	P	A	P	A	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	A
Sholeh Karimi	Grand Prairie	P	A	P	P	P	A	P	A	A	A	P	A
Paul Knippel	Frisco	P	P	P	A	A	P	P	P	A	A	A	A(R)
Chiamin Korngiebel	Dallas	R	R	A	A	P	A	A	P	P	P	A	P
Alonzo Liñán	Keller	P	P	P	P	P	P	P	P	P	A	P	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	R	R	P	P	A	P	P	P	P	P
Alberto Mares	Ellis County	A	P	P	P	R	P	P	P	P	A(R)	P	A(R)
Laura Melton	Burleson	P	P	A	A	P	P	A	P	P	A	A	P

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster
August 2017-August 2018

STTC MEMBERS	Entity	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18
Brian Moen	Frisco	P	A	A	P	P	P	A	P	A	A	P	A
Cesar Molina, Jr.	Carrollton	A	A	P	P	P	P	A	A	A	P	A	A
Mark Nelson	Denton	P	R	P	P	P	P	P	P	P	P	A	P
Corey Nesbit	Mesquite	--	--	--	--	P	A	A	R	P	P	P	P
Jim O'Connor	Irving	P	A	P	A	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	R	A	A	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	P	P	P	P	P	P	P	P	P	A	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	P	A	P	P	A
Shawn Poe	Rowlett	P	P	P	P	P	P	P	R	P	P	P	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	A	A	P	P	P	A	P	P	P	P	P	P
Lisa Pyles	Addison	P	A	P	A	A	A	A	A	A	A	P	P
Bryan G. Ramey II	Duncanville	--	--	--	--	--	R	P	R	P	P	P	P
William Riley	Tarrant County	P	A	P	P	P	P	P	P	P	P	A	P
Greg Royster	DFW Int. Airport	A	A	P	P	A	A	P	A	P	P	A(R)	E
Moosa Saghian	Kaufman County	P	P	P	P	P	P	P	P	A	P	A	P
David Salmon	Lewisville	P	P	A	P	P	R	P	P	A(R)	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	--	--	--	--	--	P	P	P	P
Walter Shumac, III	Grand Prairie	A	P	A	A	P	P	P	P	P	P	P	P
Tom Simerly	Fort Worth	P	P	P	A	P	A	P	A	A	P	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	P	A	P	P	A	E	E	P	A	P
Chelsea St. Louis	Dallas	P	P	P	P	P	P	P	P	P	P	A	P
Caleb Thornhill	Plano	P	A	P	A	A	P	P	A	P	P	A	A
Matthew Tilke	McKinney	--	--	--	--	P	P	P	P	P	P	P	A
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	A	P	P	P	P	P	P	P	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	A	P	P	A	P	P	P
Daniel Vedral	Irving	P	P	P	P	P	P	P	P	P	P	P	E
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	P	P	A	P	P	A	P	A	A	A	A	P
Robert Woodbury	Cedar Hill	--	--	P	P	P	R	P	P	P	P	P	P
John Wright	Greenville	--	--	--	--	--	--	--	A	P	P	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 24, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 24, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Andrew Hooker (representing Antoinette Bacchus), Bryan Beck, Katherine Beck, Marc Bentley, David Boski, Dave Carter, Curt Cassidy, Ceason Clemens, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Cheryl Taylor (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Robert Caskey (representing Paul Knippel), Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Joseph Jackson (representing Alberto Mares), Laura Melton, Charlie Rosendahl (representing Mark Nelson), Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, William Riley, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Robert Woodbury, and John Wright.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Carli Baylor, Emily Beckham, Natalie Bettger, Chris Bosco, Jason Brown, Ron Brown, Lori Clark, Misaki Collins, Michael Copeland, Brian Crooks, Brian Dell, Rama Dhanikonda, Shawn Dintino, Katy Emerson, Jackson Enberg, David Garcia, Dorothy Gilliam, Christie Gotti, Clinton Hail, Clifton Hall, Victor Henderson, Amy Hodges, Ernest Huffman, Tim James, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, Minh Le, April Leger, Nancy Luong, Mindy Mize, Michael Morris, Bailey Muller, Archie Nettles, Curtis Newton, Evan Newton, Hilary Nguyen, Mickey Nowell, Donald Parker, Dipak Patel, Vercie Pruitt-Jenkins, Lacy Rodgers, Russell Schaffner, Kelly Selman, Shannon Stevenson, Gaby Tassin, Joe Trammel, Whitney Vandiver, Amanda Wilson, and Melanie Young.

Michael Morris recognized Dave Carter for his years of service on the Surface Transportation Technical Committee.

1. **Approval of July 27, 2018, Minutes:** The minutes of the July 27, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Fiscal Year 2019 Advertising for Transportation Initiatives:** Support for the Regional Transportation Council to recommend North Central Texas Council of Governments Executive Board approval of up to \$1,400,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year 2019 was requested. Benefits of this initiative and examples of cost savings obtained from bulk advertising purchasing for the Transportation Department were provided in Electronic Item 2.1.1. Addition information on FY2019 advertising costs, along with examples of past advertising, were provided in Electronic Item 2.1.2.

- 2.2. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:
A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects (CFP) was requested. An overview of the Call for Projects was provided in Electronic Item 2.2.1. Detailed projects listings were provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

3. Trinity Metro (Fort Worth Transportation Authority)/Fort Worth Housing Solutions Proposed Funding Exchange: Christie Gotti presented a proposed funding exchange among Fort Worth Housing Solutions, Trinity Metro, and the Regional Transportation Council (RTC) for use towards the construction of a new transit-oriented development project near the Texas and Pacific Rail Station. Current parking will be redeveloped and integrated into the community, creating a positive land use/transportation nexus. Funding has been identified for the residential building and surface parking. Assistance is requested by Fort Worth Housing Solutions and Trinity Metro on the six-level parking facility that is expected to cost approximately \$11,362,000. The parking facility includes both public transit and private parking. Parking garages are federally eligible, but federal funds may not be the best option. Ms. Gotti noted that North Central Texas Council of Governments (NCTCOG) staff agrees with the premise of the project, but suggests not using federal funds directly on the parking garage. Staff proposed that the \$11.3 million in federal funds be used on a project of interest to Trinity Metro and the RTC. Trinity Metro would receive the \$11.3 million in federal funds to be used on a future project. In return, Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. Ms. Gotti noted that NCTCOG staff will bring back the specific project on which to use the federal funds through the regular Transportation Improvement Program (TIP) modification process. A motion was made to recommend Regional Transportation Council approval of an \$11,362,000 funding exchange among Fort Worth Housing Solutions, Trinity Metro, and the Regional Transportation Council (RTC) for use towards the construction of a parking facility for a new transit-oriented development project near the Texas and Pacific Trinity Railway Express Station. Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. Action also included a recommendation to the Regional Transportation Council directing staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this change. Bryan Beck (M); Claud Elsom (S). The motion passed unanimously.
4. Volkswagen Mitigation Program: Lori Clark provided an update on the status of the Volkswagen Settlement that came about as a result of light-duty diesel emission control violations, as well as an overview of the Draft Beneficiary Mitigation Plan for Texas. She noted the Committee would be asked if it would like to approve comments for submission by the Regional Transportation Council (RTC). Background information on the settlement was provided. Under the Environmental Mitigation Trust, money was distributed to the State proportionate to the number of vehicles that violated federal emission controls with Texas receiving approximately \$209 million. The Texas Commission on Environmental Quality (TCEQ) was designated by the Governor's Office as the lead agency responsible for administering the money in Texas. The TCEQ published its Draft Beneficiary Mitigation Plan for Texas on August 8, 2018. Goals for the funds include reducing nitrogen oxides (NO_x) emissions, reducing the potential for exposure of the public to pollutants, preparing for increased and sustained use of zero emission vehicles, and complementing other incentive funding programs such as the Texas Emissions Reduction Plan (TERP). The proposed funding breakdown for each goal was highlighted, as well as the eligible project types

defined by the trust and those types that TCEQ is proposing to not make eligible in Texas. Ms. Clark clarified information that was not clear in the settlement such as up to 60 percent of the cost of necessary infrastructure for all electric vehicles was also eligible. A list comparing the project types and funding levels eligible under the Trust to what is eligible under the draft plan developed by TCEQ was provided in Electronic Item 4.1. Additional details were provided in Electronic Item 4.2. She noted the RTC's previous recommendation to the TCEQ that it allow the administration of the funds through select regional councils and that the funds be allocated proportional to the number of registered violating vehicles. In the recommendation, the North Central Texas Council of Governments (NCTCOG) should have received approximately \$63 million. TCEQ proposed the following distribution based on an areas severity of ozone levels and ability of funds could get the safely away from the standard. Of the areas, the distribution was split two-thirds to areas "close" the standard, and one-third to the long-term nonattainment areas, then within those groups, proportional based on population: San Antonio-\$73.5 million, Dallas-Fort Worth-\$29 million, Austin-\$0, Beaumont-Port Arthur-\$12.7 million, and El Paso-\$26.7 million. This proposed distribution was largely different from NCTCOG's recommendations so NCTCOG staff analyzed various performance metrics to determine potential fair share allocations to NCTCOG based on the various metrics. In each instance, metrics indicated that NCTCOG would not receive a fair share of the distribution. Based on this information, NCTCOG staff proposed that the TCEQ reevaluate the methodology for geographic distribution to ensure fair share allocation to the Dallas-Fort Worth ozone nonattainment area. Staff also proposed that NCTCOG be allowed to serve as a third-party administrator, in which case NCTCOG would not charge administrative costs for administration of the funds; and that TCEQ utilize the latest/greatest quantifications methodologies to accurately reflect real-world emissions benefits of alternative fuels relative to diesel engines. After additional conversation with the TCEQ, staff proposed further comments that were not included in the meeting mail out material. These include ensuring that cost-effectiveness calculations only consider Volkswagen funds to enable leveraging of other funding sources, supporting interpretation that there is equity between electric and hydrogen infrastructure submitted as part of a replacement/repower project, and encouraging extension of infrastructure funding under the Texas Emissions Reduction Plan through the upcoming legislative program. The schedule for this effort was reviewed. Ms. Clark noted that a TCEQ public hearing will be held at NCTCOG on September 14 and that the deadline for comments was October 8. Chad Edwards asked if staff was aware of a deadline for the nonattainment areas to come into attainment once funding is received. He noted that there are other areas of the State that could utilize this money for the benefit of a much large population than the areas proposed for significant funding by TCEQ. Staff was not aware of a deadline from TCEQ. A motion was made to recommend Regional Transportation Council approval of proposed comments to the Texas Commission on Environmental Quality regarding the Draft Beneficiary Mitigation Plan for Texas. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

5. **State Infrastructure Bank Loan Opportunities:** Deborah Fleming with the Texas Department of Transportation (TxDOT) provided an overview of State Infrastructure Bank (SIB) loan opportunities available to local governments. In 1997, TxDOT initiated the State Infrastructure Bank, which is a federal bank that lends to local governments. Payments recycle into the revolving fund for roadway projects. Approximately \$300 million is available to lend out to build roadways across the state. SIB loans are available for several types of projects: right-of-way agreements, utility relocations, advance funding agreements, and local roadways. A description for each type of loan and the associated benefits was highlighted. SIB applications are received on a first-come, first-served basis for TxDOT project loans under \$10 million. Project terms are negotiated upfront. Loans for TxDOT projects over \$10 million or non-TxDOT projects are selected through a program call. Items submitted for each type of application are similar. Ms. Fleming highlighted the advantages of

borrowing from the SIB. Advantages include transparent interest rates at market or below, no fees, no interest handling charges, loan amortization schedules that can be made flexible for debt service pinch points, and options for prepayment. The application process was also highlighted, with the entire process taking approximately 4-5 months. Current market indications as of August 16 were reviewed, as well as repayment options such as the ability to defer principle and interest payments to help in early project years. Surface Transportation Technical Committee Chair Kristina Holcomb requested that a copy of the presentation be emailed to members following the meeting. Michael Morris asked if on-system projects were eligible for SIB loans. Ms. Fleming noted that on-system projects were eligible.

6. **Public Participation Plan Update:** Amanda Wilson presented an overview of possible updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department Public Participation Plan, which are necessary to reflect Fixing America's Surface Transportation (FAST) Act requirements and changing demographics. The Public Participation Plan fulfills the basic requirements and procedures for public involvement. It also defines 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 FAST Act defines how all Metropolitan Planning Organization planning must occur, including public involvement. Planning must also address Title VI of the Civil Rights Act and Executive Orders on environmental justice and limited English proficiency. NCTCOG strives to involve the public through various strategies, including public meetings, online comment opportunities, the NCTCOG website, email, publications, newsletters, community events, speaking opportunities, media relations, and advertising public meeting notices. The Transportation Department's Public Participation Plan was last updated in 2015, prior to the FAST Act. There is a need to update the plan to keep it current with federal requirements, as well as the increasing use of technology by the public to communicate about transportation issues. NCTCOG is also interested in increased emphasis on outreach through community groups to involve citizens earlier in the planning process and to make citizens aware of the Metropolitan Planning Organization and its functions. In addition, updates to the Language Assistant Plan to account for demographic changes are necessary. Proposed revisions include revised stakeholder lists to reflect FAST Act requirements, increased emphasis on livestreaming with options for additional efforts if needed, updates to the Language Assistance Plan, increased weight given to local comments due to their proximity to the projects, refined evaluation measures and reporting, and a more appealing design and format. In addition, staff proposed more efficient public input opportunities by reducing the number of public meetings from three to one. Ms. Wilson noted that when presented to the Regional Transportation Council (RTC), members noted the importance of providing opportunities to those who do not have access or cannot watch streaming of public meetings. A copy of the current Public Participation Plan was provided in Electronic Item 6.1. A copy of the presentation containing additional information on the proposed revisions was provided in Electronic Item 6.2. A timeline for the effort was reviewed, which includes public meetings in September and a 45-day comment period. Chad Edwards requested that staff reconsider holding only one public meeting, which would limit the accessibility of information to the region. Low attendance was discussed, and staff noted that it would consider the request. Surface Transportation Technical Committee Chair Kristina Holcomb discussed public meetings at the Denton County Transportation Authority (DCTA) and other agencies within the region. She suggested that DCTA would be willing to share NCTCOG Transportation Department public meeting topics as part of its meetings as a way to leverage attendance for public meetings at which topics are likely related. Ms. Wilson discussed the current process for public meetings and the presentation of specific topics at the end of the process. She noted that staff believes the public views this as a formality and would like to begin discussions earlier in the process. She also noted

that working with local agencies to share public meeting topics is a great opportunity. Paul Luedtke noted he was supportive of limiting the number of public meetings. Mr. Edwards also discussed the use of social media live options as a way to interact and share with the public.

7. **Automated Vehicle Program Briefing:** Tom Bamonte provided information on Round 2 of the Automated Vehicle (AV) Program that will provide members cities with various resources to prepare for AV deployment in the region. Examples of AV deployment at the regional, State, and national level were highlighted. The purpose of the program is to put into place the resources that will help local agencies plan, pay for, and respond to vehicle automation if and when it accelerates in the region. Projects include 1) planning resources to prepare for AVs, 2) funding to cover costs incurred when there is an AV deployment, and 3) an opportunity to deliver an AV project to address transportation needs not covered by private AV developers. Agencies can participate by opting in to the AV Program. For the AV Planning project, the North Central Texas Council of Governments (NCTCOG) would procure one or more experts in automated vehicle planning to assist public entities to plan for AV deployment. Up to \$1.5 million is available. If the AV movement does not proceed, funding would not be expended. For the Implementation Costs project, up to \$10 million is available to cover the costs associated with a public entity hosting an AV deployment. This will allow communities that may not have staffing or resources available for AV deployment to be competitive. For the Regional Priority project, up to \$20 million is available to assist communities in which AV developers are not promoting to help accelerate the process. Funding will be available through a competitive selection process. Interested agencies should express interest in hosting AV deployments, with respondents being eligible for grant funding. Mr. Bamonte noted that advance paperwork should be completed to help ensure full and prompt cost coverage. Public entities can join AV 2.0 program at any time. A timeline for the effort was highlighted, with public meetings beginning in September. Funding will be available in late 2019. Mark Titus noted that if funding was available for other types of automation projects such as V2X and SPaT that is often implemented by local governments, others might get more involved. He asked if funding for other types of automation projects could be explored separate from this effort. Mr. Bamonte suggested that those types of funding were good ideas and that staff would look into options. For this effort, he noted that some necessary investments that support AV deployment may be eligible for funding, but agreed that thinking more broadly in order to be more in the forefront as a region is important.
8. **Auto Occupancy Detection Technology, Rewards Program, and High-Occupancy Vehicle Subsidy Report:** Natalie Bettger provided an update on the most recent High-Occupancy Vehicle (HOV) subsidy report for tolled managed lanes in the region. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the Regional Transportation Council (RTC) paying the cost of the discount. As of May 2018, the current subsidy is approximately \$2.5 million. In addition, the policy includes a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. As of May 2018, approximately \$4,400 in requests for reimbursement have been received from vanpool users. Staff believes it is appropriate for the region to remain at a 2+ occupancy requirement in order to receive the discount at this time. There have been no customer service impacts or concerns to date, and no qualifying instances in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented. Ms. Bettger also presented an overview of the High Occupancy Vehicle Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology. This effort is a proposed new approach for the automated occupancy verification program to move from an enforcement effort to a rewards program for the HOV subsidy, as well as an option to use a rewards program to advance the US 75

Technology Lane. The new automated occupancy verification technology is hoped to decrease congestion in the peak period, improve safety, reduce the risk to police officers in the field, and decrease the overall cost over time. An overview of the current HOV enforcement process was highlighted, which includes preregistration and manual enforcement. When the technology for HOV verification was previously presented, staff discussed a technology option that included a one-time registration, no pre-declaration, and no enforcement by officers in the field. At that time, it was proposed that the collection process remain the same with the 50 percent discount applied. The new proposal is to implement a rewards program through a similar approach. Users would register using the same application. However, instead of the discount being applied the technology would detect and verify the number of occupants during the peak period and the user would receive an incentive equal to or more than the value of the discount. The new approach is proposed to be implemented in several phases. Phase 1 is the implementation of the rewards on the managed lane corridors. HOV points would be awarded at 50 percent of the actual toll transaction on all eight managed lanes in the Dallas-Fort Worth region. Phase 2 would be proposed implementation of the rewards program on the US 75 Technology Lane that would allow HOV users to be treated differently than SOV users within the corridors without applying a toll on SOV users. Phase 3 and beyond would include expansion of the HOV rewards into a larger effort throughout the region as another tool to manage congestion. HOV rewards could also potentially be used on corridors for special events or to support other modes of travel. Ms. Bettger discussed the expected program cost of development/pilot testing and implementation over a 10-year period totaling approximately \$24 million. She also noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. The new technology operating and marketing costs that could be applied to other corridors and modes is estimated at approximately \$20 million over 10 years. Other indirect benefits include safety, court cost savings, expandability, air quality, and congestion reduction. Ms. Bettger highlighted the timeline for this effort, noting that action will be requested next month for the Committee to recommend Regional Transportation Council approval of the new approach, three years of funding, and the review of necessary policy adjustments. She noted that staff will be working with the Texas Department of Transportation regarding interest to deploy the rewards program statewide. In addition, an RTC Workshop will be held on September 13 to discuss the program in detail. Clarence Daugherty asked where in the process was staff to request approval of a rewards program on US 75. Mr. Morris noted that staff will be meeting in Washington in the near future to discuss the US 75 Technology Lane. Paul Luedtke asked how it will be known that there is more than one occupant in a vehicle. Ms. Bettger reviewed the detection process through use of the application and/or passenger beacon. She also discussed the violation process.

9. **Implementation of Regional Trail Corridors:** Kevin Kokes presented funding recommendations for design and construction of critical sections of Regional Veloweb trail corridors. He noted this was an opportunity to move forward from 20 years of planning to implementation of two regional trail corridors. He highlighted two corridors from the Regional Veloweb on which staff has been working with local governments: the regional trail from Fort Worth to Dallas that connects through Arlington, Grand Prairie, and Irving and the Cotton Belt Corridor that connects from Dallas Fort Worth International Airport to Plano through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, and Richardson. In 2013, the mayors of Arlington, Dallas, Fort Worth, Grand Prairie, and Irving met and committed to implement a regional trail system that would connect Fort Worth to Dallas. Since that time, over 18 miles of the system has received funding commitments through a variety of sources. Funding is needed for an additional 3.1 miles of trail that will complete a continuous 53-miles alignment connecting the five cities. Mr. Kokes highlighted the

connection at the southern portion of the trail loop in the alignment in proximity to the CentrePort Trinity Railway Express station in need of funding. He noted an additional section east from Fort Worth to the West Irving TRE Station that is not included in the funding request that is associated with a future roadway project to be implemented in a later phase. In addition, Mr. Kokes discussed the Cotton Belt corridor that extends from the Dallas Fort Worth International Airport east to southern Plano. Over the last few years, staff has been coordinating with Dallas Area Rapid Transit (DART) and local jurisdictions to plan for the trail which will be primarily located in the rail right-of-way as part of the DART Cotton Belt rail project. Funding to construct critical trail sections is needed and will be requested for design of the entire 26 mile trail corridor and also construction of 8.5 miles that have been classified as critical sections of the trail. Mr. Kokes noted that as staff worked with DART, it realized that there are locations where right-of-way is constrained and at which it would be difficult to build a trail or bridge for a trail if the structure is not constructed with the Cotton Belt passenger rail project. Staff has coordinated with DART and the jurisdictions where this occurs. Mr. Kokes highlighted the overall network which will ultimately extend from the Trinity Trail system in Fort Worth to Plano. He noted critical trail sections throughout the corridor east of DFW Airport includes seven cities and three counties. He also noted that the Dallas County Commissioners Court is scheduled to take action on possible additional local contributions to the project that would fund other sections of the trail. A summary of the proposed funding was presented and detailed in Electronic Item 9. Funding includes federal funding, local cash contributions, as well as Transportation Development Credits. A schedule for the effort was reviewed. Information will be presented at September public meetings, with action requested at the September 28 Committee meeting. All local and state funding commitments are anticipated to be in place by December 2018. Michael Morris noted that staff has been working with DART regarding the use of the Transportation Development Credits. Chad Edwards noted that DART would be providing its response to staff soon.

10. **Fast Facts:** Emily Beckham noted that every six years the Metropolitan Planning Organization Planning Agreement is re-negotiated and re-executed. The agreement is a companion to the Unified Planning Work Program and allows North Central Texas Council of Governments (NCTCOG) to receive authorization to utilize Transportation Planning Funds. The current agreement expires at the end of September. NCTCOG staff is working with the Texas Department of Transportation to finalize negotiations and will request Regional Transportation Council (RTC) and Executive Board approval of the renegotiated agreement in September.

Thomas Bamonte provided information on the upcoming Texas Mobility Summit, sponsored by the Texas Innovation Alliance, that will be held in Arlington October 28-30.

Ernest Huffman discussed a draft letter in support of HR 5701, to Establish an Aviation Maintenance Workforce Development Pilot. A copy of the draft letter was provided in Electronic Item 10.1. Staff will request RTC approval of the letter to be submitted on behalf of the RTC and Air Transportation Advisory Committee.

Evan Newton provided an update on east/west funding shares for the region. He noted that the funding percentages remained unchanged since presented in January 2018 with the eastern subregion at 69.22 percent and the western subregion at 30.78 percent. Details were provided in Electronic Item 10.2.

Bailey Muller presented current air quality funding opportunities for vehicles. She noted that details were available online at www.nctcog.org/aqfunding and flyers were distributed at the

meeting that highlight the Texas Commission on Environmental Quality light-duty motor vehicle purchase or lease incentive program.

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that details were also available at www.dfwcleancities.org/dfw-clean-cities-meetings. Information was presented regarding the National Drive Electric Week event scheduled September 8 at Grapevine Mills Mall. Registration is available at www.driveelectricdfw.org.

Jackson Enberg provided an ozone season update. He noted that as of the date of the meeting, the region had experienced 30 exceedance days. The current design value was 76 parts per billion. Additional information was provided in Electronic Item 10.3.

Shawn Dintino discussed correspondence to the Texas Commission on Environmental Quality (TCEQ) regarding Local Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)/Local Initiative Project (LIP) funding. TCEQ estimates there is a balance of \$116 million in the State Clean Air account from collected but unspent funds, with approximately \$58 million in fees collected from the Dallas-Fort Worth region. He noted that the RTC sent correspondence to TCEQ asking that it request a normal level of biennial funding for LIRAP and LIP in its legislative appropriations request to the Legislative Budget Board for FY2020 and FY2021. The RTC also asked that the remaining balance be appropriated so the funds can be used for their intended purposes. A copy of the correspondence was provided in Electronic Item 10.4. TCEQ adopted its Legislative Appropriations Request on August 8 but did not include funding for LIRAP or LIP. A hearing in front of the Legislative Budget Board is scheduled August 30.

Victor Henderson highlighted the Public Comments Report. A copy was provided in Electronic Item 10.5. The report includes general public comments from June 20-July 19. The majority of comments received were regarding air quality and participating in Clean Air Action Day.

Carli Baylor noted that the September public meeting notice was distributed at the meeting in Reference Item 10.9. Public meetings will be held September 10, 11, and 19. Presentations include transit funding, the Regional Veloweb trail corridors, automated vehicles, a Public Participation Plan update, and Unified Planning Work Program modifications.

Carli Baylor also noted that July public meeting minutes were provided in Electronic Item 10.6. A public meeting was held July 23 during which staff presented information on the Regional 10-Year Plan and Alternate Fuel corridors.

The current Local Motion was provided in Electronic 10.7, and transportation partner progress reports were provided in Electronic Item 10.8.

11. **Other Business (Old and New):** Dan Kessler announced new North Central Texas Council of Governments staff in attendance: David Garcia and Misaki Collins.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 28, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

October 2018

Calendar

October 3, 8:30 am

TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

October 5, 10 am

35W Coalition Annual Meeting

Texas Motor Speedway
The Speedway Club, Dallas B
3545 Lone Star Circle
Fort Worth, TX 76177

October 11, 11:30 am

Regional Transportation Council

NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

October 12, 11 am

DRMC

North Texas Tollway Authority
5900 Plano Parkway
Plano, TX 75093

October 26, 1:30 pm

Surface Transportation

Technical Committee

NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Survey: North Texans want more dedicated bike lanes

North Texans want more dedicated bicycle facilities – trails and paths separated from vehicular traffic – according to a survey of 1,900 adults conducted by the North Central Texas Council of Governments. The survey was completed by telephone in both English and Spanish and had a 95 percent confidence interval.

Currently, the region boasts over 700 miles of off-street paths and more than 400 miles of on-street bikeways, with more funded or planned for the coming years. This will include efforts to connect residents to transit stations, jobs, schools, entertainment options and parks throughout the region. The Bicycle Opinion Survey covered a range of subjects, from how often people ride and their comfort level bicycling to bicycling barriers and proximity to bike facilities.

A majority of respondents (55 percent) would like to bicycle more. However, hot weather and a lack of various types of bicycle facilities were the reasons most often identified among all respondents as the top obstacles to bicycling more often. In addition, respondents reported a strong preference for bicycle facilities separated from vehicle traffic such as an off-street path or on-street dedicated bike lanes that are separated from traffic by wide buffers or physical barriers. Only a small percentage of respondents indicated they are comfortable bicycling with traffic on streets that do not have bike lanes separating them from vehicle traffic lanes. The closer respondents lived to a bicycle facility, the more likely they were to report riding a bicycle. This included both on- and off-street facilities, which NCTCOG works actively with local communities to improve.

The survey also sought to gauge safe riding practices. About 50 percent of those who reported they bicycled said they wear a helmet at least half of the time, but usage varied by age of the rider. For the full results of the survey and presentation slides, visit

www.nctcog.org/bikesurvey.

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.



Delivery robots coming to Arlington

You've heard of autonomous vehicles. Maybe you've even seen them traveling the streets. But what about autonomous delivery robots? San Francisco-based Marble, a last-mile logistics robotics company, has announced it will deploy machines to deliver lunch, packages, groceries and other small



City of Arlington photo

Marble delivery robots will soon provide service to parts of Arlington as a way to improve the efficiency of the delivery of goods.

items in an area expected to include the Entertainment District, the University of Texas at Arlington and other nearby sites. The robots can make deliveries up to two miles away.

This pilot project is intended to improve the efficiency of the delivery of goods and reduce the number of trucks on the roads. Details on a launch date are still being worked out. In August, Marble began mapping sidewalks, an important step to help develop the "machine vision" the robots will use.

Each delivery robot will be accompanied by an engineer at the outset of the pilot project. The goal, however, is for each unit to deliver goods without an attendant. Delivery robots are being tested elsewhere. Marble is testing the delivery devices in the San

Francisco Bay area, according to a press release from the City of Arlington.

The deployment will not require City of Arlington funding. Instead, Arlington will provide a "friendly environment for experimentation." This is another example of Arlington's embrace of technology.

Arlington has also announced a partnership with Drive.ai to provide autonomous vehicle service in the Entertainment District. The company began a pilot test in Frisco over the summer.

RTC approves funding exchange to help transit-oriented development

The Regional Transportation Council approved a funding exchange and partnership with Trinity Metro and Fort Worth Housing Solutions that will clear the way for construction of a parking facility to accompany a proposed transit-oriented development.

The RTC voted to transfer \$11.36 million needed for a parking garage to be built adjacent to the \$100 million project to Trinity Metro, which would then provide the same amount of local funds to Fort Worth Housing Solutions to pay for the garage.

NCTCOG staff will then work with Trinity Metro to identify a future project that would receive the RTC's federal allocation.

Parking garages are eligible for federal funds, but because this one will be a public-private facility, NCTCOG determined that a funding exchange may be more appropriate.

The future federal project with Trinity Metro will be brought to the RTC for approval.

Study examines truck parking needs in DFW

NCTCOG recently completed the Regional Truck Parking Study, which examined overnight and temporary truck parking needs in the Dallas-Fort Worth area.

The study, a recommendation resulting from a comprehensive analysis of the region's freight system, focused on areas where more truck parking is needed. Currently, there are over 4,000 truck parking spots in the region, but growth has necessitated improvements in this area.

The analysis also identified areas with the most critical truck parking priorities, known as the Corridors of Concern. Recommendations were developed to provide guidance to address these findings. The study recommends the State and region:

- Make truck parking location information more accessible
- Make use of underutilized land
- Develop new rest areas
- Improve truck parking ordinances and land-use analysis

NCTCOG has produced a fact sheet to help the public better understand the need for additional truck parking. It is available at www.nctcog.org/factsheets.

REGIONAL News

NDEW establishes another EV record

Another Texas record was broken in September, when 169 electric vehicles gathered at this year's National Drive Electric Week event in Grapevine. It was the most EVs in one location in Texas, topping the previous mark of 155, established at the same event in 2017. Attendees were able to learn more about the future of EVs from exhibitors.

In addition to having the most Tesla vehicles present of any NDEW event to date, a Jaguar prototype – the I-Pace – was present. This is Jaguar's first all-electric vehicle, and also the first from a major luxury manufacturer to hit the American market since Tesla.

Despite rainy weather, the event provided people the chance to experience these innovative vehicles up close. This was also a great way for organizations and infrastructure companies in the region to come together and educate members of the community about vehicle charging solutions, available incentives and other necessary information regarding electric vehicle technology.

This year's NDEW event was a success, but there is always room for improvement. Please take a few minutes to fill out a survey about NDEW to help make next year's event even better. It is available at www.surveymonkey.com/r/Z7DS8KD.

North Texas Facilities Expo coming to Arlington

The 2018 North Texas Facilities Expo is approaching. Come meet exhibitors from a variety of industries, including aerospace and defense manufacturing, computer and electronic manufacturing, energy, telecommunications and transportation.

The expo, scheduled for October 24-25 at the Arlington Convention Center, will be filled with educational conference sessions and exhibits aimed at meeting the facilities engineering, maintenance, and energy-management needs of attendees.

A portion of the Facilities Expo, known as Managing Green Buildings, is designed to educate facilities personnel on products and services that can help save energy and water. To register for the event, visit www.fent.facilitiesexpo.com.

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By the Numbers

169

The number of electric vehicles gathered at Grapevine Mills during the local National Drive Electric Week event September 8. This was a Texas record.

Public invited to provide input on transportation

NCTCOG will present information on transportation performance measures under development and an auto-occupancy rewards program being considered for TEXpress Lanes, during public meetings in October.

These subject and more will be discussed during a series of three meetings – 2:30 pm October 8 (Arlington), 6 pm October 15 (Richardson) and 6 pm October 18 (Fort Worth).

The Fixing America’s Surface Transportation Act requires NCTCOG to adopt targets for pavement and bridge condition, as well as system performance, which will be reported annually.

Additionally, staff will seek input on a new approach to verifying the number of occupants in vehicles using the region’s TEXpress Lanes.

The automated occupancy-verification technology would help the region move away from the current peak-period discount approach for managed lanes and, instead, provide eligible users with rewards via a mobile phone app. It would also allow carpoolers to register once instead of before every trip.

The meeting will also include an electric vehicle market update. It is estimated that up to 30 percent of the market will be made up of electric vehicles by 2040.

After discussing the EV market in North Texas, staff will identify available incentives for those interested in purchasing electric vehicles. For more information about these incentives, visit www.dfwcleancities.org/evnt. AirCheckTexas, which helps qualifying motorists repair or replace vehicles with emissions problems, is one example. For more on the program and to determine qualifies, visit www.airchecktexas.org.

Watch the Arlington meeting in real time by clicking the “live” tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

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.