

AGENDA

**Regional Transportation Council
Thursday, July 12, 2018
North Central Texas Council of Governments**

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

1:00 – 1:05 1. Approval of June 14, 2018, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Gary Fickes, RTC Chair
Item Summary: Approval of the June 14, 2018, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

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

2.1. Federal Functional Classification System Amendments
Presenter: Brian Flood, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of four amendments to the currently approved Federal Functional Classification System (FFCS) will be requested.
Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation on four proposed FFCS amendments within the Dallas and Fort Worth Texas Department of Transportation Districts. All amendments involve the construction of new roadways which are included in the current Transportation Improvement Program. The Surface Transportation Technical Committee approved these changes at its last meeting. Additional information is provided in [Electronic Item 2.1](#).

Performance Measure(s) Addressed:

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

2.2. Transportation Improvement Program Modifications
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) will be requested.

Background: Since approval by the RTC on May 10, 2018, staff has identified changes needed to the 2019-2022 TIP listings. To avoid delaying projects to a future TIP modification quarterly cycle, staff requests RTC approval of proposed changes as provided in [Electronic Item 2.2](#). This includes implementation of RTC action on IH 635. 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

2.3. Transportation Development Credits for Clean Air Action Day

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council approval of Transportation Development Credits for award to up to three entities who participated in the Surface Transportation Technical Committee (STTC) Clean Air Action Day challenge will be requested.

Background: North Texans were encouraged to participate in Clean Air Action Day on Friday, June 22, 2018, by doing at least one thing to help improve air quality. STTC member organizations were encouraged to support this effort by facilitating Clean Air Action Day challenges through their organizations. As an incentive, 300,000 (100,000 each) Transportation Development Credits were available for up to three organizations with top participation in the challenge.

Performance Measure(s) Addressed:

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

2.4. Endorsement of Hyperloop and High-Speed Rail Next Steps

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council approval for consideration of hyperloop technology in the high-speed rail environmental document on the corridor between Fort Worth and Dallas will be requested. In addition, Texas Central Partners has requested an update to the Memorandum of Understanding to consider high-speed rail technology extending over to Arlington and Fort Worth. Approval for consideration of this technology in the corridor from Fort Worth to Laredo will also be requested.

Background: With approval of Mobility 2045, staff would like to proceed with a Tier 2 environmental document for high-speed rail between Fort Worth, Arlington, and Dallas. It

is proposed that vehicle technology, including hyperloop and high-speed rail, be included in the environmental evaluation. It is also proposed that both of these technologies be included in the conceptual feasibility study on the corridor between Fort Worth and Laredo.

Performance Measure(s) Addressed:

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

1:05 – 1:20

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

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

1. Recognition of Representative Judge Larry Phillips and Friends
2. New Website Launch ([Electronic Item 3.1](#))
3. Status Report on SH 360 Revenues
4. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
5. Dallas-Fort Worth Clean Cities Events ([Electronic Item 3.3](#))
6. Nonattainment Designations and Ozone Season Update ([Electronic Item 3.4](#))
7. Regional Smoking Vehicle Program Update ([Electronic Item 3.5](#))
8. Travel Demand Management Performance Report ([Electronic Item 3.6](#))
9. July Public Meeting Notice ([Electronic Item 3.7](#))
10. Vital Link Students
11. Texas Motor Vehicle Safety Inspection Program Survey:
<http://bit.ly/SafetyInspection>
12. Public Comments Report ([Electronic Item 3.8](#))
13. Recent Correspondence ([Electronic Item 3.9](#))
14. Recent News Articles ([Electronic Item 3.10](#))
15. Recent Press Releases ([Electronic Item 3.11](#))
16. Transportation Partners Progress Reports

1:20 – 1:30

4. **Better Utilizing Investments to Leverage Development Discretionary Grant Program**

Action Possible Action Information Minutes: 10
Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects to be submitted in the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program.

Background: In April 2018, the United States Department of Transportation (US DOT) announced the replacement of the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. As specified in the Consolidated Appropriations Act of 2018, the BUILD Discretionary Grant Program will be dedicated for surface transportation projects expected to have a significant local or regional impact. [Electronic Item 4.1](#) is a copy of the Notice of Funding Opportunity that details the \$1.5 billion in federal funds

available for fiscal year 2018, as well as the project application requirements. Applications are due to the US DOT by July 19, 2018. A review of the previous BUILD Grant Program presentation from last month is provided in [Electronic Item 4.2](#). An overview of the 2018 BUILD Grant Program request is available in [Electronic Item 4.3](#).

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **Emissions Inventory Development Associated with Transportation Conformity**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request the Regional Transportation Council (RTC) to take action on the development of emissions inventories associated with transportation conformity and to communicate the action to the Texas Commission on Environmental Quality (TCEQ).

Background: Section 176(c)(4) of the Clean Air Act Amendments require Metropolitan Planning Organizations (MPO) for areas designated as nonattainment for ozone to conduct air quality conformity analyses ensuring transportation outcomes are consistent with the region's air quality goals. To protect consistency between emission inventories and subsequent air quality conformity, the RTC has relied on MPO staff to develop emissions inventories which go into the creation of motor vehicle emission budgets (MVEB) and then conduct future air quality conformity analysis using the same methodologies as was utilized in developing MVEB's. Quality assurance and quality control is embedded within emission inventory development for the State Implementation Plan. A thorough interagency consultation process, consisting of both Federal and State partners, is required prior to obtaining a United States Department of Transportation air quality conformity determination. Back in May 2018, absent discussions with MPO staff, the TCEQ notified North Central Texas Council of Governments (NCTCOG) staff it had independently established a new approach to create needed emissions inventories utilizing a third party. Correspondence was sent to the State air quality agency advising to not alter the historical approach emphasizing possible liabilities and potential risks ([Electronic Item 5.1](#)). The State responded to this letter presenting two potential options that still diverge from historical practice ([Electronic Item 5.2](#)). Staff replied with objection to the options, requesting to meet with various State agencies involved, including the Texas Department of Transportation, in an effort to highlight risks associated with

this direction. This latest correspondence is provided in [Electronic Item 5.3](#). [Electronic Item 5.4](#) contains additional details.

Performance Measure(s) Addressed:

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

1:40 – 1:50

6. **US 75 Technology Lanes**

- Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) has approved funding for technology lanes on US 75 north of IH 635 to McKinney. Details are amended in order to continue a partnership with the Federal Highway Administration Division Office and explore policy, operational, and legislative relief to advance these improvements in the corridor. Action is requested to permit “Rewards” for high-occupancy vehicle (HOV) users in the US 75 corridor.

Background: The RTC has funded improvements to US 75 that will modernize early interim, temporary HOV improvements on US 75. These new technology improvements are modeled after similar improvements on SH 161 in Irving. Focus is on additional capacity during the peak periods. The US 75 improvements will include the use of shoulder lanes in the off-peak period, as well, to mitigate non-recurring, incident-related congestion. The introduction of a rewards program for HOV users may satisfy the Federal Highway Administration legal staff.

Performance Measure(s) Addressed:

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

1:50 – 2:00

7. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan, Including Expediting Projects with Unobligated Balances from Other State Departments of Transportation**

- Action Possible Action Information Minutes: 10
Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the status of project changes associated with the region’s 10-Year Plan that is being updated through development of the Texas Department of Transportation’s (TxDOT) 2019 Unified Transportation Program (UTP). A list of project changes is provided for review and comment, and possible action. In addition, action will be requested to work with the Texas Department of Transportation to expedite projects with unobligated balances from other state departments of transportation projects.

Background: In December 2016, the Regional Transportation Council approved a set of projects for fiscal years 2017-2026 funded with Category 2 (MPO selection) and Category 4 (TxDOT

district selection), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. Since that time, the Texas Department of Transportation has included some of the region's projects into the UTP, but not all of them. It is anticipated that the region will submit largely the same subset of projects this year, but will make year of expenditure (i.e., inflationary) adjustments to project funding and coordinate with TxDOT Austin regarding the Category 12 projects of interest to the TTC. Staff will also coordinate with TxDOT Austin to assure inclusion of all the region's Category 2 and 4 projects in the UTP. North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with the Texas Department of Transportation Dallas, Paris (Hunt County), and Fort Worth districts regarding needed project updates. IH 635 East Phase 3 information has been updated. NCTCOG staff is using performance measures consistent with those used to develop Mobility 2045 in reviewing any new projects, though few are anticipated. The main effort has involved a review of project timing, project status, and estimated construction costs in order to make the necessary funding updates. Action will be requested to allow the Director to make last minute funding updates to the 10-Year Plan based on conversations with TxDOT and seek RTC endorsement at the next meeting. [Electronic Item 7.1](#) includes the proposed project listing with changes since the original December 2016 RTC action highlighted in red and strikethrough text. [Electronic Item 7.2](#) includes additional information about this effort. Action will also be requested to permit negotiating opportunities to expedite already approved RTC projects using unobligated balances from others states.

Performance Measure(s) Addressed:

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

2:00 – 2:10

8. **Regional Transportation Council Bylaws – First Reading**

Action Possible Action Information Minutes: 10
 Presenter: David L. Cook, Vice Chair, RTC Bylaws Revision Subcommittee

Item Summary: Recommendations for revision of the Regional Transportation Council's Bylaws and Operating Procedures will be presented for a first reading.

Background: The RTC Bylaws Revision Subcommittee met over the last few months to review and discuss possible revisions to the Bylaws and Operating Procedures. Proposed policy changes to the Bylaws include two adjustments to group representation, the addition of language related to county/city group alternate member appointments, modification of the

month for appointment terms to begin for group representatives, a deadline for primary member notification of alternate member attendance at meetings, and recommended language that directs the Council to establish a policy for receipt of calls for project/funding initiative proposals to accommodate changes in technology over time. [Electronic Item 8.1](#) contains these proposed revisions as well as administrative recommendations. [Electronic Item 8.2](#) contains additional information. It is anticipated that action on the proposed Bylaws revisions will be requested in August. The Subcommittee unanimously approved the proposed Bylaws revisions and recommends Regional Transportation Council approval in August.

Performance Measure(s) Addressed:

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

2:10 – 2:20

9. **Transit Implementation in Three Areas of the Region**

- Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide information about three sub-region transit requests received from stakeholders in Collin County, Dallas County, and Tarrant County.

Background: Over the past few months, elected officials and other interested parties have asked for assistance with a comprehensive approach to planning and implementing transit services outside of transit authority service areas. [Electronic Item 9](#) contains additional information from the three jurisdictions, as well as a proposed course of action for approval at the August 9, 2018, Regional Transportation Council meeting.

Performance Measure(s) Addressed:

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

2:20 – 2:30

10. **Airport Transit Access**

- Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will provide an update on transit accessibility between the Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express Centreport station.

Background: In August 2015, the Regional Transportation Council awarded Federal Transit Administration formula funds through the transit call for projects to the DFW Airport to provide shuttle service between the Trinity Railway Express Centreport Station and the Remote South Parking Lot at the airport. This project is a continuation of an existing shuttle service, operated through a partnership with Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority. The

DFW Airport notified the North Central Texas Council of Governments in March 2018 that it will discontinue this service once TEXRail service is fully operational. In coordination with DART and the Fort Worth Transportation Authority, staff is working to ensure this critical last-mile connection continues once DFW Airport no longer provides this service. Correspondence related to the discontinuation of the shuttle service is provided in [Electronic Item 10](#).

Performance Measure(s) Addressed:

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

11. **Progress Reports**

- Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, August 9, 2018, at the North Central Texas Council of Governments.***

MINUTES

REGIONAL TRANSPORTATION COUNCIL

June 14, 2018

The Regional Transportation Council (RTC) met on Thursday, June 14, 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: Jerry A. Nickerson (representing Richard E. Aubin), Sue S. Bauman, Mohammed "Mo" Bur, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, George Fuller, Sandy Greyson, Jim Griffin, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), David Magness, Scott Mahaffey, Steve Mitchell, Brian Byrd (representing Cary Moon), Stan Pickett, John Ryan, Ray Smith (representing Will Sowell), Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Amanda Au, Dennis Auldridge, Greg Baker, John Baker, Melissa Baker, Berrien Barks, Tara Bassler, George Behmanesh, Natalie Bettger, Jonathan Blackman, Alberta Blair, Deby Bobbitt, Ron Brown, Pamela Burns, Marrk Callier, Angie Carson, Sarah Chadderdon, Derek Cheatham, Misty Christian, Lori Clark, Michael Copeland, Hal Cranor, Brian Crooks, Bryan Danielsen, Clarence Daugherty, Shelley Davis, Heather DeLapp, Gordon Dickson, Jory Dille, Traci Enna, Ann Foss, Ryan Garcia, Matt Geske, Dorothy Gilliam, Bob Golden, Christie Gotti, Clint Hail, Linda Harper Brown, Victor Henderson, Rebekah Hernandez, Philip Hiatt Haigh, Robert Hinkle, Kristina Holcomb, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Tim James, Dan Kessler, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Dan Lamers, Rich Larkins, Lam Le, April Leger, Ray Leszcynski, Alonzo Liñán, Eron Linn, Brittany Little, Ramiro Lopez, Paul Luedtke, Kate Marshall, Curtistene McCowan, Audrey Miranda, Mindy Mize, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Archie Nettles, Markus Neubauer, John Nguyen, Than Nguyen, Mickey Nowell, Timothy O'Leary, Nick Page, Johan Petterson, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Tito Rodriguez, Mike Rogers, Greg Royster, Devin Sanders, Russell Schaffner, Jody Short, Ron Smith, Tom Stallings, Gerald Sturdivant, Vic Suhm, Mike Taylor, Marian Thompson, Jonathan Toffer, Lauren Trimble, Pamela Tyll Radisek, Dan Vedral, Mitzi Ward, Matthew Whelam, Amanda Wilson, Miles Wilson, Jing Xu, and Susan Young.

1. **Approval of May 10, 2018, Minutes:** The minutes of the May 10, 2018, meeting were approved as submitted in Reference Item 1.

Michael Cantrell (M); Brian Byrd (S). The motion passed unanimously.

2. **Consent Agenda:** The following items were included on the Consent Agenda.

- 2.1. **Traffic Signal Data Sharing and 511DFW/Waze Grant Program (Round 2) Awards:** Regional Transportation Council approval was requested for the second round of Traffic Signal Data Sharing and 511DFW/Waze Grant Program awards. The previously approved evaluation criteria for the programs were provided in Electronic Item 2.1.1 and Electronic Item 2.1.2. Applicants for the 511DFW/Waze Grant Program and the recommended awards were provided in Electronic Item 2.1.3. Applicants for the Traffic Signal Data Sharing Grant Program and the recommended awards were provided in Electronic Item 2.1.4.

2.2 Clean Fleets North Texas 2018 Call for Projects Funding Recommendation: Regional Transportation Council approval was requested for funding recommendations for the first round of the Clean Fleets North Texas 2018 Call for Projects. An overview of the call for projects was provided in Electronic Item 2.2.1. Additional details on recommended projects were provided in Electronic Item 2.2.2.

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

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Mike Taylor, Douglas Athas, and Kelly Selman for their years of service on the Regional Transportation Council (RTC). In addition, Mr. Morris thanked members who recently attended events representing the Regional Transportation Council. He noted Mo Bur is the new District Engineer for the Texas Department of Transportation Dallas District. In addition, he discussed a recent visit to the full scale hyperloop test track and meeting with developers. At the July meeting, staff will present information on the role of hyperloop technology in the high-speed rail environmental document on the corridor between Fort Worth and Dallas, as well as addition of the technologies to the work scope for the corridor from Fort Worth to Laredo. He also noted that Texas Central Partners has contacted staff to evaluate options for extending its train for the one seat ride as it goes to Arlington and Fort Worth. Mr. Morris noted that the Texas Transportation Commission (TTC) approved IH 635 East and the funding sources at its May meeting. In addition, an Infrastructure for Rebuilding America grant has been awarded to IH 35W 3C. The 2019 Unified Transportation Program (UTP) and update to the Regional 10-Year Plan were discussed. North Central Texas Council of Governments staff are working with the TTC to determine which projects the TTC will propose for Category 12 funds to the region. Staff will also review cash flow of Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant Program, and Category 2 funds. There may also be new funds in the UTP. Staff will confirm that formula allocations are used by the TTC. A minimum amount of new projects is anticipated, with funding being used on current commitments to move projects to implementation. The current publication of Progress North Texas was distributed to members at the meeting, and additional copies were available upon request. Current air quality funding opportunities were provided in Electronic Item 3.1. Information on Clean Air Action Day, June 22, 2018, was provided in Electronic Item 3.2. Dallas-Fort Worth Clean Cities Events were provided in Electronic Item 3.3, and an ozone season update was provided in Electronic Item 3.4. May public meeting minutes were provided in Electronic Item 3.5, the Public Comments Report in Electronic Item 3.6, recent correspondence in Electronic Item 3.7, and recent news articles in Electronic Item 3.8. Electronic Item 3.9 included recent press releases, and Transportation partner progress reports were distributed at the meeting.
4. **Approval of Mobility 2045 and Associated Transportation Conformity:** Kevin Feldt presented final recommendations for Mobility 2045. He noted the Mobility Plan document and recommendations were available at www.nctcog.org/Mobility_2045. Development of recommendations involved reviewing options to maximize the existing system, as well as options for strategic infrastructure investments such as rail, bus, managed lanes, freeways, tollways, and arterials within the region. Mobility 2045 estimated expenditures total approximately \$135.4 billion, which matches the anticipated revenue for the duration of the Plan. He noted recommendations for transit corridors, the regional veloweb, major roadways, and roadway corridors for future evaluation remain unchanged since last presented. Partner comments have been received for regionally significant arterial

improvements. As a result, updates have been made to the arterial improvement recommendations for the City of Rowlett and City of Richardson. Mr. Feldt highlighted new policy initiatives included in Mobility 2045 recommendations. These include performance based planning targets that are a federal requirement: safety, transit asset management, non-single occupancy vehicle mode shares, emission reduction, and congestion/reliability. In addition, the Toll Managed Lane System policy is also included in recommendations. Environmental Justice analysis results were also highlighted. Analysis of job access by auto and transit for both protected and non-protected populations were completed and demonstrate protected populations are not adversely or disproportionately impacted by the recommendations. A copy of a resolution adopting Mobility 2045 and the corresponding 2018 Transportation Conformity results was provided in Electronic Item 4.1. Final recommendations were summarized in Electronic Item 4.2.

Jenny Narvaez presented the 2018 Transportation Conformity analysis for Mobility 2045 and the Transportation Improvement Program for both the 2008 and 2015 8-hour ozone standards. Since the last meeting, the 2015 8-hour ozone National Ambient Air Quality Standards designations for the region were published in the Federal Register. Mobility 2045 recommendations are tested against Motor Vehicle Emission Budgets established for the region. Results for the 9- and 10-county nonattainment areas were highlighted and indicate that the region is passing for both nitrogen oxides and volatile organic compound emissions. The schedule for this effort was reviewed. If approved, the air quality conformity consultation process will begin with a United States Department of Transportation determination anticipated by November 2018. The Transportation Conformity document was available for review in Electronic Item 4.3.

Sandy Greyson noted that in January and May, she requested mode share targets from staff but received the comments the day prior to the meeting and noted it would have been more helpful to receive the information earlier. Mr. Feldt apologized for the delay in forwarding responses to comments received. Michael Morris noted staff was asked to send the information to Ms. Greyson and the Dallas Area Rapid Transit. He discussed the role of transit mode share, as well as the pedestrian component and the inclusion of these policies in Mobility 2045 recommendations. He added this is a federally required performance based planning target that will be discussed by the Regional Transportation Council in the future. Examples were highlighted. A motion was made to approve Regional Transportation Council resolution R18-03 adopting Mobility 2045 and provided in Electronic Item 4.1 and the 2018 Transportation Conformity analysis results. Carol Bush noted Ellis County is supportive of Mobility 2045 with the exception of the inclusion of the Dallas to Houston corridor for high-speed rail. Chair Rob Franke noted the letter from Ellis County would be included in the official comment record for Mobility 2045. Mike Cantrell (M); Gary Fickes (S). The motion passed unanimously.

5. **Advanced Transportation and Congestion Management Deployment Initiative Grant Program:** Natalie Bettger presented a recommendation for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program regional application. A total of \$60 million is available for five to ten awards of up to \$12 million each. This is an annual program that began in 2016 and extends through 2020. Funding is available for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment with a minimum 50 percent non-federal cost share requirement. Applications are due June 18, 2018. The Notice of Funding Opportunity was provided in Electronic Item 5.1, and additional details of the program and eligible uses of funds were detailed in Electronic Item 5.2. Funds can be used for various

items ranging from traffic related information, transit information, connected vehicles, electronic payment, mobility on demand, and others. Program focus areas include multimodal integrated corridor management, connected vehicle technologies at intersections, unified fare collection, improvement of the freight community system, technologies that support connected communities, infrastructure maintenance/monitoring/condition assessment, and rural technology deployment. In 2016, both the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation submitted a project. NCTCOG's project focused on wrong way drivers, traffic signals, ramp meters, and low-water crossings, but was not selected. The history of other past applications was highlighted. Staff proposed that for 2018, a Next Generation Platform for Regional Multimodal Transportation Management project be submitted. The goal is to bring all of the transportation data silos together to better operate as a system. Data elements and modes proposed to be included in the application were outlined and included: arterials (traffic signals, construction, low water crossings, grade crossing, routes, etc.), freeway/toll road/managed lanes (operations, construction, auto occupancy detection, routes, etc.), transit (real-time status, signal priority, smart shelters, mobility on demand), bike/pedestrian (detection, cycle tracks, classification of facility purpose, textured pavements, etc.), freight (parking and routes), vehicle emissions monitoring, and connected/autonomous vehicles. Ms. Bettger presented an overview of the proposed project. The goal is creation of a data/information hub to integrate various modes and data elements to facilitate the sharing of information with partner agencies to better operate the transportation system. Necessary elements will include establishing new processes, standards, and policies. In addition, integration of existing data and new software/data will be necessary. A component that goes along with the data hub is hardware deployment for entities to upgrade systems that cannot currently provide data to the regional hub. The last component focuses on test corridors. Pilot corridors will be identified as part of the project to test proof of concept for new technologies to determine which technologies may be applicable in the region. The proposed application will request \$10 million. Additional funding will include approximately \$20 million in Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds and approximately \$20 million in Local Initiative Project funds as the non-federal cost share. This size of project will allow the region to implement a larger project that sets the region forward to be prepared for future technology improvement deployments. A timeline for the effort was reviewed. She noted that letters of support have been received for the project. In addition, NCTCOG released a Request for Partners on June 1 to solicit participation interest from private-sector and research partners. Letters of support were also provided to entities for non-RTC projects. A motion was made to approve the regional application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program and to permit the North Central Texas Council of Governments to provide letters of support to other entities for non-Regional Transportation Council projects. Jungus Jordan (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

6. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Program (Round 2)**: Christie Gotti presented the proposed projects to be funded through the Strategic Partnerships Program: Round 2 in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. She noted that Round 3 of this funding program is being developed. The status of the 11 CMAQ/STBG funding programs were highlighted. The goal of the Strategic Partnerships Program effort is to identify projects that partner with multiple local agencies and/or the Texas Department of Transportation (TxDOT) and that help fund high-priority projects, leverage local and State funds, and advance project development.

Details of the proposed funding was highlighted and it was noted that most of the projects have a significant local cost share. The list of projects and funding details were provided in Electronic Item 6.1. Ms. Gotti noted that two projects have less local share: 1) Meandering Road, and 2) the Veterans Administration Hospital project. These projects are of strategic importance to the region. As a result, staff proposed Transportation Development Credits as the local match for the Meandering Road project and a State match for the Veterans Administration Hospital project. The timeline for the effort was reviewed. Details of the funding program were provided in Electronic Item 6.2. Ms. Gotti noted that no comments were received on the projects during the public involvement process. A motion was made to approve the proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships Program (Round 2), provided in Electronic Item 5.1. Action also included approval for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other documents such as the Unified Planning Work Program to incorporate the changes. Jungus Jordan (M); Katherine Wilemon (S). The motion passed unanimously.

7. **Recent Transportation Project Progress:** Michael Morris provided an update on recent progress in advancing roadway projects within the region and presented a request for action related to the SH 360/Trinity Blvd. project. In addition, he highlighted Reference Item 7, distributed at the meeting. The correspondence from the group Metro 8 to the Governor of Texas requests that additional tools be put into place and that that the current tools such as tolled manages lanes be reaffirmed as the regions across the state work to keep up with growth. Regarding other recent progress, negotiations are moving forward on IH 35W 3C and an Infrastructure for Rebuilding America grant was awarded for the project. The DFW Connector at IH 635 projects are proceeding to construction. Funding for SH 183 managed lanes has been reprioritized to three non-tolled interchanges at SH 183 and Loop 12, SH 114 and Loop 12, and SH 114 and SH 183. Staff will be working to update the funding changes in the 2019 Unified Transportation Program. On May 24, the Texas Transportation Commission unanimously approved the IH 635 East project moved forward to a Request for Qualifications. In addition, SH 360 has opened and the City of Fort Worth Bond Program has been approved. Also, Collin County will request its voters consider a \$750 million Bond Program in the fall. Mr. Morris noted that the requested action is for funding of ramp/intersection/signal improvements at SH 360 and Trinity Blvd. American Airlines has hired consultants and is looking at improvements that are needed at its new headquarters location. A total of \$7 million is requested (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds). Improvements must be operational in advance of the opening of the new headquarters so federal funds were not able to be used on this project. A motion was made to approve \$7 million (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds) to be used for ramp/intersection/signal improvements at SH 360 and Trinity Blvd. Oscar Ward (M); Andy Eads (S). The motion passed unanimously.
8. **Implications of Texas Attorney General Opinion on Proposition 1 and Proposition 7 Funds:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on the implications of the recent Texas Attorney General Opinion on whether Proposition 1 and Proposition 7 funds can be used on toll projects. A copy of the Attorney General opinion was provided in Electronic Item 8. On May 7, 2018, the Texas Attorney General issued an opinion requested by Representative Joseph Pickett that was triggered by the Texas Transportation Commission's consideration of Proposition 1 or Proposition 7 funds on a potential project in Austin. The focus of the opinion relates to constitutional restrictions on Proposition 1 and Proposition 7 funds. Regarding Proposition 1 article III, section 49-g(c) of the Texas Constitution states that "...revenue transferred to the state highway fund under

this subsection may be only used for constructing, maintaining, and acquiring right-of-way for public roadways other than toll roads.” Similarly, article VIII, section 7-c(c) of the Texas Constitution states that “money deposited in the state highway funds under this section may on be appropriated to construct, maintain, or acquire right-of-way for public roadways other than toll roads or repay the principal or interest of general obligation bonds...” The Attorney General opinion was clear that Proposition 1 and Proposition 7 funds cannot be used to fund any toll roads. In addition, the Texas Transportation Commission may not co-mingle Proposition 1 or Proposition 7 funds with other funds with no mechanism for ensuring that funds are spent as constitutionally required. The opinion went into some detail that indicates the Texas Department of Transportation potentially has the ability to segregate the costs, but that it is beyond the Attorney General opinion to make that determination. Finally, absent a definition of “toll road,” the Attorney General was unable to render an opinion on whether such funds can be spent on non-tolled portions of tolled projects. Mr. Kirkpatrick noted that the primary legal implication to transportation of the opinion is that the Texas Legislature can be anticipated to move to define the term “toll road” so that the courts can more clearly construe the constitutional restrictions for Proposition 1 and Proposition 7 funds. It will be important for the RTC to monitor this topic so that defining the term “toll road” does not have unintended consequences to the region. Jungus Jordan discussed the priorities in Proposition 1 and Proposition 7 to pay the debt service for other items such as Proposition 12 and Proposition 14. He asked if staff were aware of any related regional implications. Michael Morris noted that staff was not aware of any legal implications regarding debt service payments. He discussed tolled managed lanes in the region and that this will be an important topic on which to spend time with State legislators prior to the upcoming legislative session.

9. **Better Utilizing Investments to Leverage Development Discretionary Grant Program:**

Jeff Neal presented an overview of the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program, which is the replacement of the Transportation Investment Generating Economic Recovery (TIGER) program. Details of the \$1.5 billion grant program were included in the Notice of Funding Opportunity provided in Electronic Item 9.1. Mr. Neal highlighted project application requirements including minimum/maximum grant awards, project eligibility, and eligible applicants. He noted that the grant addresses the need for geographic diversity so no more than \$150 million will be awarded to a single state and at least 30 percent of funding will be designated for rural areas. The application submittal deadline is July 19, 2018, and projects will be announced December 18, 2018. Details of funding obligation and expenditure deadlines were also highlighted. It was noted that an entity must demonstrate the ability to complete environmental clearance design and right-of-way acquisition for the project being submitted. While the obligation deadline is September 30, 2020, the United States Department of Transportation (US DOT) has recommended that projects that show an ability to have items completed by June 30, 2020. The maximum cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Mr. Neal noted that an important aspect of the program is the consideration of the ability for a project to generate new non-federal revenue such as asset recycling, tolls, tax increment financing districts, sales or gas tax increases, new bond programs. He noted that while bond program funds can be used as an additional cost sharing mechanism, in this round the bond program funds could not be used as an item that would be classified as new non-federal revenue. In addition, if the revenue is generated through a program of projects applicants may exceed the three application limit and provide multiple applications for each project within the program of projects. Mr. Neal also highlighted the merit criteria evaluation which included safety, state of good repair, project readiness, benefit-cost analysis, and others. In addition, the

methodology for regional project selection was reviewed. Staff identified projects in both the eastern and western subregions, projects with potential partnership opportunities, recent project submittals, locations with potential to maximize non-federal revenue leveraging, and those with significant economic development opportunities. Mr. Neal also noted that entities requesting letters of support have a deadline of June 29, 2018. A list of recent North Central Texas Council of Governments projects submitted for previous US DOT discretionary grant programs was provided in Electronic Item 9.2. Candidate projects for the BUILD grant application included: 1) IH 635 East, 2) Trinity Railway Express double tracking/multimodal connectivity enhancements, and 3) Alliance Texas/Haslet accessibility improvements. Lee M. Kleinman noted the projects recommended for the program seem to have much higher costs than the BUILD funding criteria. Michael Morris noted that the Infrastructure for Rebuilding America grant for IH 635 East was supplemental so there is no funding gap for the project. The award of grant funding could be substituted for a portion of the \$150 million in potential toll revenue from the project. The Trinity Railway Express project is multimodal and includes many other funders. The Alliance Texas/Haslet accessibility improvements project involves Haslet and the funding from a recent City of Fort Worth Bond program to an adjacent street segment (Avondale Haslet Road).

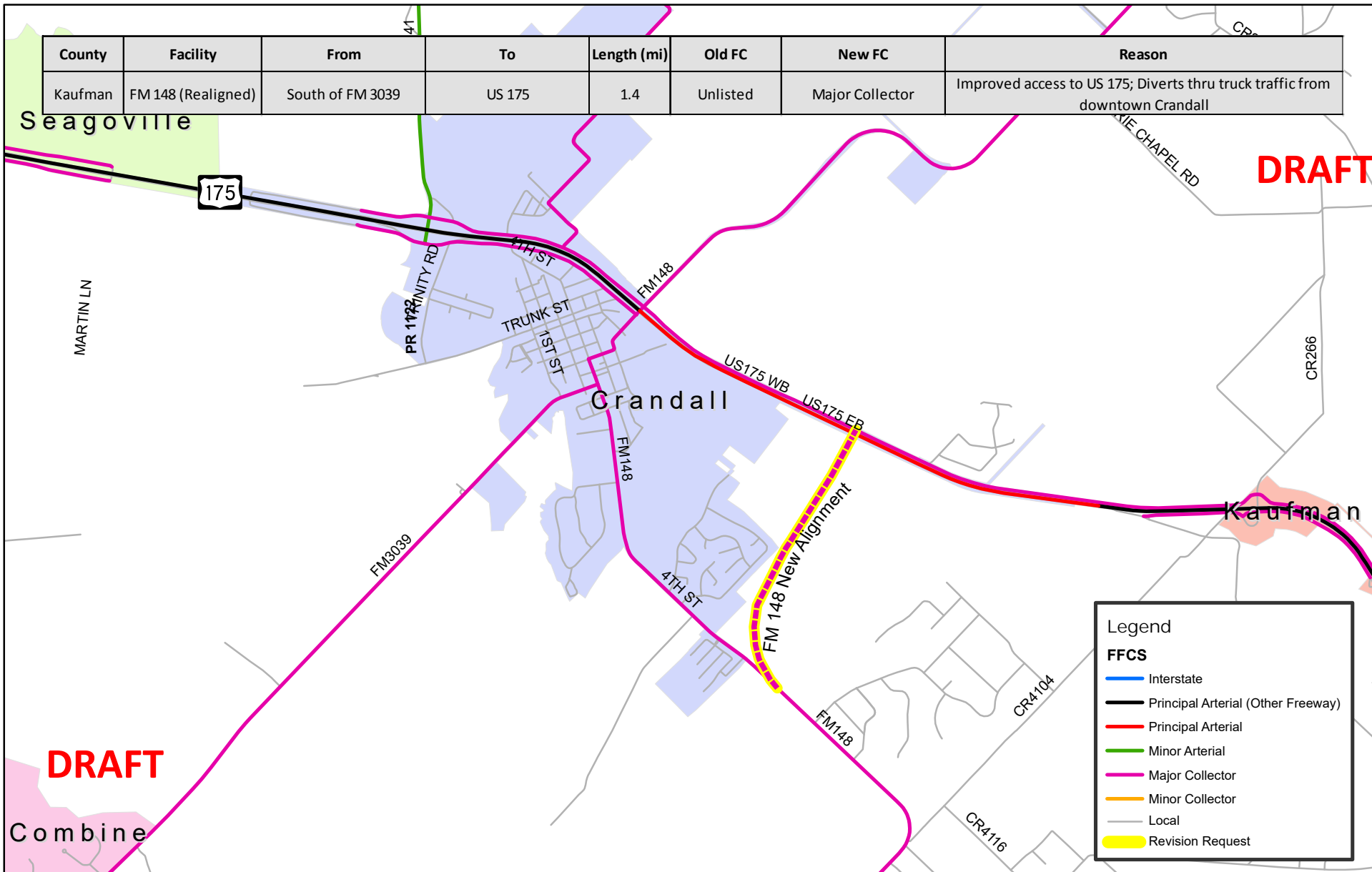
10. **Bicycle Opinion Survey:** Karla Weaver presented an overview of the results of the 2017 bicycle opinion survey. In 2017, a consultant was hired to conduct a statistically valid survey of residents within the Dallas-Fort Worth region regarding bicycling. As part of Mobility 2045, the regional veloweb was adopted and includes over 1,800 miles of trails that connect communities, cities, and counties. When local trails and on-street trails are added, the system includes over 7,000 miles of network. The survey was conducted in the spring by telephone in English and Spanish and included nearly 2,000 respondents. Questions asked to everyone captured the general public's view on the frequency of bicycling, access to bicycling facilities, perceived barriers to bicycling, level of comfort, and helmet use, and others. Regarding frequency, 36 percent of all respondents bicycled at least once during the previous 12 months and did so most of the year. Data is available in a variety of demographic breakouts. Of all the respondents, 55 percent said they would like to travel more by bicycle than they did at the time of the survey. The top obstacles to bicycling more often included lack of secure bike parking, lack of connectivity, lack of bicycle facilities, lack of end of trip facilities with no place to freshen up, and others. Regarding proximity to a bicycle facility and the influence to bicycle use, 34 percent of those who lived more than one-half mile of a trail or bikeway bicycled in the past 12 months. However, approximately 45 percent of those who lived less than one-half mile of a trail or bikeway bicycled in the past 12 months. When asked if there were too many, the right amount, or too few bicycle facilities in respondent's communities, the majority of respondents rated the amount as too few regardless of the type of facility. Regarding level of comfort in various bicycle facility types, 85 percent indicated they would feel comfortable on a shared use path off the street. However, when asked about a major street, only 9 percent felt comfortable. When asked the question on the same street but with a striped lane or separated barrier, comfort levels increased significantly to 60 percent. Ms. Weaver noted that as entities are reviewing their bicycle systems, programs, and types of infrastructure the data will be a valuable resource. Data can be sorted by a variety of categories and is available to entities. Key findings, as well as a final report and executive summary are available at www.nctcog.org/bikesurvey. Details were also provided in Electronic Item 10. Brian Byrd asked about the survey question related to the amount of available bicycle facilities and if the question was asked to all respondents or only those who have bicycled recently. Ms. Weaver noted that the question about the availability of bicycle facilities was asked of all respondents of which 63 percent said there were not enough bicycle-friendly streets.

11. **Election of Regional Transportation Council Officers:** Kathryn Wilemon, Chair of the Regional Transportation Council Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2018-2019 term: Chair Gary Fickes, Commissioner, Tarrant County; Vice Chair Andy Eads, Commissioner, Denton County; and Secretary Roger Harmon, County Judge, Johnson County. A motion was made to approve the slate of officers recommended for the 2018-2019 term. Kathryn Wilemon (M); Charles Emery (S). The motion passed unanimously.
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, July 12, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.

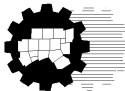
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



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North Central Texas
Council of Governments
Transportation

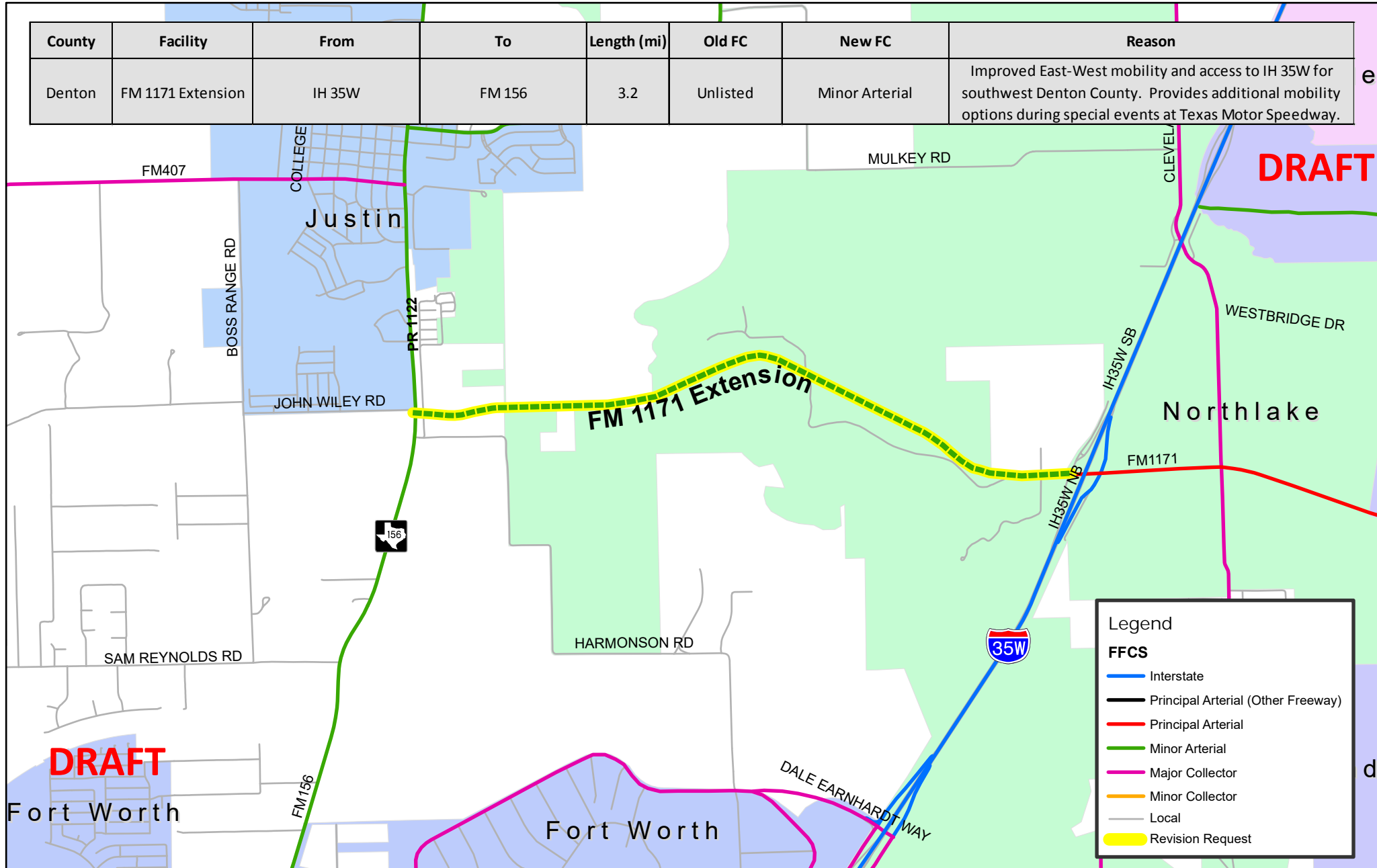
May 2018

ELECTRONIC ITEM 2.1

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)

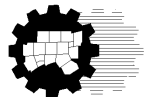
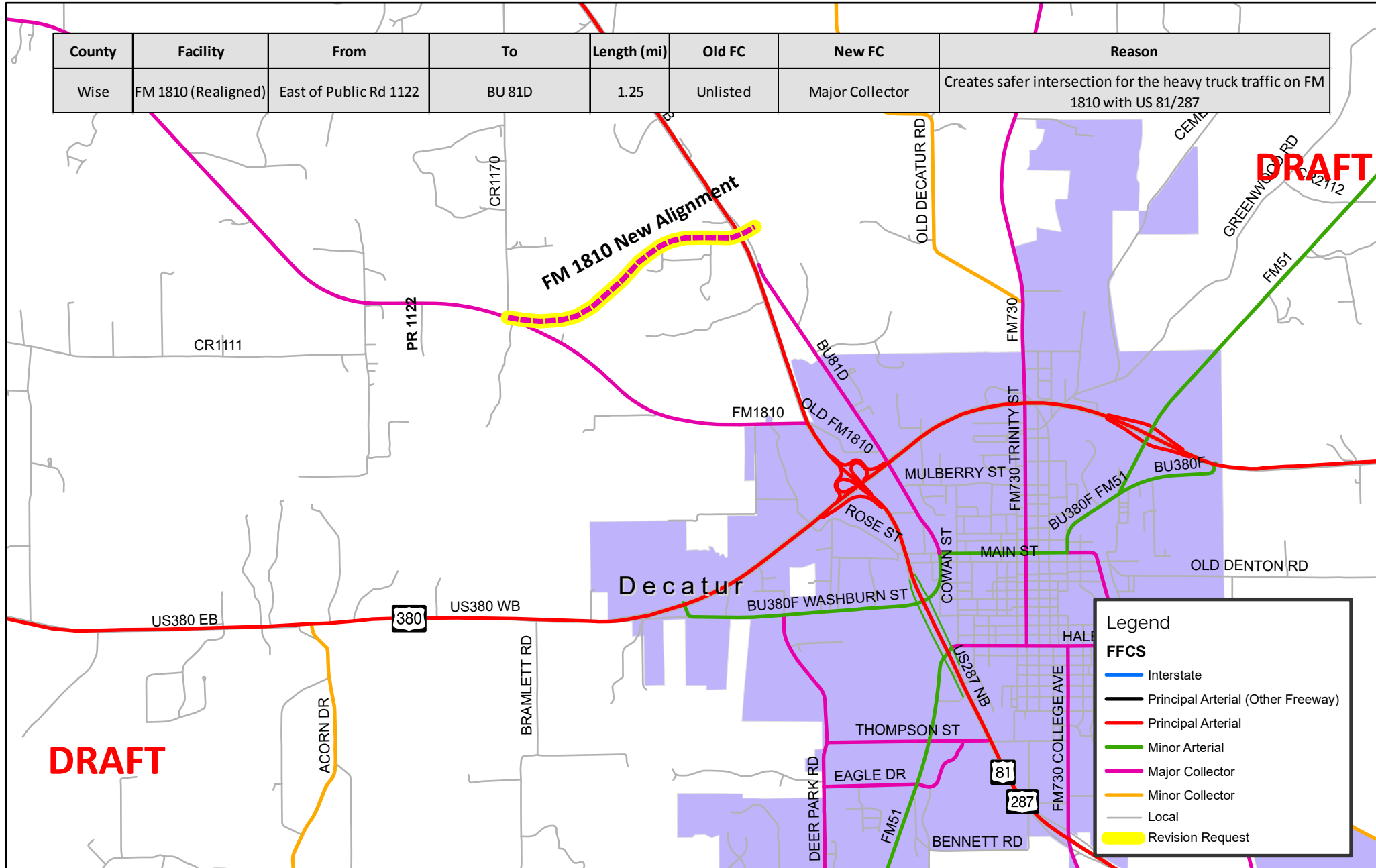
County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Denton	FM 1171 Extension	IH 35W	FM 156	3.2	Unlisted	Minor Arterial	Improved East-West mobility and access to IH 35W for southwest Denton County. Provides additional mobility options during special events at Texas Motor Speedway.



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and approved as part of the Transportation Improvement Program (TIP)

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Wise	FM 1810 (Realigned)	East of Public Rd 1122	BU 81D	1.25	Unlisted	Major Collector	Creates safer intersection for the heavy truck traffic on FM 1810 with US 81/287



Federal Functional Classification System (FFCS) Amendment

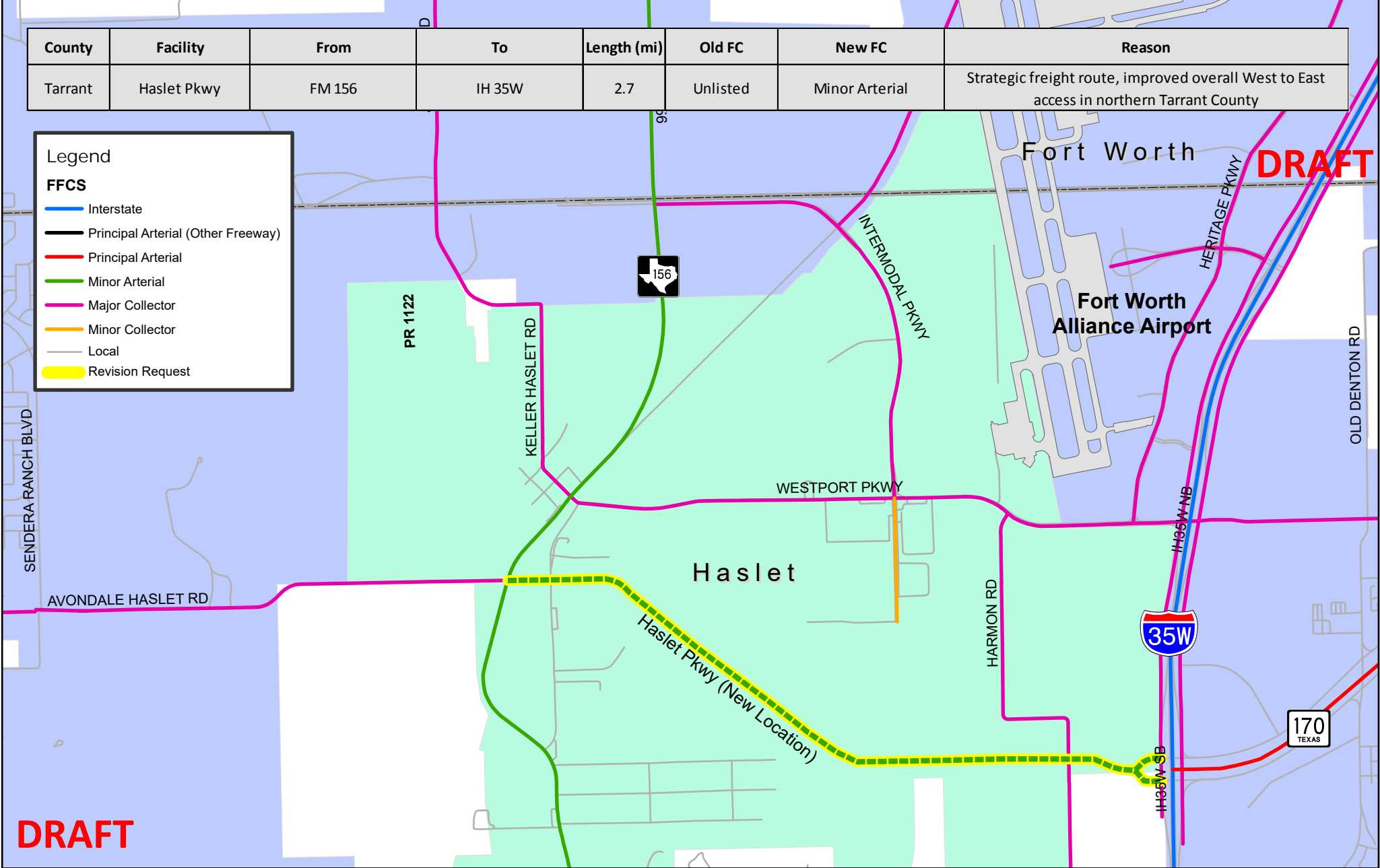
As requested by NCTCOG and City of Haslet and approved as part of the Transportation Improvement Program (TIP)

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Tarrant	Haslet Pkwy	FM 156	IH 35W	2.7	Unlisted	Minor Arterial	Strategic freight route, improved overall West to East access in northern Tarrant County

Legend

FFCS

- Interstate
- Principal Arterial (Other Freeway)
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Revision Request



DRAFT

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: nctcog.org/trans/tip/19-22/index.asp
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 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11619 **Facility:** VA **Location/Limits From:** REGIONAL MOBILITY ASSISTANCE PATROL **Modification #:** 2019-0001
Impementing Agency: NCTCOG **Location/Limits To:** FORT WORTH DISTRICT
County: TARRANT **CSJ:** 0902-90-944
City: VARIOUS **Desc:** MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS
Request: PROJECT ERRONEOUSLY OMITTED FROM FY2019; ADD FY2019 FUNDING AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0902-90-944	STBG:	\$2,024,306	\$506,077	\$0	\$0	\$0	\$2,530,383
Grand Total:				\$2,024,306	\$506,077	\$0	\$0	\$0	\$2,530,383

Revisions since STTC Meeting: Corrected CSJ from 0918-46-261 to 0902-90-944

TIP Code: 13050 **Facility:** IH 30 **Location/Limits From:** AT FM 1570 **Modification #:** 2019-0002
Impementing Agency: TXDOT-PARIS **Location/Limits To:**
County: HUNT **CSJ:** 0009-13-167
City: GREENVILLE **Desc:** CONSTRUCT INTERCHANGE
Request: REVISE FUNDING SHARES FOR SBPE FUNDS FROM 80% FEDERAL/20% STATE TO 100% STATE

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0009-13-167	SBPE:	\$156,000	\$39,000	\$0	\$0	\$0	\$195,000
2020	ENG	0009-13-167	SBPE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-167	S102:	\$280,000	\$70,000	\$0	\$0	\$0	\$350,000
2021	ENG	0009-13-167	SBPE:	\$707,399	\$176,850	\$0	\$0	\$0	\$884,249
2023	CON	0009-13-167	STBG:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
2023	CON	0009-13-167	12:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$25,943,399	\$6,485,850	\$0	\$0	\$0	\$32,429,249

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0009-13-167	SBPE:	\$0	\$195,000	\$0	\$0	\$0	\$195,000
2020	ENG	0009-13-167	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-167	S102:	\$280,000	\$70,000	\$0	\$0	\$0	\$350,000
2021	ENG	0009-13-167	SBPE:	\$0	\$884,249	\$0	\$0	\$0	\$884,249
2023	CON	0009-13-167	STBG:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
2023	CON	0009-13-167	12:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$24,280,000	\$8,149,249	\$0	\$0	\$0	\$32,429,249

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 13039	Facility: FM 2642	Location/Limits From: FM 35	Modification #: 2019-0003
Impementing Agency: TXDOT-PARIS	Location/Limits To: SH 66		
County: HUNT	CSJ: 2658-01-013		
City: ROYSE CITY	Desc: WIDEN 2 LANE TO 4 LANE DIVIDED URBAN WITH SIDEWALKS		
	Request: REVISE FUNDING SHARES FOR S102 FUNDS FROM 80% STATE/20% LOCAL TO 80% FEDERAL/10% STATE/10% LOCAL		

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2658-01-013	LOCAL CONTRIBUTION:	\$0	\$0	\$0	\$0	\$670,000	\$670,000
2017	ENG	2658-01-013	SBPE:	\$0	\$925,000	\$0	\$0	\$0	\$925,000
2018	ENV	2658-01-013	LOCAL CONTRIBUTION:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2019	ROW	2658-01-013	S102:	\$0	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
2019	UTIL	2658-01-013	S102:	\$0	\$1,398,320	\$0	\$349,580	\$0	\$1,747,900
2022	CON	2658-01-013	2M:	\$4,440,000	\$1,110,000	\$0	\$0	\$0	\$5,550,000
2022	CON	2658-01-013	STBG:	\$9,188,672	\$2,297,168	\$0	\$0	\$0	\$11,485,840
Grand Total:				\$13,628,672	\$7,330,488	\$0	\$749,580	\$780,000	\$22,488,740

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2658-01-013	LOCAL CONTRIBUTION:	\$0	\$0	\$0	\$0	\$670,000	\$670,000
2017	ENG	2658-01-013	SBPE:	\$0	\$925,000	\$0	\$0	\$0	\$925,000
2018	ENV	2658-01-013	LOCAL CONTRIBUTION:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2019	ROW	2658-01-013	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	UTIL	2658-01-013	S102:	\$1,398,320	\$174,790	\$0	\$174,790	\$0	\$1,747,900
2022	CON	2658-01-013	2M:	\$4,440,000	\$1,110,000	\$0	\$0	\$0	\$5,550,000
2022	CON	2658-01-013	STBG:	\$9,188,672	\$2,297,168	\$0	\$0	\$0	\$11,485,840
Grand Total:				\$16,626,992	\$4,706,958	\$0	\$374,790	\$780,000	\$22,488,740

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55223 **Facility:** IH 30 **Location/Limits From:** WEST OF FM 1903 **Modification #:** 2019-0004
Impementing Agency: TXDOT-PARIS **Location/Limits To:** EAST OF FM 1903
County: HUNT **CSJ:** 0009-13-900
City: VARIOUS **Desc:** RECONSTRUCT OVERPASS AND APPROACHES
Request: REMOVE \$22,000,000 CAT 12 FUNDING AS TXDOT APPROVED THIS FUNDING FOR TIP 13050/CSJ 0009-13-167 AND NOT THIS PROJECT

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-900	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0009-13-900	S102:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2025	UTIL	0009-13-900	S102:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2026	CON	0009-13-900	2M:	\$12,440,000	\$3,110,000	\$0	\$0	\$0	\$15,550,000
2026	CON	0009-13-900	STBG:	\$5,160,000	\$1,290,000	\$0	\$0	\$0	\$6,450,000
2026	CON	0009-13-900	12:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$37,360,000	\$10,256,300	\$0	\$0	\$0	\$47,616,300

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-900	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0009-13-900	S102:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2025	UTIL	0009-13-900	S102:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2026	CON	0009-13-900	2M:	\$12,440,000	\$3,110,000	\$0	\$0	\$0	\$15,550,000
2026	CON	0009-13-900	STBG:	\$5,160,000	\$1,290,000	\$0	\$0	\$0	\$6,450,000
2026	CON	0009-13-900	12:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$19,760,000	\$5,856,300	\$0	\$0	\$0	\$25,616,300

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55074 **Facility:** SH 205 **Location/Limits From:** JCT SH 205/JOHN KING (N. GOLIAD ST) **Modification #:** 2019-0005
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF JOHN KING (COLLIN COUNTY LINE)
County: ROCKWALL **CSJ:** 0451-04-021
City: ROCKWALL **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)

Request: ADD \$1,000,000 S102 FUNDING FOR ROW PHASE IN FY2019 AND ADD TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0451-04-021	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2021	CON	0451-04-021	2M:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,200,000	\$0	\$1,000,000	\$0	\$6,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0451-04-021	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2019	ROW	0451-04-021	S102:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2021	CON	0451-04-021	2M:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$4,800,000	\$1,300,000	\$0	\$1,100,000	\$0	\$7,200,000

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55060.1	Facility: IH 635	Location/Limits From: MILLER ROAD	Modification #: 2109-0006
Impementing Agency: TXDOT-DALLAS	Location/Limits To: WEST OF THE KCS RR (WEST OF SH 78)		
County: DALLAS	CSJ: 2374-01-137		
City: DALLAS	Desc: WIDEN 8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROAD		
	Request: SPLIT FROM TIP 55060, KEEP CSJ 2374-01-137; INCREASE SBPE FUNDING FOR ENGINEERING FROM \$3,000,000 TO \$8,000,000; AND ADJUST FUNDING IN ACCORDANCE WITH MAY 2018 RTC ACTION ON LBJ EAST		

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2001	ENG	2374-01-137	SBPE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2017	ROW	2374-01-137	S102:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2018	UTIL	2374-01-137	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2019	CON	2374-01-137	12:	\$90,191,040	\$22,547,760	\$0	\$0	\$0	\$112,738,800
Grand Total:				\$131,991,040	\$35,747,760	\$0	\$0	\$0	\$167,738,800

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-01-137	SBPE:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2019	ENG	2374-01-137	2M:	\$24,023,117	\$6,005,779	\$0	\$0	\$0	\$30,028,896
2019	ROW	2374-01-137	S102:	\$17,886,847	\$4,471,712	\$0	\$0	\$0	\$22,358,559
2019	UTIL	2374-01-137	2M:	\$3,834,283	\$958,571	\$0	\$0	\$0	\$4,792,854
2019	UTIL	2374-01-137	4:	\$1,635,717	\$408,929	\$0	\$0	\$0	\$2,044,646
2019	CON	2374-01-137	4:	\$138,364,283	\$34,591,071	\$0	\$0	\$0	\$172,955,354
2019	CON	2374-01-137	12:	\$16,319,829	\$4,079,957	\$0	\$0	\$0	\$20,399,786
Grand Total:				\$202,064,076	\$58,516,019	\$0	\$0	\$0	\$260,580,095

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55060.2 **Facility:** IH 635 **Location/Limits From:** MILLER ROAD **Modification #:** 2109-0007
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF THE KCS RR (WEST OF SH 78)
County: DALLAS **CSJ:** 2374-01-191
City: DALLAS **Desc:** RECONSTRUCT EXISTING 2 EXPRESS TO 2 MANAGED LANES
Request: SPLIT FROM TIP 55060/CSJ 2374-01-037; AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-01-191	2M:	\$3,720,017	\$930,004	\$0	\$0	\$0	\$4,650,021
2019	CON	2374-01-191	2M:	\$24,800,112	\$6,200,028	\$0	\$0	\$0	\$31,000,140
Grand Total:				\$28,520,129	\$7,130,032	\$0	\$0	\$0	\$35,650,161

TIP Code: 55060.3 **Facility:** IH 635 **Location/Limits From:** MILLER ROAD **Modification #:** 2109-0008
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF THE KCS RR (WEST OF SH 78)
County: DALLAS **CSJ:** 2374-01-984
City: DALLAS **Desc:** WIDEN EXISTING 2 TO 4 CONCURRENT MANAGED LANES
Request: SPLIT FROM TIP 55060/CSJ 2374-01-037; AND ADD NEW PROJECT (LBJ EAST ULTIMATE SCOPE) TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TIP

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	2374-01-984	2M:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55075.1 **Facility:** IH 635 **Location/Limits From:** WEST OF THE KCS RR (WEST OF SH 78) **Modification #:** 2109-0009
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 30
County: DALLAS **CSJ:** 2374-02-053
City: GARLAND **Desc:** WIDEN 8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS
Request: SPLIT PROJECT FROM TIP 55075; KEEP CSJ 2374-02-053; ADD \$7,014,863 CATEGORY 11 FUNDING; DECREASE ENGINEERING FROM \$57,000,000 TO \$15,000,000 SBPE FUNDS; CHANGE FUNDING SHARES ON ROW PHASE; AND ADJUST FUNDING IN ACCORDANCE WITH MAY 2018 RTC ACTION ON LBJ EAST

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1994	ENG	2374-02-053	SBPE:	\$0	\$57,084,027	\$0	\$0	\$0	\$57,084,027
2017	ROW	2374-02-053	S102:	\$34,247,758	\$3,805,306	\$0	\$0	\$0	\$38,053,064
2018	UTIL	2374-02-053	S102:	\$15,375,600	\$1,708,400	\$0	\$0	\$0	\$17,084,000
2018	CON	2374-02-053	4M	\$100,000,000	\$25,000,000	\$0	\$0	\$0	\$125,000,000
2019	CON	2374-02-053	12:	\$44,800,000	\$11,200,000	\$0	\$0	\$0	\$56,000,000
Grand Total:				\$194,423,358	\$98,797,733	\$0	\$0	\$0	\$293,221,091

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1994	ENG	2374-02-053	SBPE:	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000
2019	ENG	2374-02-053	2M:	\$33,741,756	\$8,435,439	\$0	\$0	\$0	\$42,177,195
2019	ROW	2374-02-053	S102:	\$30,442,451	\$7,610,613	\$0	\$0	\$0	\$38,053,064
2019	UTIL	2374-02-053	2M:	\$13,296,050	\$3,324,012	\$0	\$0	\$0	\$16,620,062
2019	UTIL	2374-02-053	11:	\$371,150	\$92,788	\$0	\$0	\$0	\$463,938
2019	CON	2374-02-053	STBG:	\$18,285,714	\$4,571,428	\$0	\$0	\$0	\$22,857,142
2019	CON	2374-02-053	11:	\$5,240,740	\$1,310,185	\$0	\$0	\$0	\$6,550,925
2019	CON	2374-02-053	12:	\$25,080,282	\$6,270,071	\$0	\$0	\$0	\$31,350,353
2019	CON	2374-02-053	TOLL REVENUES:	\$0	\$108,338,878	\$0	\$0	\$0	\$108,338,878
2020	CON	2374-02-053	5:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
2020	CON	2374-02-053	STBG:	\$56,000,000	\$14,000,000	\$0	\$0	\$0	\$70,000,000
Grand Total:				\$202,458,143	\$173,953,414	\$0	\$0	\$0	\$376,411,557

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55075.4 **Facility:** IH 635 **Location/Limits From:** WEST OF THE KCS RR (WEST OF SH 78) **Modification #:** 2109-0010
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 30
County: DALLAS **CSJ:** 2374-02-985
City: GARLAND **Desc:** WIDEN EXISTING 2 TO 4 CONCURRENT MANAGED LANES
Request: ADD NEW PROJECT SPLIT FROM TIP 55075/CSJ 2374-02-053 TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TIP

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	2374-02-985	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

TIP Code: 55165.2 **Facility:** IH 635 **Location/Limits From:** EAST OF US 75 **Modification #:** 2109-0011
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** MILLER ROAD
County: DALLAS **CSJ:** 2374-01-190
City: DALLAS **Desc:** RECONSTRUCT EXISTING 2 TO 2 MANAGED LANES
Request: ADD NEW PROJECT (LBJ EAST ULTIMATE SCOPE) SPLIT FROM TIP 55165/CSJ 2374-01-183 THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-01-190	2M:	\$5,317,217	\$1,329,304	\$0	\$0	\$0	\$6,646,521
2019	ENG	2374-01-190	2M:	\$35,448,112	\$8,862,028	\$0	\$0	\$0	\$44,310,140
Grand Total:				\$40,765,329	\$10,191,332	\$0	\$0	\$0	\$50,956,661

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55165.3 **Facility:** IH 635 **Location/Limits From:** EAST OF US 75 **Modification #:** 2109-0012
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** MILLER ROAD
County: DALLAS **CSJ:** 2374-01-983
City: DALLAS **Desc:** WIDEN EXISTING 2 TO 4 CONCURRENT MANAGED LANES
Request: ADD NEW PROJECT (LBJ EAST ULTIMATE SCOPE) SPLIT FROM TIP 55060/CSJ 2374-01-137 TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TIP

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	2374-01-983	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

TIP Code: 13032 **Facility:** SH 78 **Location/Limits From:** AT GASTON AVE
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** **Modification #:** 2019-0013
County: DALLAS **CSJ:** 0009-02-067
City: DALLAS **Desc:** RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS
Request: ADJUST ROW FUNDING SHARES

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-02-067	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0009-02-067	S102:	\$900,000	\$100,000	\$0	\$0	\$0	\$1,000,000
2019	UTIL	0009-02-067	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0009-02-067	2M:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2022	CON	0009-02-067	5:	\$3,600,000	\$900,000	\$0	\$0	\$0	\$4,500,000
Grand Total:				\$6,900,000	\$1,900,000	\$0	\$200,000	\$0	\$9,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-02-067	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0009-02-067	S102:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2019	UTIL	0009-02-067	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0009-02-067	2M:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2022	CON	0009-02-067	5:	\$3,600,000	\$900,000	\$0	\$0	\$0	\$4,500,000
Grand Total:				\$6,800,000	\$1,900,000	\$0	\$300,000	\$0	\$9,000,000

PROPOSED 2019-2022 TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20115 **Facility:** US 377 **Location/Limits From:** SOUTH OF FM 1171
Implementing Agency: DENTON CO **Location/Limits To:** CRAWFORD ROAD **Modification #:** 2019-0014
County: DENTON
CSJ: 0081-03-047
City: ARGYLE **Desc:** RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN
Request: ADJUST ROW FUNDING SHARES AND MOVE CONSTRUCTION PHASE TO APPENDIX D, AS IT IS NOT FULLY FUNDED
Comment: LOCAL CONTRIBUTION BY DENTON COUNTY

CURRENTLY APPROVED:

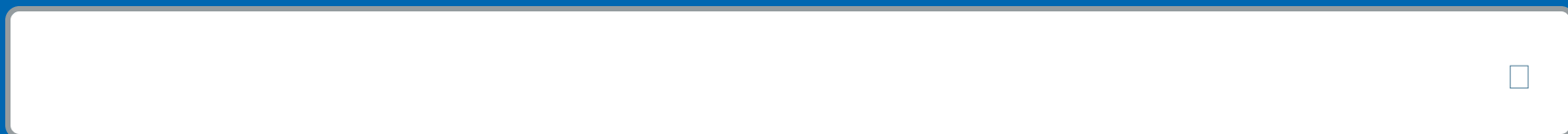
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0081-03-047	3LC:	\$0	\$0	\$0	\$0	\$3,995,379	\$3,995,379
2018	ENG	0081-03-047	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0081-03-047	S102:	\$0	\$34,549,157	\$0	\$0	\$0	\$34,549,157
2020	CON	0081-03-047	3RTR121-DE1:	\$0	\$0	\$10,370,168	\$2,592,542	\$0	\$12,962,710
Grand Total:				\$0	\$35,049,157	\$10,370,168	\$2,592,542	\$3,995,379	\$52,007,246

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0081-03-047	3LC:	\$0	\$0	\$0	\$0	\$3,995,379	\$3,995,379
2018	ENG	0081-03-047	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0081-03-047	S102:	\$27,639,326	\$3,454,916	\$0	\$3,454,916	\$0	\$34,549,157
2023	CON	0081-03-047	3RTR121-DE1:	\$0	\$0	\$10,370,168	\$2,592,542	\$0	\$12,962,710
Grand Total:				\$27,639,326	\$3,954,916	\$10,370,168	\$6,047,458	\$3,995,379	\$52,007,246



North Central Texas Council of Governments



Transportation

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The Transportation Department at NCTCOG serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth region. The MPO works closely with regional, state and federal partners to plan and recommend transportation projects that will improve mobility and encourage more efficient land use, all while minimizing the impact on the region's air quality. The department has several core functions that it must perform: the **Metropolitan Transportation Plan, Transportation Conformity, Transportation Improvement Program, Unified Planning Work Program, Congestion Management Process, Public Participation Plan**, and the **10-year Plan**. The **Regional Transportation Council**, made up of local elected officials, serves as the policy-making body for the region. The policymaking body consists primarily of local elected officials and representatives of North Texas transportation providers.



Regional Planning & Projects

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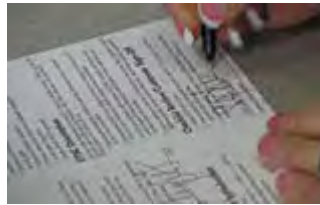
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Air Quality Funding

 <p>Funding for Vehicles</p>	 <p>Funding for Other Strategies That Improve Air Quality</p>
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Funding for Vehicle Projects

Program/Incentive	Eligible	Funding	Eligible	Deadline
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Data as of July 2, 2018. For more current information, please click link below.

<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>[7/2/2018 1:42:49 PM]

Description	Vehicles	Amount	Applicants	
AirCheckTexas Drive a Clean Machine Program Financial assistance for light-duty vehicles	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until all funds are awarded
Clean Fleets North Texas 2018 Call for Projects Grants for replacement of heavy-duty diesel vehicles and equipment	Heavy-Duty Diesel Vehicles and Equipment	45% for Electric 35% CARB Low NOx Engines 25% for All Others	Local Governments; Private Entities that Contract with Local Governments	Last Friday of the Month (until all funds are awarded)
Federal Electric Vehicle Tax Credit Tax credit for the purchase of an electric vehicle (EV)	EV Passenger Vehicles and Light Trucks	\$2,500-\$7,500 Per New EV Purchased	Varies	Phases are based on market sales
Fleets for the Future Discounted prices through cooperative procurement to purchase alternative fueled vehicles and related infrastructure	Light, Medium, and Heavy-Duty Vehicles	Varies	Public Fleets	Varies
IC Bus Grant Program Grants for new purchases of propane-powered CE series school buses	School Buses	\$5,000 Per Purchase	School Districts	Until all funds are awarded
Propane Council of Texas Incentives Incentive to purchase propane-powered vehicles or convert vehicles to propane power	Light, Medium, and Heavy-Duty Vehicles	Up to \$7,000 Per Vehicle or Conversion	Private Companies	Until all funds are awarded

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<p>Texas Clean School Bus Program Grants for the replacement or retrofit of older diesel school buses</p>	School Buses	Up to 100% Retrofit Purchase and Installation Costs; Up to 75% Incremental Replacement Costs	Public Schools, Charter Schools, and School Transportation Providers	April 26, 2019
<p>Texas Natural Gas Vehicle Grant Program Grants for replacement or repower of diesel or gasoline vehicles with natural gas or propane</p>	Medium or Heavy-Duty Vehicles	Determined by Maximum Grant Amount Tables	Individuals, Corporations, Organizations, Governments, School Districts, or Any Other Legal Entity	May 31, 2019
<p>Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP) Rebates for purchase or lease of an eligible new motor vehicle powered by alternative fuels</p>	Light-Duty Vehicles	Up to \$5,000 for CNG or LPG Up to \$2,500 for Electric or Hydrogen	Anyone (Individuals, Businesses, Governments, etc.) with the Limitation of Only Vehicles Purchased or Leased in Texas are Eligible for the Incentive	May 31, 2019
<p>Emissions Reduction Incentive Grants (ERIG) Program Grants for new purchase or lease replacement, repower, retrofit, or add-on of emissions reduction technology for on-road heavy-duty vehicles, non-road equipment, marine vessels, or locomotives or</p>	Medium or Heavy-Duty Vehicles (GVWR > 8,500)	Up to 80% of Eligible Cost, Not to Exceed \$12,500 Per Ton NOx Reduced for Locomotive or Marine Projects, or \$17,500 Per Ton of NOx Reduced for All Other Projects	Individuals, Corporations, Organizations, Governments, School Districts, or Any Other Legal Entity	August 15, 2018

stationary engines				
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Funding for Other Strategies that Improve Air Quality

Program/Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
The Climate Trust Programs Funding for new innovative projects that offset greenhouse gas emissions	Energy Efficiency	Varies	Public Private General Public	No Deadline
Database of State Incentives for Renewable and Efficiency Comprehensive listing of incentives and policies	Energy Efficiency	Varies	Varies	No Deadline
Federal and State Incentives and Laws (Including Tax Credits) Comprehensive listing of Federal and State incentives related to clean vehicles and fuels	Alternative Fuels and Vehicles	Varies	Varies	Varies
North Texas Airport Emissions Reduction 2017 Call for Projects Replace or repower diesel ground support equipment	Airport Ground Support Equipment	25-40% of the Incremental Cost	Public Private	Final Deadline September 29, 2018
Propane Council of Texas Incentives		\$1,000 Per		

Incentives to purchase commercialized propane mowers, both dedicated and duel fuel	Lawn Equipment	Propane Mower of Propane Conversion	Public Private	Until all funds are awarded
Take a Load off, Texas Incentive Programs Incentives for energy-related retrofit projects provided by Oncor	Energy Efficiency	Varies	Public Private General Public	No Deadline
Texas Loan STAR Revolving Loan Program Low-interest loans to finance energy-related, cost-reduction retrofit projects	Energy Efficiency	Up to an \$8 Million Loan	Public	August 31, 2018
Biofuel Infrastructure Partnership Grant via Protec Grants for purchase and installation of new fueling equipment	Infrastructure to Support Higher Ethanol Blend Utilization	Up to 85%	State and Local Governments; Businesses	August 31, 2018 Contact Andrew Greenberg at andy@protecfuel.com

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DFW Clean Cities Meetings

Upcoming

7/31/2018	NAFTC - Texas Propane Autogas Technician Training	Register Now
8/21/2018	DFW Clean Cities Bi-Annual Meeting and Fleet Recognition Awards	Register Now
9/8/2018	Drive Electric Week	Register Now

Data current as of July 2, 2018. For more current information, please click link below:
<https://www.dfwcleancities.org/dfw-clean-cities-meetings>

Past

3/27/2018

Sustainable Landscaping Solutions Workshop

Presentations

4/5/2018

Clean Fleets North Texas CFP Workshop

Presentations

4/24/2018

National Drive Electric Week Planning Call

Presentations

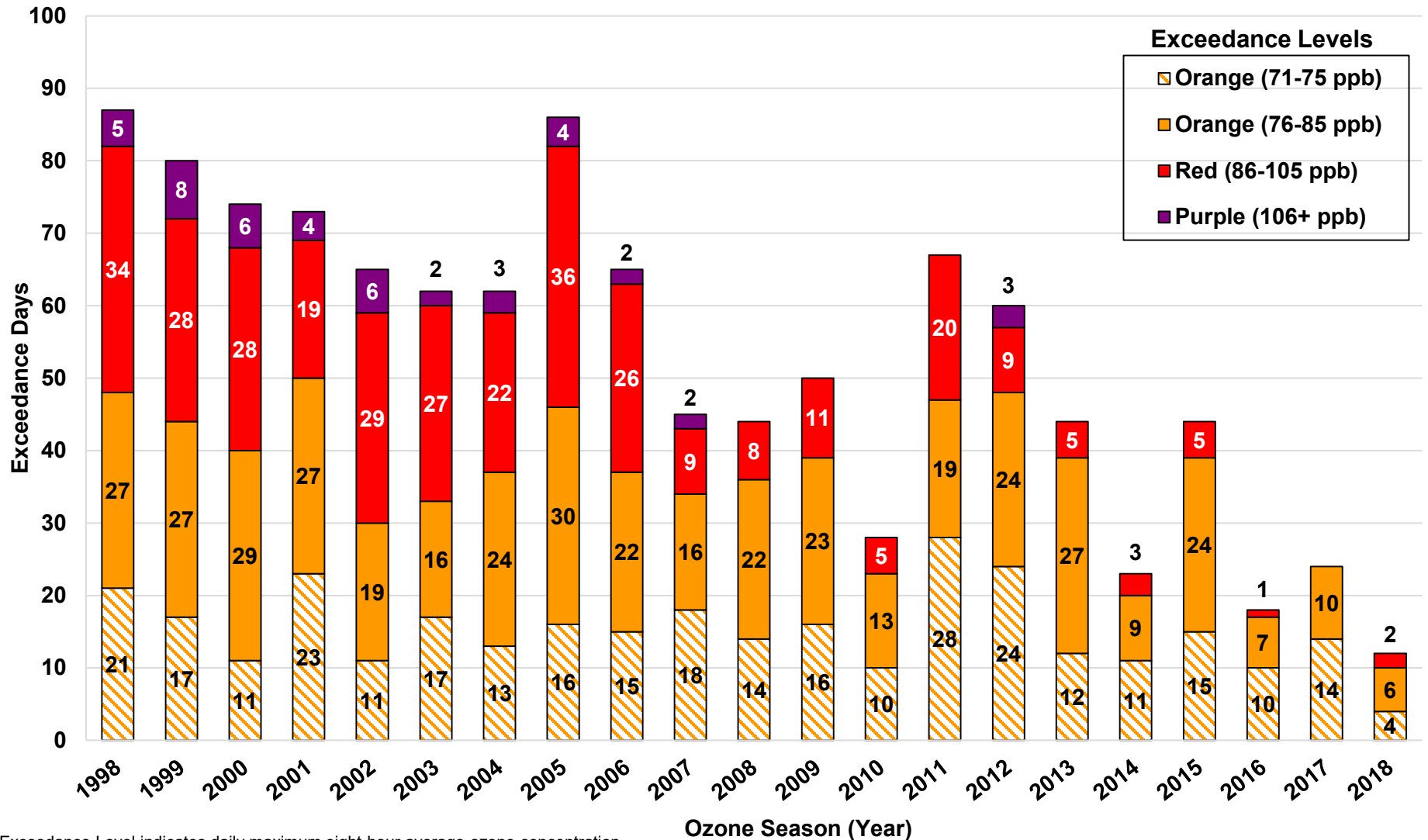
5/15/2018

Grant Funding and Fuel Cost Savings Luncheon


Presentations

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of July 3, 2018)

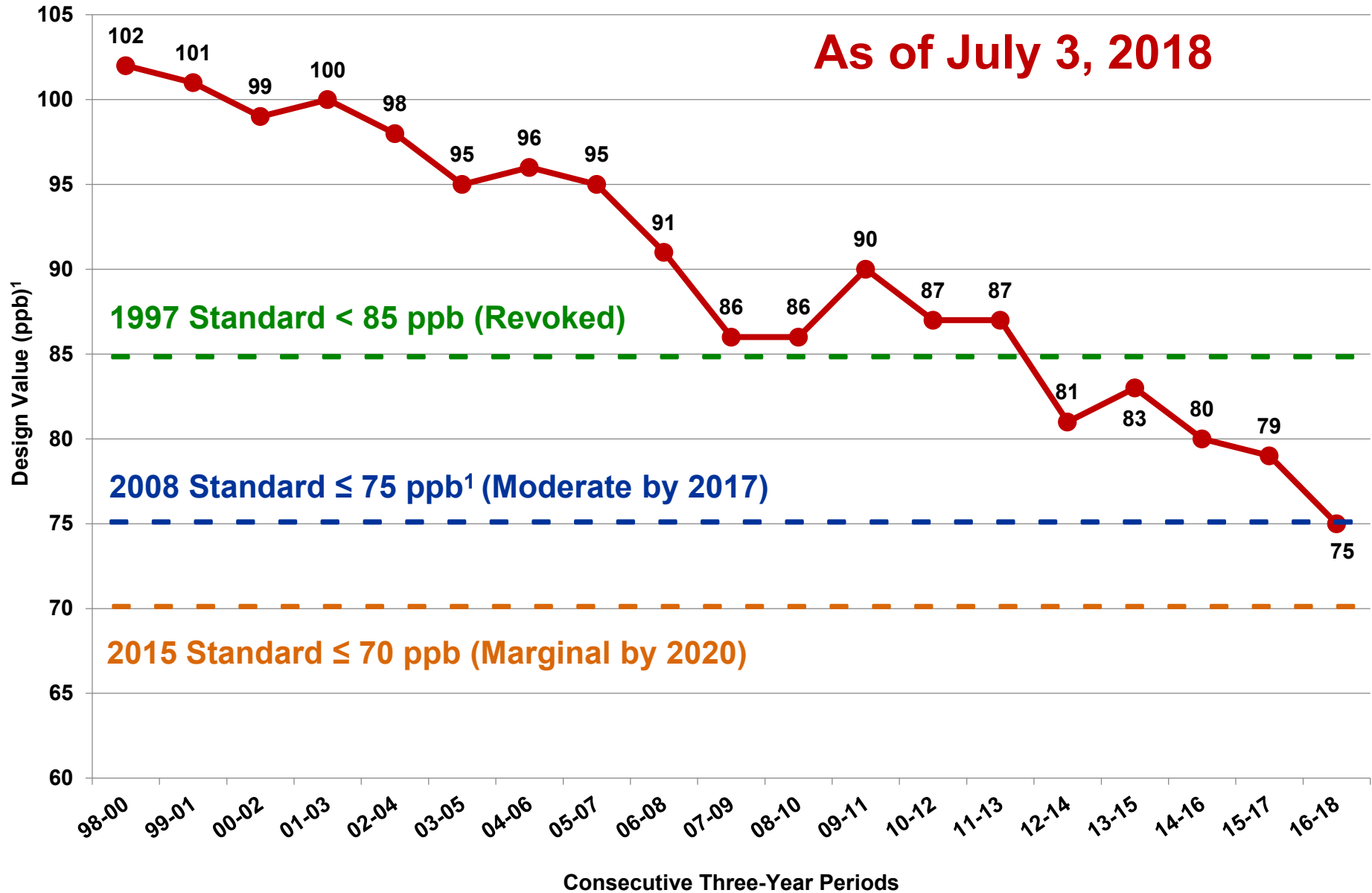


Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 70 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

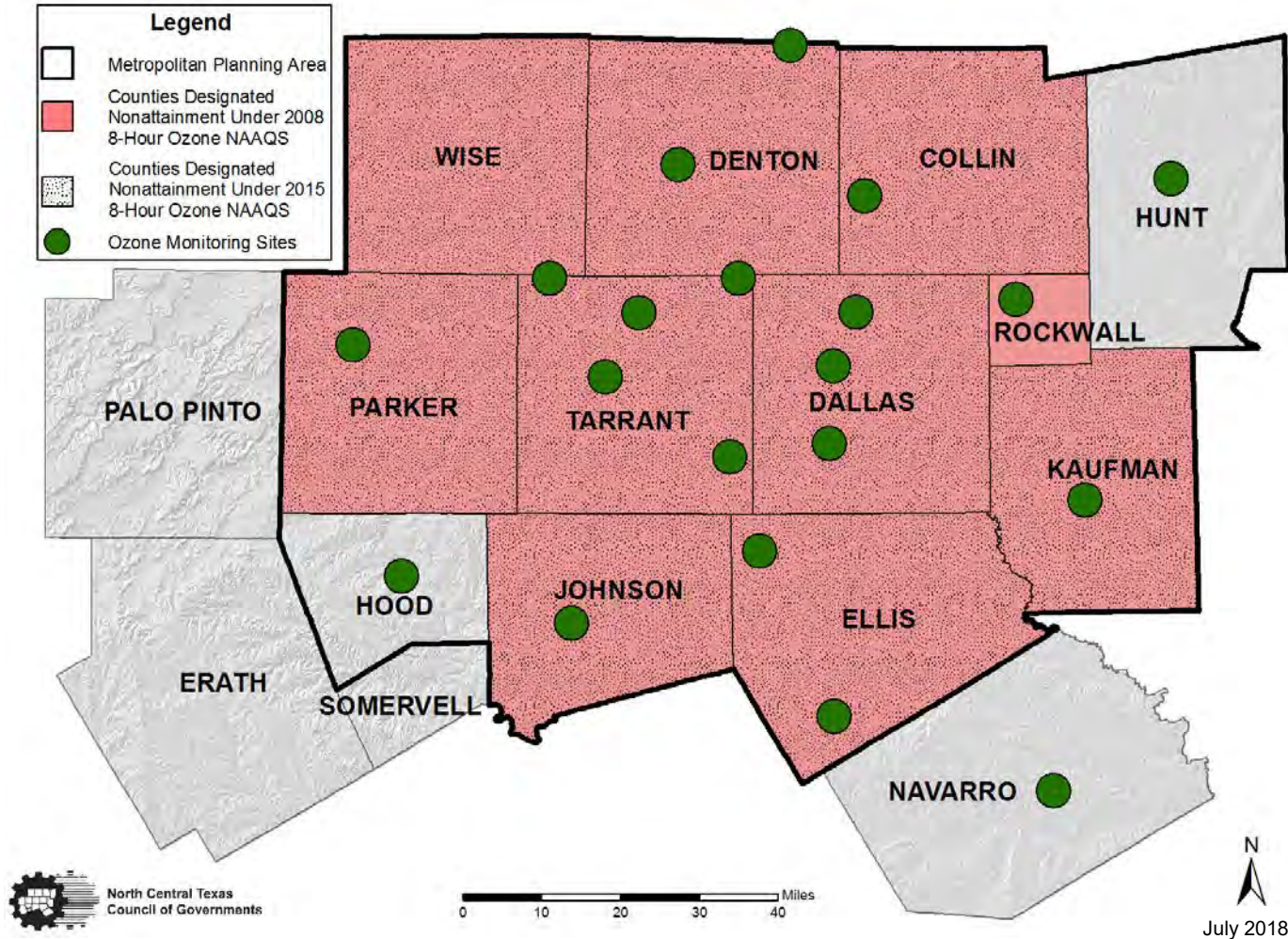
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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 75 parts per billion (ppb).

2015 8-HOUR OZONE NAAQS DESIGNATIONS



CONTACTS

General Air Quality: **Jenny Narvaez**
Principal Air Quality Planner
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Outreach: **Whitney Vandiver**
Communications Coordinator
(817) 704-5639
wvandiver@nctcog.org



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

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



North Central Texas Council of Governments

- [Home](#) [Transportation](#) [Quality of Life](#) [Air Quality](#) [For Everyone](#) [High Emitting Vehicle Program](#) [Regional Smoking Vehicle Program](#)

Regional Smoking Vehicle Program



The Regional Smoking Vehicle Program is designed to inform vehicle owners their vehicle may be creating excessive smoke and emitting pollutants, which are harmful to our health and environment.

Introducing Our New Logo!

We are excited to announce that the program has been

Regional Planning & Projects	▼
Congestion Management	▼
Maps, Models & Data	▼

administered under the North Central Texas Council of Governments for over 10 years, so we are celebrating the milestone with a new logo.

Implementation Area

The North Central Texas region, encompassing Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise counties.

Report a Smoking Vehicle

Reported Vehicle Survey

Quality of Life	▼
Funding & Businesses	▼
Plans, Studies, Reports	▼
Get Involved	▼
About Transportation	▼

Program Description | **How to Report** | **Frequently Asked Questions**

Common Causes for Smoking Vehicles | **Resources**

Driving a vehicle with excessive smoke in Texas is a violation of the state's **Smoking Vehicle Statute**. This statute defines a smoking vehicle as one that either emits smoke for ten or more consecutive seconds, or whose suspended smoke does not fully dissipate within ten seconds. Texas law enforcement agencies may issue citations, punishable by fines up to \$1,000, to drivers operating a smoking vehicle on any roadway. Accordingly, the North Central Texas Council of Governments (NCTCOG) informs registered owners of vehicles suspected of emitting excessive smoke.

The registered owner will receive the following by mail:

- Letter explaining when, where, and description of the vehicle reported anonymously to NCTCOG for emitting excessive visible emissions (smoke)
- Information highlighting the various possible causes of vehicle smoke
- Reference to possible financial assistance, such as the **AirCheckTexas Drive a Clean Machine Program**, where qualified applicants may be eligible for up to \$600 to cover emission-related repairs (for more information, call 1-800-898-9103 or visit <https://www.airchecktexas.org/>)

Foundation for Support

House Bill 2134 passed by the 77th Texas Legislature; House Bill 1611 passed by the 79th Texas Legislature; **Transportation Code, Title 6, 547.605**; the **Texas Commission on Environmental Quality (TCEQ)**; the North Central Texas Council of Governments; and participating counties.

[Agency Administration](#)

[Report a Website Issue](#)

[Aging Services](#)

[NCTCOG Offices](#)

[Economic Development](#)



**North Central Texas
Council of Governments**

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[NCT 9-1-1](#)

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[Workforce Solutions](#)

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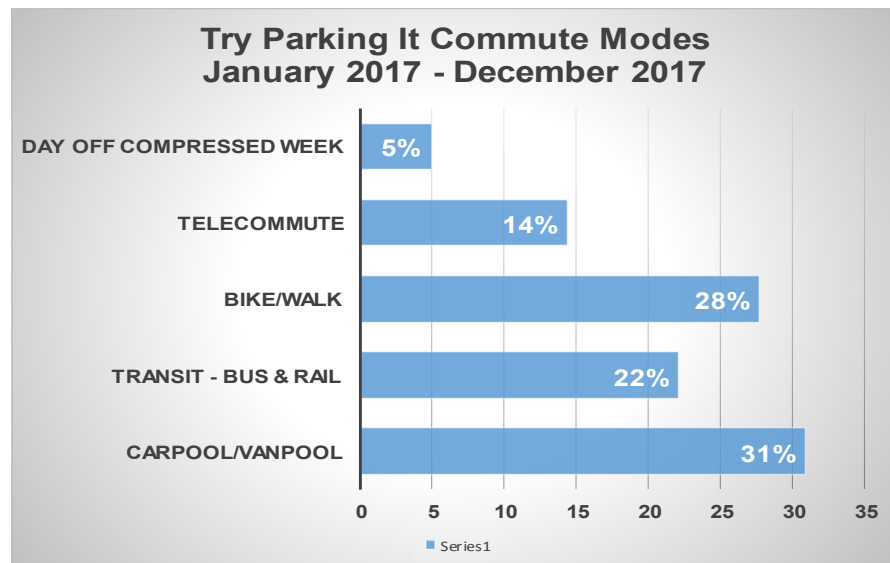
[About Us](#) / [Contact Us](#) / [Site Map](#)

Information as Reported through TryParkingIt.com

Commute Modes January 2017 – December 2017

Commute Mode	Number of Times Used	VMT Reduced (mi)	Percentage Used
Carpool - Drive & Ride	17,942	423,972	27%
Vanpool - Drive & Ride	2,416	95,598	4%
Transit - Bus	5,899	68,219	9%
Transit - Rail	8,673	159,852	13%
Walk	9,886	7,112	15%
Bike	8,377	50,858	13%
Telecommute	9,478	221,766	14%
Day Off—Compressed Week	3,258	66,013	5%

Note: The commute modes used, as reported through the Try Parking It website, are listed in the table above. It is important to note that these statistics are based on the commute activities voluntarily reported on the website. The actual commute mode percentages used throughout the region will differ.



Emissions & Health Savings by Commute Mode
January 2017 – December 2017

Commute Mode	Calories Burned	GHG (lbs)	NOx (lbs)	CO (lbs)	PM (lbs)	VOC (lbs)
Carpool - Drive & Ride	0	213,885	152.43	2,091	25	698.93
Vanpool - Drive & Ride	0	62,281	40.25	622	7	207.75
Transit - Bus	0	62,800	50.38	631.66	8.27	210.55
Transit - Rail	0	147,241	118.06	1,480.13	19.38	493.38
Walk	858,977	6,545	5.25	65.85	0.86	21.95
Bike	2,700,599	46,842	37.56	470.92	6.17	156.97
Telecommute	0	204,298	163.78	2,053.42	26.89	684.47
Day Off Compressed Week	0	60,799	48.75	611.24	8	203.75
Brown Bag Lunch	0	213,892	141.98	1,780.02	23.31	593.34
Drive Alone ZEV	0	22,938	1.29	38.62	0.18	25.75
Total	3,559,576	1,041,521	760	9,845	125	3,297

Regional Vanpool Program January 2017 — December 2017

Vanpool Program	DART	Trinity Metro*	DCTA	Combined
Total Number of Vans	183	89	32	304
Average Number of Participants Per Month	1,310	624	336	2,270
Total Vehicle Miles of Travel Reduced (Annual)	18,799,488	11,501,554	6,451,790	36,752,832
Total Vehicle Trips Reduced (Annual)	569,554	267,478	151,542	988,574
Total NOx Emissions Reduced (lbs)	11,180	6,840	3,837	21,857
Total VOC Emissions Reduced (lbs)	3,727	2,280	1,279	7,286

* Formerly known as The T

Regional Vanpool Program Annual Comparisons (DART, Trinity Metro*, and DCTA Combined)

Year of Performance	2015	2016	2017
Total Number of Vans	349	325	304
Average Gas Price Per Gallon	\$2.27	\$1.99	\$2.23
Average Number of Participants Per Month	3,097	2,550	2,270
Total Vehicle Miles of Travel Reduced (Annual)	55,875,181	41,612,674	36,752,832
Total Vehicle Trips Reduced (Annual)	1,396,798	1,130,188	988,574
Total NOx Emissions Reduced (lbs)	39,383	24,748 ^	21,857
Total VOC Emissions Reduced (lbs)	14,769	8,249 ^	7,286

* Formerly known as The T.

^ Denotes change in emissions calculation.

Private Vanpool Program Ridership Performance *

	2016	2017
Total Number of Vans to Date	85	88
Average Number of Participants (Per Month)	416	493
Total Vehicle Miles of Travel Reduced (Annually)	5,095,833	14,304,189
Total Vehicle Trips Reduced (Annually)	176,876	204,188
Total NOx Emissions Reduced (lbs)	3,031	8,507
Total VOC Emissions Reduced (lbs)	1,010	2,836

* Private Vanpool Program information was received directly from the vanpool vendor.

Try Parking It News

Try Parking It Commuter Challenge Updates

In 2017, Try Parking It hosted three separate commuter challenges in partnership with NCTCOG's Congestion Management Program, Dallas Area Rapid Transit (DART), and Denton County Transportation Authority (DCTA). The performance results for the commuter challenges are summarized in this report.

I-30 Insider Commuter Challenge Results



The I-30 Insider Commuter Challenge was hosted on TryParkingIt.com from October 1, 2016 through April 28, 2017. The goal of I-30 Insider Commuter Challenge, a pilot program funded through the federal Value Pricing Pilot Program, was to test the effectiveness of using incentives to change a commuter's travel behavior related to commute mode used, time of travel, and choice of facilities. The Challenge also allowed regional planners to test how priced facilities impact all users including low-income populations. Examples of targeted travel behaviors included but are not limited to peak period pricing, transit, park-and-ride lots, ridesharing, telecommuting, bicycling, and varied work schedules.

A total of 99 commuters actively participated in the I-30 Insider Challenge and logged a total of 5,593 alternative commute trips. Challenge participants earned I-30 Insider points for each alternative commute trip during the AM and PM peak periods and used the earned points to purchase a variety of online gift card incentives. A total of 60 incentives were redeemed during the Challenge period. A summary of the commute modes used and gift card incentives redeemed are included in the table below.

Summary of Commute Modes Used	# of Trips Logged by Commute Mode
Bike	310
Telecommute	410
Vanpool - Drive	5
Vanpool - Ride	4
Walk	929
Carpool - Ride	352
Day off or Compressed Week	365
Carpool - Drive	1,405
Transit - Bus	765
Transit - Rail	1,048
Grand Total	5,593

Available Incentive Option	# of Times Selected
Amazon e-gift Card	47
Brinker Restaurants	1
Darden Restaurants	1
Buffalo Wild Wings	1
Cheesecake Factory	3
Bass Pro Shops	2
Old Navy	1
Lowe's	2
Petco	2
Dave & Buster's, Fandango, Hyatt, Netflix, Papa John's, Ulta	0
Grand Total	60

Study Findings: The I-30 Insider Challenge was a pilot project and was limited in scope to one corridor for a six-month period. Based on the limited Challenge results, it was concluded that monetary incentives could prove successful in influencing commuters to switch from single occupant travel or use alternative commute options more frequently.

Try Parking It Commuter Challenge Updates

In 2017, TryParkingIt.com partnered with the Denton County Transportation Authority (DCTA) and the Dallas Area Rapid Transit (DART) to offer bike month commuter challenges from May 1 to May 31, 2017. The performance results for both Challenges are summarized below.

2017 DCTA Bike Everywhere Challenge Results



The “DCTA Bike Everywhere Challenge” encouraged commuters in Denton County to ride their bikes instead of driving during the month of May. The three DCTA Bike Everywhere Challenge participants with the most bike trips logged at the end of the challenge won \$650 in gift cards and prizes provided by DCTA’s three member cities – Denton, Lewisville, and Highland Village – who sponsored the challenge.

2017 DCTA Bike Everywhere Challenge Results

Total Number of Challenge Participants	36
Total Number of Bike Challenge Trips Logged	774
Total Distance of all Bike Trips	2,313.38
Total Calories Burned	122,854
Fuel Saved (gal)	108.09 gal
GHG Saved (lbs)	2,124.30

2017 DART Bike to Work Challenge Results



The goal of the DART Bike to Work Challenge was to encourage commuters in the DART service area to incorporate bicycles into their work commutes. All eligible DART Challenge participants were entered into a drawing for a chance to win a \$200 gift card to Richardson Bike Mart.

2017 DART Bike to Work Challenge Results

Total Number of DART Challenge Participants	50
Total Number of Bike Challenge Trips Logged	1,150
Total Distance of all Bike Trips	5,769
Total Calories Burned	306,332
Fuel Saved (gal)	269.89 gal
GHG Saved (lbs)	5,304.11

2018 Try Parking It News Updates

2018 Try Parking It Bike Everywhere Challenge

In recognition of National Bike Month, Try Parking It hosted the 2018 Bike Everywhere Challenge May 1 -31, 2018. Commuters were encouraged to try biking instead of driving.



try parking it
RideShare. Record. Reward.

Try Parking It Bike Everywhere Challenge

May 1 - 31, 2018

Celebrate National Bike Month from May 1 through May 31, 2018 by challenging yourself to bike everywhere this month. Instead of driving, try biking to work, school, lunch, or to run errands. It's easy to participate in the challenge.
Simply: Register. Ride. Record.

**Try Parking It Bike Challenge Prizes for:
Most Bike Trips Taken & Most Bike Miles Traveled**

		
\$125 Amazon E-gift Card & TPI Swag	\$100 Amazon E-gift Card & TPI Swag	\$75 Amazon E-gift Card & TPI Swag

Register:
www.TryParkingIt.com
Click on "Challenges" tab.
The challenge is open to all North Texas residents.



2018 Try Parking It Employee Transportation Champion Awards Luncheon

The NCTCOG Travel Demand Management Program will host the 2018 Try Parking It Employee Transportation Champion Award Luncheon on June 29, 2018 and present Try Parking It Employee Transportation Champion of the Year Awards to individuals in the Public Sector, Private Sector, and Education Sector. The award recognizes individuals that best demonstrate a commitment to promoting and advancing commuter transportation options at their worksite in North Central Texas.



try parking it

Employee Transportation Champion (ETC) Luncheon

Friday, June 29, 2018
Cowboy's Golf Club
1600 Fairway Dr.
Grapevine, TX 76062



Celebrating the champions who work hard every day to coordinate and promote alternative transportation options at their businesses.

These individual don't always carry an official title, but their work duties include administering commute related programs or benefits or actively promoting commute options like carpooling, vanpooling, transit, biking, walking, telecommuting, and using flexible work schedules. Try Parking It G.R.E.E.N. Rewards Partners will also be recognized during the luncheon. The Try Parking It Employee Transportation Champion of the Year Award was introduced in 2018.

Try Parking It G.R.E.E.N. Reward Partners

As of May 2018, 151 local businesses have signed on to be Try Parking It G.R.E.E.N. Reward Partners under the business recruitment efforts of The Burrell Group. Thanks to the generosity of our G.R.E.E.N. Reward Partners, over \$386,000 in awesome incentives have been donated to the Try Parking It Rewards Program between 2016 and May 2018. Our G.R.E.E.N. Reward Partners continue to contribute great rewards like free food and desserts; store discounts and free offers; spa, beauty, and fitness sessions; bike rentals, accessories, and tune-ups; museum, entertainment, and amusement park passes; car washes; and much more!

What is a G.R.E.E.N. Reward Partner?

GIVE: Give a certain amount of rewards monthly or quarterly for active users to win on the Try Parking It website. Rewards may include: giveaways, discounts, a large contest prize, etc.

RECEIVE: Receive recognition on our website, in newsletters, social media, and more.

EXPAND: Expand your customer demographic. You will reach a large amount of commuters by partnering with us, which can potentially result in new and lasting customers for your business.

EFFECT: You are aiding in improving air quality and decreasing traffic congestion by joining our program. How? The rewards contributed by your business are motivating commuters to try alternative commutes, getting more vehicles off the road.

NORTH TEXAS: We love our region, and we know you do too. Let's work together in bringing awareness to alternative commutes and the amazing companies in our region!

Current G.R.E.E.N. Reward Partners

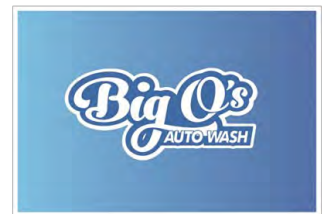
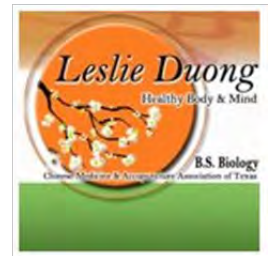
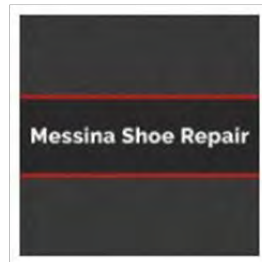


NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

Try Parking It News

Current G.R.E.E.N. Reward Partners



NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

Try Parking It News

Current G.R.E.E.N. Reward Partners



NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

Try Parking It News

Current G.R.E.E.N. Reward Partners

The image displays a collection of logos for various businesses that are partners in the Try Parking It G.R.E.E.N. program. The logos are arranged in a grid-like fashion within a blue-bordered frame. The partners include:

- Piccolo Mondo Italian Restaurant
- Potbelly Sandwich Shop
- SPARK! ADVENTURES IN CREATIVITY
- Sheraton Dallas HOTEL
- Starbucks
- STREET'S FINE CHICKEN
- TACO DINER mexican taqueria
- Nature's Gallery
- RAFAIN BRAZILIAN STEAKHOUSE SINCE 1959
- TITLE BOXING CLUB
- Two Podners RESTAURANT
- BLUE MESA
- CryoNow
- THE GREEN DOOR
- The Modern
- CROSSFIT CLAY
- Acupuncture Center
- VITALITYBOWLS •SUPERFOOD CAFÉ•
- BICYCLES INC
- Gaines Town & Country Boutique
- BONZAI CYCLE WERKS
- CARROLLTON ATA MARTIAL ARTS 972.418.1866
- BLACK SHIP little katana
- Maasai GRILL
- CHAD ROOKSTOOL SALON
- FRONTIERS OF FLIGHT MUSEUM DALLAS LOVE FIELD
- FOREST CAR WASH & DETAIL
- Free to Be Chiropractic

NORTH CENTRAL TEXAS
COUNCIL OF
GOVERNMENTS
TDM PROGRAM

Contact Information

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Sonya Landrum
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slandrum@nctcog.org



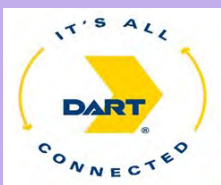
www.nctcog.org



www.nctcog.org/trans/programs/cmp.asp



www.TryParkingIt.com



www.dart.org



www.fwta.org



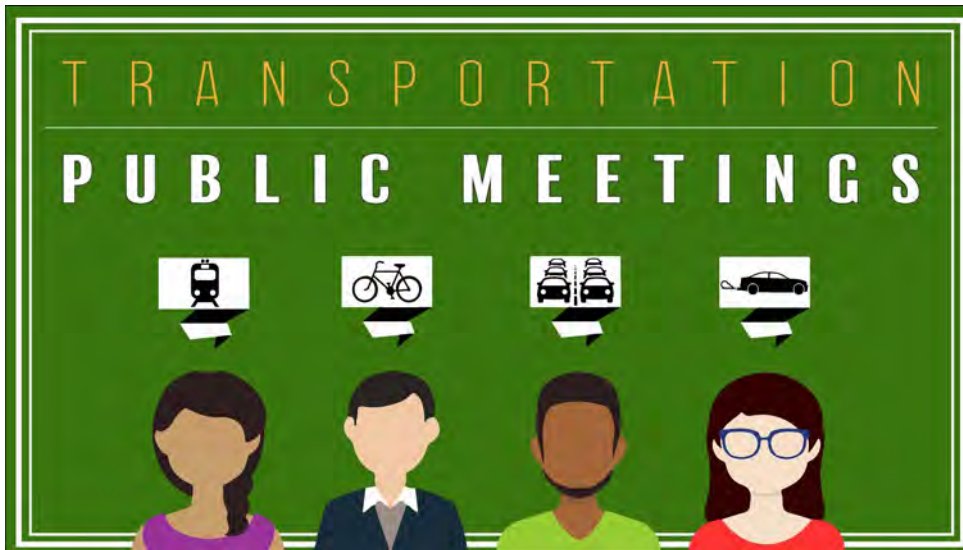
www.dcta.net

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

Try Parking It News

Inactive G.R.E.E.N. Reward Partners





PRESENTATIONS

Regional 10-Year Plan Update

In December 2016, the Regional Transportation Council approved a 10-year plan identifying major projects to be implemented in the region by Fiscal Year 2026. An updated draft of the project list and details on the project prioritization process will be presented for review and comment.

Alternative Fuel Highway Corridors

The Federal Highway Administration has started designating highway corridors for various alternative fuels. Staff will present the status of corridor designation in Texas, how NCTCOG is involved and what drivers can look for in the near future.

RESOURCES AND INFORMATION

- Proposed Modifications to the List of Funded Projects
- AirCheckTexas Drive a Clean Machine: www.airchecktexas.org
- Regional Smoking Vehicle Program: www.smokingvehicle.net

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.

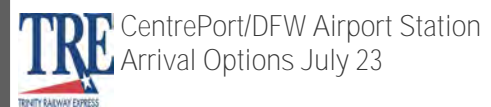
MONDAY, JULY 23, 2018

6:00 PM

North Central Texas
Council of
Governments

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 July 23 meeting: 817-608-2365 or cbaylor@nctcog.org.



Eastbound Train 5:49 pm

Westbound Train 5:31 pm



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Sunday, May 20, 2018, through Tuesday, June 19, 2018. 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 regarding air quality and participation in Clean Air Action Day.

Air Quality

Twitter

1. How North Texas Ozone Season can Affect your Health <http://www.nadallas.com/DAL/May-2018/How-North-Texas-Ozone-Season-can-Affect-your-Health/#.Wwcrf0VUwew.twitter> ... @NCTCOGtrans – Natural Awakenings (@NaturalDallas)



2. Join @CityOfDallas and @dallas_air in making a pledge for #cleanair in #DFW for Clean Air Action Day 2018. <https://bit.ly/2M5x339> #CAAD2018 @NCTCOGtrans @GreenDallas – James McGuire (@JamesBMcGuire)



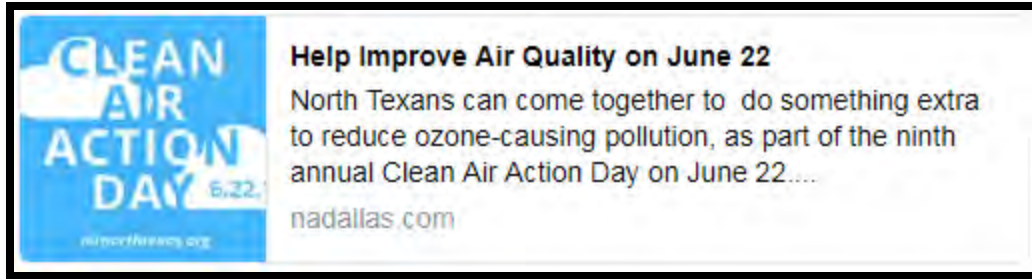
3. Happy #flagday! Air quality alert flags show current air pollution levels. For more info and to get air pollution alerts go to <http://www.airnorthtexas.org> . Celebrate Clean Air Action Day on June 22. Take a clean air pledge on the same website. #CAAD2018 @NCTCOGtrans – Green Dallas (@GreenDallas)



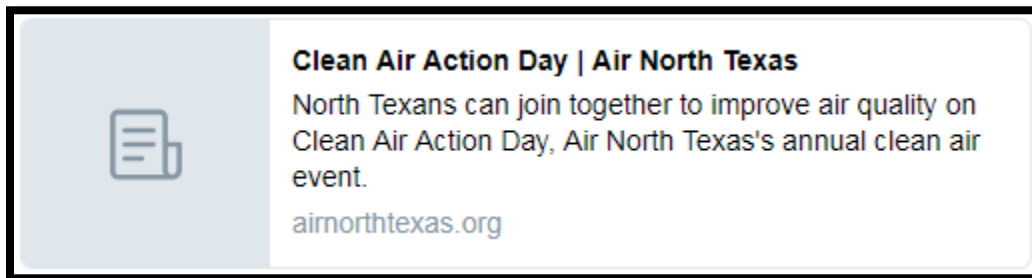
4. Clean Air Action Day vendor: DART will have an electric bus on the City Hall Plaza on 6/22 from 11 am - 2 pm. The zero-emission, all-electric bus will be for D-Link, connecting arts & entertainment destinations in downtown. #CAAD2018 @NCTCOGtrans – Green Dallas (@GreenDallas)



5. Help Improve Air Quality on June 22 <http://www.nadallas.com/DAL/June-2018/Help-Improve-Air-Quality-on-June-22/#.WyWeNOV-hB4.twitter> ... @NCTCOGtrans #AirQuality – Natural Awakenings (@NaturalDallas)



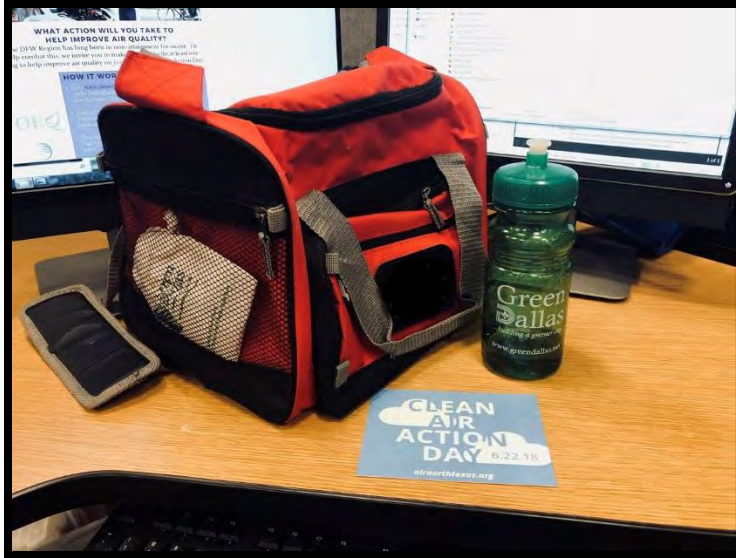
6. Take the Clean Air Action Day Pledge at <https://www.airnorthtexas.org/cleanairactionday> ... with Air North Texas @NCTCOGtrans – Heather Buen (@heatherkbuen)



7. Show us how you're helping air quality with a photo each day leading up to Clean Air Action Day, 6/22. Tag @GreenDallas and @NCTCOGtrans and use #CAAD2018 & #CleanAirDallas. We all breathe the same air. – Green Dallas (@GreenDallas)



8. Today, I am helping improve air quality by bringing my lunch to work instead of driving somewhere. What is the one thing you will do to help improve air quality in Dallas? #CleanAirDallas #CAAD2018 @NCTCOGtrans – Dallas Air Quality (@dallas_air)



9. Sharing the Clean Air Action Day message at #Mindbender STEAM camp. Students made pledges for #CAAD2018 that we will share. @FriscoISDTech @NCTCOGtrans – Green Dallas (@GreenDallas)



10. The kiddos are excited about Clean Air Action Day! What will you pledge to do for air quality? #CAAD2018 #CleanAirDallas @NCTCOGtrans – Dallas Air Quality (@dallas_air)



11. Want more happiness? Take the Clean Air Action Day Pledge. Here's your invitation to join us on 6/22. <http://WWW.Airnorthtexas.org> #CAAD2018 #CleanDallasAir @NCTCOGtrans – Green Dallas (GreenDallas)



Facebook

1. The North Central Texas Council of Governments (NCTCOG) maintains policies and programs intended to help residents and businesses participate in clean air efforts... – Natural Awakenings Dallas Metroplex Magazine

Air Quality	Actions to Protect Your Health
good	None necessary
moderate	Unusually sensitive people should consider limiting prolonged outdoor exertion
unhealthy for sensitive groups	Active children and adults and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion
unhealthy	Active children and adults and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion
very unhealthy	Active children and adults and people with respiratory disease, such as asthma, should avoid all prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion

NADALLAS.COM

How North Texas Ozone Season can Affect your Health

The ozone season in North Texas runs from March 1 through the end of October. However, the height of the season typically occurs in May, when temperatures begin rising.

2. Happy #flagday! Air quality alert flags show the current air pollution levels. For more info and to get air pollution alerts go to www.airnorthtexas.org. Celebrate Clean Air Action Day on June 22. Take a clean air pledge on the same website. #CAAD2018 NCTCOG Transportation Department – Green Dallas



3. Spotlight on a Clean Air Action Day vendor, DART. Jump on the electric bus parked on the City Hall Plaza June 22 from 11 am - 2 pm. Come inside City Hall and cool off with live music and cake and ice cream!

Reducing our Carbon Footprint

This summer, DART expects to receive seven zero-emission, all-electric buses. Made by Proterra, the agency will use the buses on D-Link, a route connecting arts and entertainment destinations in downtown Dallas'. The new battery-electric vehicles will offer clean, quiet transportation.

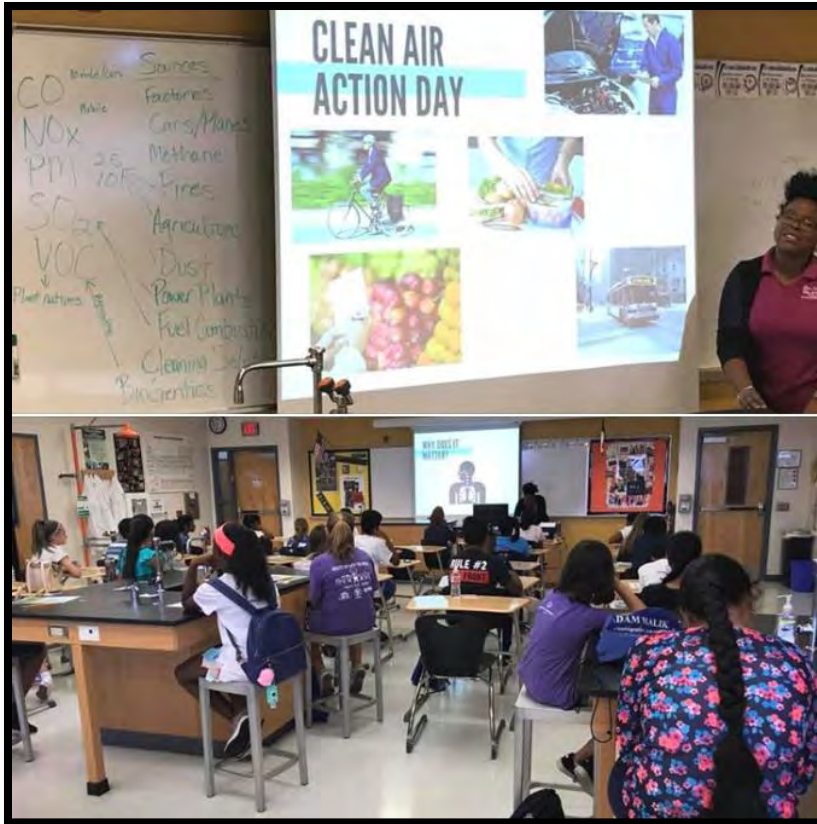
These Proterra buses join DART's electric light rail trains and the Dallas Streetcar vehicles as zero-emission vehicles.

#CAAD2018 NCTCOG Transportation Department – Green Dallas



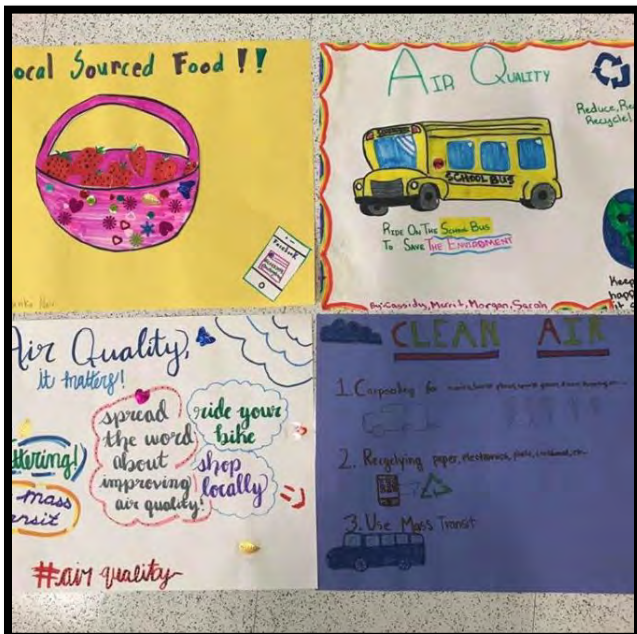
4. With more than 20 possible clean air choices, there are several actions you can take to do your part... – Natural Awakenings Dallas Metroplex Magazine

5. We're excited to be a part of #Mindbender STEAM Summer Camp talking about Clean Air Action Day and air quality. #CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas



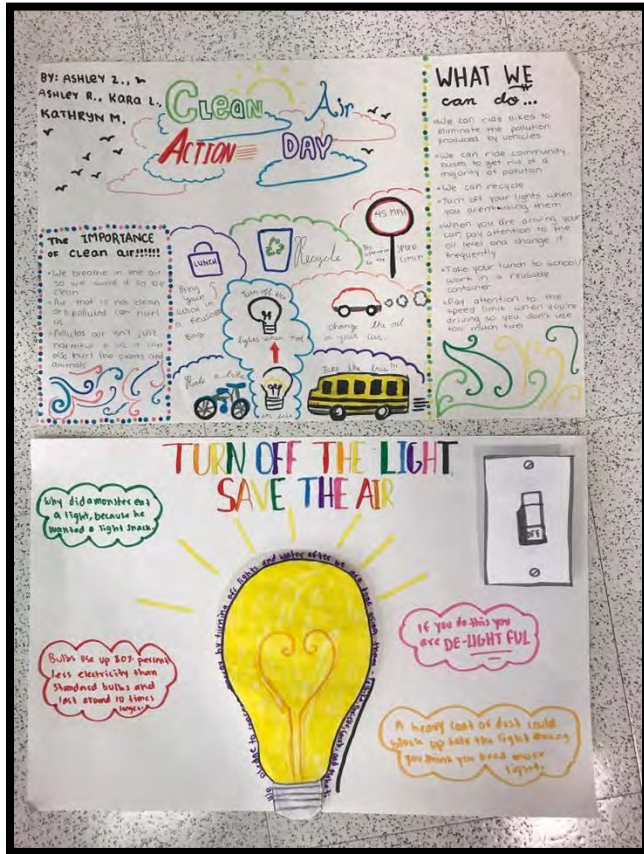
6. Here are some of the student pledges for Clean Air Action Day. See pledge videos on Twitter @GreenDallas & @dallas_air

#CAAD2018 #CleanDallasAir NCTCOG Transportation Department – Green Dallas



7. More Clean Air Action Day pledges from talented students. What is your Clean Air Action for Friday, June 22?

#CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas



8. For Clean Air Action Day, we pledge to walk to the park to enjoy the lunch we packed.

#CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas



9. *movie trailer voice* IN A WORLD... WHERE ROCKS, PAPER AND SCISSORS COLLIDE... just kidding! But check out our awesome Clean Air Action Day video trailer and join us in doing at least one clean air action next Friday! <https://www.airnorthtexas.org/cleanairactionday> – NCTCOG Transportation Department



THIS IS GREAT!! – Jackie Tien

Thanks, Jackie! We think so, too! Doing anything for #CAAD2018? – NCTCOG Transportation Department

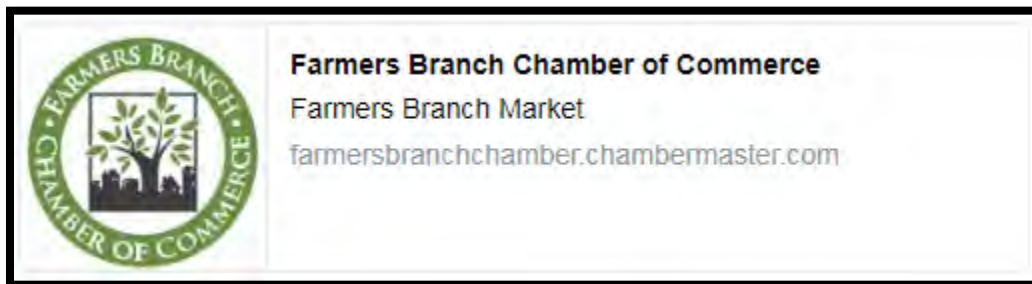
Yes! Will be taking the bus to work and back! 😊 – Jackie Tien

10. What are you doing to improve air quality on Clean Air Action Day? <https://www.airnorthtexas.org/cleanairactionday>. #CAAD2018 #AirNTX – Keep Bedford Beautiful

Bicycle & Pedestrian

Twitter

1. .@WalkBikeSafeTX looks forward to attending! We'll be presenting at 5:45 on 6/9. Look forward to an interactive presentation and come join in!
<http://farmersbranchchamber.chambermaster.com/events/details/farmers-branch-market-06-09-2018-7561> ... @BikeDFW @NCTCOGtrans – WalkBikeSafeTx (@WalkBikeSafeTX)

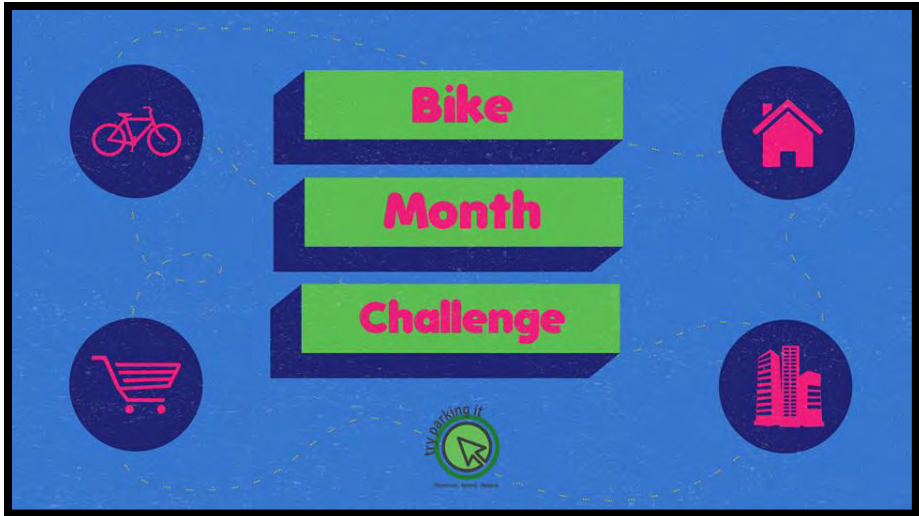


Facebook

1. Have you registered for the NCTCOG Transportation Department's 2018 Bike Challenge? Do it! It's May - which means it's Bike Month! – Walk Bike Safe Texas



2. Bike Month is coming to an end. Who participated in the NCTCOG Transportation Department Bike Challenge? – TRWD – Tarrant Regional Water District



Electric Vehicles

Twitter

1. @NCTCOGtrans @CarrolltonTX @cityofplanotx @CityofFortWorth @LewisvilleTexas @GrapevineTXCity @CityOfFriscoTx @CityOfDallas @CityofAllenTX @CityOfArlington @CityOfMcKinney @cityofmesquite @CityofAnna @CityofSouthlake @cityofdentontx @thecityofirving maybe worth reading? – Shawn Eric Gray

2. @NCTCOGtrans - Shawn Eric Gray (@ShawnEricGray)

3. Good news for Texas! @LoneStarCFA @NCTCOGtrans – TBCCC (@TBCleanCities)



Texas reinstates incentives for electric and alternative fuel cars

After a three-year hiatus, Texas has reinstated purchase rebates for plug-in electric and other alternative-fuel vehicles. Texans who buy electric cars a...

greencarreports.com

Innovative Vehicles & Technology

Twitter

1. @HyperloopOne with #MichaelMorris exploring #HighSpeed options for #NorthTexas @alltoobusy #Katheryn Wileman @CityOfArlington @CityOfDallas @CityofFortWorth @Williamwmeadow2 @DFWAirport #SeanDonahue @Bethvandyne @CityofIrving – Lee M. Kleinman (@LeeforDallas)



Programs

Twitter

1. @NCTCOGtrans

A Win-Win for Carpoolers

Waze Carpool has introduced a pilot program to the Dallas-Fort Worth area allowing commuters to utilize Waze Carpool for a flat rate of \$2. Waze will pay for the three-month pilot or up to \$50,000 in monetary incentives, whichever comes first.

The North Central TX Council of Governments (NCTCOG) and Try Parking It, the region's ride-matching and commute-tracking website, have partnered with Waze to allow carpoolers to log commutes to earn points that can be used to enter contests, purchase rewards and earn milestone prizes.

The Waze Carpool app is available for Apple and Android devices. It allows passengers that wish to carpool with a Waze driver to request a ride. The carpool app is separate from the Waze Navigation app. Riders chip in to cover the cost of gas. The result is that passengers get an affordable and convenient ride, while drivers get gas money and enough passengers to use carpool lanes.

All Carpool rides in Dallas-Fort Worth are **only \$2!**

For more information and get the app, visit TryParkingIt.com.

Cool! Where did you see this? – NCTCOGTransportation (@NCTCOGtrans)

Natural Awakening Dallas edition – Shawn Eric Gray (@ShawnEricGray)

2. A Win-Win for Carpoolers <http://www.nadallas.com/DAL/June-2018/A-Win-Win-for-Carpoolers/#.WylQUAMfz0M.twitter> ... @NCTCOGtrans @waze #carpool #Dallas – Natural Awakenings (@NaturalDallas)



Facebook

1. All carpool rides in Dallas Fort-Worth are only \$2 – Natural Awakenings Dallas Metroplex Magazine



Project Planning

Letter

1. Attachment 1 – Daniel J. Raudebaugh

Email

1. **Randall Duty**

Why isn't the Kansas City Southern line that runs mostly parallel to TX 78 from Wylie to East Dallas being considered as a commuter rail corridor for the mobility plan?

2. **John Lowery**

I would like to voice my desire for the creation of a rail line from McKinney to Dallas. I read an article that indicated it may be a possibility, and I feel considering the rapid growth of the area and the dreadful commute choices to Dallas, this would be an excellent idea for the longterm.

3. **Bud Melton**

Please consider the following comments as you're finalizing the draft long range mobility plan:

Some of the alignments shown on the Regional Veloweb map don't appear to be updated per recent CIP elections. For example, the fully-funded Trinity Forest Spine alignment in SE Dallas. This may impact totals of those Funded and those Planned.

In light of increased designations of shoulders as bikeways, particularly in the more rural areas, please ensure these are described and budgeted sufficiently to ensure a finer grade of chip-seal so that the quality of the experience is less impacted by roadway vibration.

The proposed \$.4B cut in Sustainable Development funding partnerships does not seem consistent with concerns conveyed in the Appendix B. Social Considerations. Why cut one of the best-leveraged public/private partnership program?

Given the constrained financial reality, it seems that much more funding would be allocated for Land Use Strategies that lead to less reliance on individual motor vehicles.

There also doesn't seem to be enough emphasis on emerging mobility technologies. Are we as a region willing to be 'drawn into these' or would we better be situated to become drivers of these emerging trends? Already, several local cities are rolling out new traffic safety technologies that should be viewed as disrupters of traditional transportation planning.

4. Debbie Fisher, Lucas City Council

At the May Public Hearing in Richardson, I expressed my displeasure with your plan solving all your transportation problems through the City of Lucas. Our City is not the area generating the massive increase in the traffic in Collin County, yet you expect us to be the ones bearing the burden. As a result of that meeting, our council will be voting on June 7 to rescind our previous support.

I propose the following:

1. Areas where the population and job increases are creating the need for this transportation plan should be required to resolve these issues within their own boundaries and through the use of unincorporated areas, not taking over smaller cities like Lucas.
2. Areas of approved Municipal Utility Districts should be required to produce a plan for traffic exit through their region.
3. Include in your planning the increased burden for emergency services, particularly in smaller cities such as Lucas.

The increased traffic in Lucas is due to pass through traffic only. That traffic is not coming here to work or shop as we are a bedroom community. Our taxpayers are already bearing an undue burden for the increase in emergency services due to the additional traffic. We will vigorously oppose this attempt to further increase this burden.

5. Paul Ridley, Greater Dallas Planning Council

Overall, the GDPC Mobility Task Force sees much to applaud in this plan. The breadth and depth of considerations of the mobility landscape are impressive. The narrative texts and appendices are thorough, leaving only a few of our questions untreated, if not answered (please see those below).

That said, we find a substantial dissonance between the plan's many "considerations" and its final budgetary commitments.

The "Financial Reality" chapter implies that we will be continuing a low-density, car-centered development model (suburban sprawl), despite the extensive evidence in the plan document itself that a radical re-appraisal of such a model is in order. A plan should be based on observation and prediction, and its action steps are what shape the future. Any plan must be measured, not by what it says, but by where it commits resources. This plan commits the largest single chunk of resources, \$52B, to additional roadway occupancy and capacity.

In our view, a better plan for the region would provide more of the available funds to:

- prepare for unpredictable yet inevitable technological disruption.
- increase social justice by mitigating the severe and growing racial and economic inequality across the region.
- allow us to better adapt to inevitable environmental change.

Transportation Technology (Chapter 7)

It is critical that the plan fund preparations for the technological disruption we can expect (though not precisely predict) in the next 20 years.

- Data-based, network technologies have already disrupted traditional taxi services (Lyft, Uber) and are shifting public attitudes toward car ownership. They invite a re-thinking of bus transit (frequent bus service, optimized intermodal transportation) and even land use (parking). Similar disruptions are emerging in retail (grocery and parcel delivery, regional malls) and ride-sharing.
- Automated vehicle technology (connected and automated) appears to be emerging at an increasing tempo. It could have profound impact on how we value our vehicles and the time spent in them.
- Via, Uber and other platforms including flying vehicles may be much closer to reality than many believe. Dallas will be one of two markets where this new form of transportation will be implemented.
- Freight lanes have been dedicated in several states, reducing congestion and improving air quality. Combined with autonomous technology, they could further reduce environmental impacts and obviate additional road construction.
- Intelligent transportation systems (ITS) are demonstrating huge increases in the utility of existing lane space in both urban and suburban areas, suggesting less demand for new lane construction, even with continued population growth.
- Tech-driven disruptions are hard to predict. An Innovation Technology component could be incorporated into the plan that allows it to be adaptive, dynamic and responsive when such disruptions occur in the marketplace. One possible action: development of a funded "mobility learning lab."
- NCTCOG could work with private industry firms to study/develop ITS infrastructure for the adoption of connected and automated vehicles.

Social Considerations (Chapter 3)

Across the NCTCOG region, vast **inequalities** of income, housing, school quality and access to work persist and are increasing. As such, they threaten the well-being of the regional population. Inequality costs us all through health care, remedial education, criminal justice and forfeited economic development. **The plan needs to directly address equity issues that are prevalent in the region.**

Tolling lanes does seem a fairer way of distributing the cost of new highways to users. The proposed restriction of tolled lanes to the center of the region runs counter to social justice and encourages sprawl.

Improvement of mobility for the poor and underserved will clearly depend on better public **transit**, which, impacts their access to work, health care, housing and schools. The dollars allocated for “Growth, Development and Land Use Strategies” seem disproportionately low, *per capita*, to impacted individuals across the region. What is the priority for funding for that development?

Environmental Considerations (Chapter 4)

This plan needs to help the region adapt to the environmental impacts it acknowledges.

-Widely accepted climate forecast projections mean hotter summers and more extreme weather in Texas through the rest of the century. Extreme drought and more powerful storms pose nonlinear increases in costs of energy, road maintenance, disaster recovery and hardened infrastructure. The 2045 plan does speak of “resilience” (Ch 4.4 P. 24) but again, such efforts do not appear in the cost model.

-Air quality and related health costs can be directly tied to traffic density. Although “improved air quality” is an explicit goal of the plan, it does not seem to figure in the development plans or the cost model.

-The carbon footprint of low-density development is substantially larger than for higher-density. This fact does not seem to be reflected in the implicit development model.

-The Wildlife Habitat exhibit in the slide deck does not address ecological corridors along creeks and rivers, some of the most sensitive to new construction of highway infrastructure.

-Concrete is truly the “floor” of the Mobility 2045 low-density model. Concrete paving is energy-intensive and, once in place, adds to the urban heat sink effect. It is also getting more expensive as global supply/demand for riverine sand changes.

Development Paradigm

The plan needs to shift priorities from a low-density paradigm to a more sustainable higher density, multimodal approach.

-Mobility 2045 seems premised on an extension of the suburban low-density, car-centric model, one in which highways remain unquestioned as the most efficient means of transportation.

-Recent real estate valuation trends suggest that the core and outlying town centers are urbanizing (McKinney, Legacy, Southlake). Young workers prefer to live closer to work, while retired folks want to downsize in denser housing forms near urban amenities.

-Current commercial real estate returns suggest denser development is more profitable than low-density.

-New, multi-family construction is inherently more likely to support affordable housing options than more land-intensive housing.

-Investments in walkability, bicycling and other active transit (last mile) would seem to offer higher leverage on “mobility” in general than added motor vehicle infrastructure.

-Building more lane miles when future demand is so unpredictable makes less sense than to provide for more conventional mass transit, active transit and other innovative forms of mobility adapted to higher density land use.

-2045 SD Program budget is cut by \$400M – hitting the most needed of all programs to help drive land use decisions that favor transit, walking and bicycling.

-In this plan, environmentally impacted cities have not been allocated funds to support densified land use.

-Investment in active transportation and innovative mobility technologies might offer a better ROI than building more lane miles.

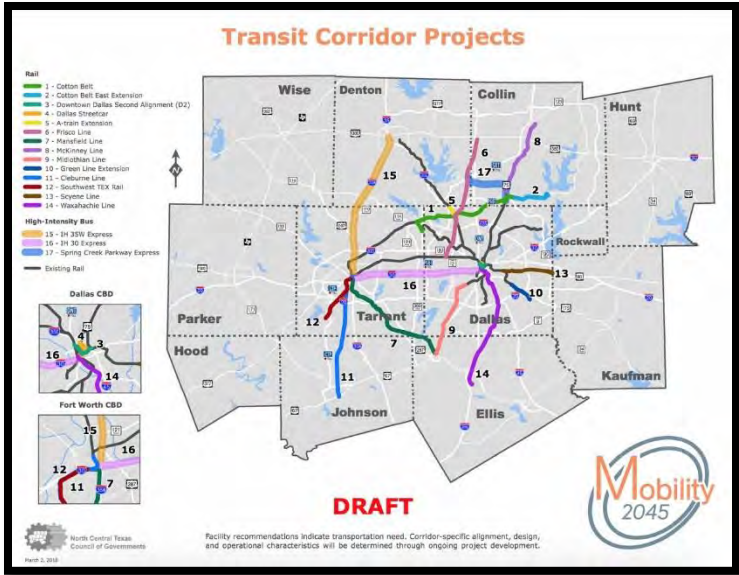
*CityMAP: per the GDFC’s previous engagement and feedback on this groundbreaking and innovative approach to transportation planning, why it is not incorporated into Mobility 2045?

Finally:

What are NCTCOG’s legislative priorities related to this plan?

Twitter

1. Here's the draft map of @NCTCOGtrans's 2045 high-capacity transit expansion projects (<https://www.nctcog.org/trans/mtp/2045/documents/14MAY2018PACKET.pdf> ...). BRT = thick lines; existing rail = black lines; thin, colored lines: new rail (light-rail, regional/commuter, streetcar) – RAIL Magazine (@RAILMag)



2. Thank you @TxDOTCommission for making, while delayed, the decision to release the RFQ. We need #LBJEAST to support growth for this region and move people and goods safely and efficiently. Now to turn the page and ensure that design meets 2024 needs. @LBJ_Now @TxDOT @NCTCOGtrans – Mark Holmes (@markbholmes)

3. @NCTCOGtrans doubles down on highways, continues to ignore mass transit – Wylie H Dallas (@Wylie_H_Dallas)



Transit

Twitter

1. Here's a sneak peek at the inside of the train. #AllAboard



Thank you for the footage – Francois Wegscheider (@classicfrancois)

Thanks for watching and sharing! 😊 – NCTCOG Transportation (@NCTCOGtrans)

No problem I need that train in a heartbeat – Francois Wegscheider (@classicfrancois)

We can't wait for it either! – NCTCOGTransportation (@NCTCOGtrans)



2. #Arlington is the largest city in the country without a mass transit system. Via doesn't even serve residents on the south side. – Fish Creek Monitor (@Fishcreek1269)



3. Shameful! Rail passengers are thrown out of Dallas Union Station after 5:30pm.
@LeeforDallas @Mike_Rawlings @dartmedia @Amtrak @TXRailAdvocate @narprail
@NCTCOGtrans <http://texasrailadvocates.org/2018/06/09/shameful-dallas-union-station-pulls-the-welcome-mat-for-passengers-and-for-parking/> ... – Peter J LeCody (@railadvo)



4. We encourage you to #DumpThePump tomorrow! What do we mean? If you can, we want you to take public transit to your destination instead of driving a car. Saves gas and it's great for the environment! – NCTCOGTransportation (@NCTCOGtrans)

Other

Email

1. Gary Hogan

I am the President of a very active and involved City of Fort Worth Neighborhood Association who for years have been the voice of this community. The Chapel Creek Neighborhood Association. I have several new concerns regarding Proposed Near-Term Improvements IH 20/ IH 30 (Tarrant / Parker County). WE last looked at this area in 2013 and presented to community meeting on 5/25/2016. The Chapel Creek Blvd I-30 bridge is well under construction AMEN.

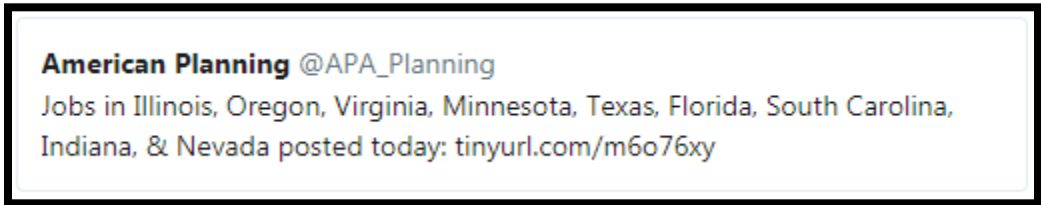
However, the area now has concerns about mobility being directed solely to the Chapel Creek Blvd corridor to the future above plan 1,100 homes are currently planned and started on prior vacant land East of Chapel Creek Blvd. About another 1,000 homes are underway also West of Chapel Creek Blvd. and we recently heard of a new Charter School also planned near there. Current mobility plans for I-30 corridor West of Loop 820 to Hwy 580 appears to direct all traffic

through Chapel Creek Blvd. NCTCOG , TXDOT and City of Fort Worth need to review the mobility transportation planning in light of this growth.

Please advise as to best contact with NCTCOG for me to discuss.

Twitter

1. The North Central Texas Council of Governments (@NCTCOGtrans) is looking for transportation planners to assist with regional and corridor transportation planning and transit operations! Apply online: <https://mycogcareer.silkroad.com/> – WTS San Antonio (@WTSsanantonio)



2. We are very excited to join so many leaders of the San Antonio region in their quest to end the epidemic of traffic deaths and serious injuries.

Looking forward to working with @CAMPOTexas @HGACmpo @NCTCOGtrans @EPMPO and other MPOs to follow in their lead. – Vision Zero Texas



3. @TheGinaMiller I've been daydreaming about Dallas hosting the #WorldCup2026 Championship, International Broadcast Center, FIFA headquarters and the referees' HQ. @DFWAirport will have most direct flights to other host cities. Use the Olympic Village model to commit to building... – MD (@MDretweets)

office space for FIFA that can be privatized later or as a hub non-profits. Lastly, get the @NCTCOGtrans to drop the high-speed rail fantasy and have a TRE/TEX Rail line a long the I-30 corridor, connecting the downtown's and @ATTStadium. @SportsSturm – MD (@MDretweets)

*I forgot to mention that this would be integrated into the Fair Park redevelopment. – MD (@MDretweets)

Facebook

1. Tarrant County Commissioner Gary Fickes is the new chair of the Regional Transportation Council. He was elected last Thursday at the RTC meeting. Congrats, Commissioner Fickes! – NCTCOG Transportation Department



Congrats! Know you will do a great job. – Cinde Weatherby

Congrats Commissioner

Thank you for your service to our region – Tito Rodriguez

2. Looking forward to serving in this new role! – Commissioner Gary Fickes





CENTER FOR TRANSPORTATION AND THE ENVIRONMENT
7301 Research Street
Suite 700
Dallas, Texas 75231
Tel: 972-449-4160
Fax: 972-449-4157

June 6, 2018

Mr. Kevin Feldt, AICP
Program Manager
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
Arlington, TX 76005-5888

Dear Mr. Feldt,

The Center for Transportation and the Environment (CTE) appreciates the opportunity to comment on the draft Mobility 2045 long-range transportation plan. CTE is a 501(c)(3) not-for-profit with a mission to improve the efficiency and sustainability of the United States' energy and transportation systems. CTE collaborates with federal, state, and local governments, fleets, and vehicle technology manufacturers to advance clean, sustainable, innovative transportation and energy technologies. As such, there are several initiatives included in the Mobility 2045 plan that are of particular interest to CTE.

Sections 4.2, Air Quality; 5.3, Sustainable Development; 6.1, Public Transportation; 6.5 Roadway; and Section 7.0, Transportation Technology collectively address air quality, sustainability, and technological advancements that can also be achieved through the deployment of zero-emission transit buses. While the plan specifically discusses the implications of electrification specific to light-duty vehicles and future, automated shuttle and "pod" vehicles, CTE would encourage inclusion of zero-emission bus deployments within the long-range plan. According to the Department of Transportation, the United States has over 300 individual zero-emission buses operating in transit fleets throughout the nation. Both battery electric and fuel cell options are available to help with pollutant emissions reduction and fuel efficiency for bus fleets.

Successful deployments of zero-emission technology in the transit market supports the following goals included in Mobility 2045, including:

- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. (Section 3.0, Section 3.0, Section 4.0)
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system. (Section 5)
- Encourage livable communities which support sustainability and economic vitality. (Section 3.0, Section 4.0, Section 7.0)
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system. (Section 2.0, Section 5.0, Section 7.0)

However, successful deployments of zero-emission buses benefit from adequate pre-deployment planning. CTE has provided technical assistance and project management services on many battery and fuel cell electric bus deployment projects. Collectively, CTE has assisted more than 50 transit agencies that have either deployed, or will soon deploy, more than 200 zero-emission buses. The lack of widespread deployments can present challenges for transit agencies unfamiliar with zero-emission technology, as they include new specific operating characteristics and fueling requirements. CTE strives to minimize these challenges and reduce the risk associated with these vehicles by helping end users match the technology to



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

June 19, 2018

The Honorable B. Glen Whitley
County Judge
Tarrant County
100 E. Weatherford Street, Suite 501
Fort Worth, TX 76196

Dear Judge Whitley:

Staff from your office recently requested information about annual public transportation formula funding for transit agencies in Tarrant County. Specifically, the requested information was the amount of funding provided to Trinity Metro in excess of the amount the federal formula would predict. This letter provides the requested information as well as some background information on the federal transit formula funding process.

Each year, the Regional Transportation Council (RTC) approves funding to be used for specific projects at public transportation agencies in the North Central Texas Region after Congress appropriates funds for transit programs. The federal funding that supports transit services in Tarrant County is a subset of funds that can be used to support transit services in the Dallas-Fort Worth-Arlington Urbanized Area. This area is shown in green on the attached map (Attachment 1). The Fort Worth Transportation Authority, also known as Trinity Metro, boundary is also shown. Funds are available from four Federal Transit Administration Programs: Urbanized Area Formula Funding, Bus & Bus Facilities Infrastructure Investment, Enhanced Mobility of Seniors & Individuals with Disabilities, and State of Good Repair Grants.

The process to program federal transit formula funds generally follows three steps with slight variations for each funding program. First, staff determines an East/West split for transit dollars by applying the same mathematical formula used at the federal level. Second, all transit agencies submit their funding requests and, per RTC policy, staff programs funds to meet the needs of smaller providers first. Third, all remaining federal formula funds are programmed to transit authorities.

There are many factors influencing how funds are distributed each year. Several of them are outlined below.

- Overall, federal formula dollars may increase or decrease each year depending on surface transportation legislation and Congressional appropriations.
- Overall, the factors used to determine how the dollars are distributed may increase or decrease the amounts available to the region and between the East/West split. Population factors are adjusted based on the Census and service factors are adjusted based on transit provider reports to the National Transit Database.
- Small provider needs can vary substantially from year to year and increase in years with greater capital needs.

June 19, 2018

- In order to access federal funds, agencies must provide a local match. Smaller agencies may not have sufficient local match dollars to access federal funds resulting in more funds going to the transportation authorities. In addition, federal legislation places caps on operating assistance for smaller transit agencies and does not permit federal operating assistance for larger agencies.

In order to account for the year-over-year variation due to these factors, staff prepared a three-year average. Based on the average from Fiscal Year 2015 – Fiscal Year 2017, the annual amount programmed to Trinity Metro that is in excess of the amount predicted by the federal formula is approximately \$2.5 million.

I appreciate your interest in federal transit funding and how it is distributed in our region. I hope that this letter addresses the question posed by staff and that it can serve as a catalyst for additional discussion about transit funding in Tarrant County. Please feel free to contact Shannon Stevenson at (817) 608-2304 or sstevenson@nctcog.org with additional questions.

Sincerely,

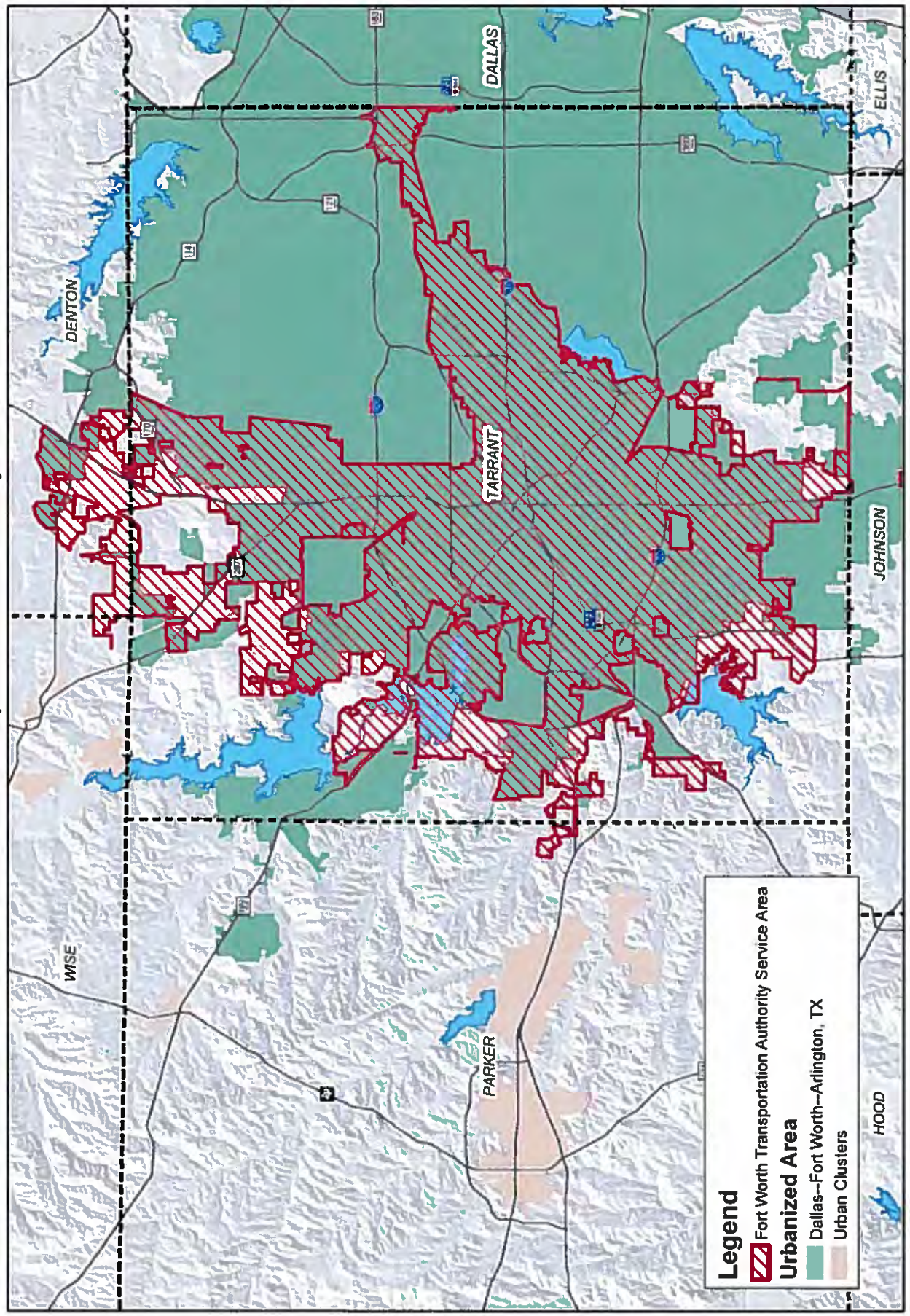


Michael Morris, P.E.
Director of Transportation

SJC:tmb
Attachment

cc: The Honorable Betsy Price, Mayor, City of Fort Worth
Scott Mahaffey, Chairman, Trinity Metro
Paul Ballard, President and CEO, Trinity Metro
Shannon Stevenson, Program Manager, NCTCOG

U.S. Census Bureau Urbanized Area and Urban Cluster (2010)
and Fort Worth Transportation Authority Service Area



S.M. Wright to Serve as Dallas' First Smart City/Complete Street Test Site

A South Dallas neighborhood will undergo a makeover to make it more pedestrian friendly and incorporate new transportation technologies.

Jun 1, 2018
Dave Moore
Dallas Innovates

A neighborhood in South Dallas will be the first in Dallas to undergo a makeover that will make it more pedestrian friendly, while incorporating tech that allows people and vehicles to flow more smoothly.

The question is: how extensive will its tech/mass transit components be?

City of Dallas Transportation Director Michael Rogers envisions a 1.5 mile stretch of the S.M. Wright Highway in Southern Dallas as a pedestrian- and bike-friendly meeting place, where buses scoot through traffic with little impediment. Surrounding and underlying this would be sensors and software that give pedestrians, buses, and bicyclists priority.

To realize that vision, the city of Dallas has combined with other agencies in hopes of pulling in millions in federal grants to cover those costs — especially as they relate to creating dedicated bus lanes. The city is working with the Texas Department of Transportation, the North Central Texas Council of Governments and Dallas Area Rapid Transit to submit a joint application for millions of federal dollars.

The grants — issued through the Advanced Transportation and Congestion Management Technologies Deployment initiative — are awarded competitively through the USDOT's Highway Trust Fund.

“Both DART and the city lost last year,” Rogers said. “Now, we’re teaming up and we’ve got a really strong project.”

Rogers said the grant applications are due in June, and will be announced in August.

Among the features he would like to incorporate:

- A dedicated bus lane in either direction that would allow express transit through intersections;
- Bus stops with public Wi-Fi access and countdown timers; and
- LED street lights that could be loaded with sensors that could provide further Wi-Fi coverage, detect public disturbances, and even pollution levels;

Even without the large infusion of additional federal highway money for smart-city technology, S.M. Wright is in for a major facelift.

A 1.5-mile stretch of S.M. Wright Freeway already was slated to be converted from a high-speed highway to a low-speed boulevard with wide sidewalks and space for bike lanes.

Introducing smart-city features, such as sensors and traffic-control boxes will allow the city's \$8.9 million computer system to synchronize traffic flow.

The city of Dallas has moved to take the project a step further, with an initiative of introducing smart-city features, such as sensors and traffic-control boxes will allow the city's \$8.9 million computer system to synchronize traffic flow. Without additional grant funding, however, Rogers said, the city would have to seek alternate funding to pay for the more elaborate smart-city features.

Rogers said the Wright project already was accomplishing many of the city's goals in reconnecting neighborhoods and making them more hospitable for pedestrians, cyclists and businesses. Such improvements match what the city of Dallas is attempting to incorporate into roads, in its "complete streets" initiative.

Like many highway projects after World War II, the S.M. Wright Freeway was built in Southern Dallas in the 1950s, cutting predominately minority communities in half.

The new project "will reknit an African American neighborhood that was divided when US 175 was constructed in the 1950s," states a federal grant application for the \$166 million project.

The new project "will reknit an African American neighborhood that was divided when US 175 was constructed in the 1950s," states a federal grant application for the \$166 million project.

The first phase of the Wright project aims to eliminate a dangerous jag in the highway, and to divert heavier, express traffic to U.S. 30. The second phase – slated to begin in 2019 and to be completed in 2022 – will result in:

- flattening the S.M. Wright and all overpasses, and installing crosswalks at major intersections, clearing vistas for residents, pedestrians and drivers;
- installing grassy boulevards, occasional water features, and even gateways signifying some neighborhoods and even possible water features; and
- integrating a variety of smart city features, which have yet to be determined.

"TxDOT had a meeting with the city, NCTCOG [the North Central Texas Council of Governments] and DART [Dallas Area Rapid Transit] on May 9, 2018, to discuss the project," TxDOT Spokesman Tony Hartzel wrote in response to a query from Dallas Innovates. "The city will provide TxDOT a wish list of smart elements they want considered."

The conversion of Wright into a city street will effectively place it in the city's jurisdiction. S.M. Wright will serve as one of two complete streets/smart city test beds for the city of Dallas, which is developing templates for how its roads and intersections should be built and rebuilt in the future.

In the process of rehabbing roads, the city will attempt to install data-driven elements as well, such as traffic-control boxes that sync traffic lights to traffic flow, high-efficiency light-emitting diode streetlights that also will be loaded with sensors. When the city's putting in new roads, it's an ideal time to embed such things as power strips for charging electric vehicles, as well, Rogers has said.

<https://dallasinnovates.com/s-m-wright-serve-dallas-first-smart-city-complete-street-test-site/>

Uber-like experiment brings public transit to Arlington

One of the most interesting public transit experiments in the world is happening in a place that is famously transit-averse.

June 4, 2018
By Bradley Blackburn
WFAA

ARLINGTON, Texas -- Right now, one of the most interesting public transit experiments in the world is happening in a place that is famously transit-averse.

For years, Arlington was known as the largest city in the country without mass transit, but for the last six months, they've been trying something new. Their transit system is built not with traditional city buses or subways but with technology that is similar to Uber.

"We are on the forefront of testing a new transportation solution, and so far, it's working," said Alicia Winkelblech, Assistant Director of Strategic Planning for the City of Arlington. "The city is using the rideshare service as our sole means of public transportation."

The city partnered with a company called Via that operates ridesharing in other major cities. There is a fleet of ten Mercedes vans that are used exclusively for the service. For a flat \$3 fare, they will pick up passengers and drop them off anywhere within an area of central Arlington. Rides are shared with up to 6 passengers at a time.

Six months in, Arlington says Via has completed more than 28,000 rides. Some 4,600 passengers have signed up for the app, and city officials say that the data shared by the company is giving real insight into how Via is being used.

"About 64 percent of our rides have been starting or ending in the University of Texas at Arlington area," said Winkelblech.

In addition to UT Arlington, other hot spots include the CentrePort station that connects to the TRE commuter rail and also Walmart near AT&T Stadium.

As with most public transit systems, the fare does not cover operating costs. Winkelblech said they have calculated a cost of approximately \$7 per trip per person, if the service has 400 riders every day. She said they are encouraged by the early data. The service has more slightly more passengers than the old Max bus service, a single traditional bus line that Via replaced. And they expect ridership to grow even more this summer, when they expand the coverage area south to I-20 to include the Parks Mall.

"The city is really pleased," said Winkelblech. "The service is doing really well so far."

<https://www.wfaa.com/article/news/uber-like-experiment-brings-public-transit-to-arlington/287-561400267>

Column: Texas freight rail lines are in good shape. Highways — not so much

June 2, 2018
BY CARLTON SCHWAB
Fort Worth Star-Telegram

Despite what some people may believe, it is not just a surging oil and gas industry that gave Texas the fastest growing economy in the United States in 2017. Thriving technology, manufacturing, agriculture and service sectors are also fueling economic growth in the Lone Star State.

Emblematic of our diversified economy: Texas is first in the nation in wind energy as well as oil production.

The foundation for all this economic growth across our diversified economy is our interconnected transportation infrastructure including roads and bridges, waterways and port facilities, and some of the best freight rail assets in the nation.

Unfortunately, the news is not all good. Even as we outpaced every other state in the nation in terms of economic growth in 2017, the American Society of Civil Engineers (ASCE) gave Texas an overall grade of C- on its annual infrastructure report card, with our highways and roads getting a D.

We need to get those grades up if we expect to sustain economic growth over the long haul.

There was one bright spot. Topping all transportation infrastructure on the ASCE national report card was the freight rail network. Rail's B grade put it head and shoulders above every other infrastructure category that ASCE assessed.

The reason that rail has excelled in comparison to other infrastructure is that while highways, roads and bridges have been starved for cash due to funding shortfalls at all levels of government, private sector freight railroads have doubled down on investment in the rail network.

Railroads have churned more than \$660 billion of their own money — roughly 40 cents of every dollar they've earned — back into the nationwide freight rail network since 1980 when they were largely freed from government over-regulation.

With 52 freight railroads operating over 10,539 miles of track and employing nearly 17,000 Texans, it is easy to see that Texas has been a major beneficiary of freight rail reinvestment in tracks, locomotives, people and technology.

From BNSF's corporate headquarters and the Alliance Global Logistics Hub in Fort Worth, to Union Pacific's new \$550 million investment in its Brazos Yard in Robertson County, to rail's overall support for economic growth in the Texas Triangle and throughout that state, examples abound in Texas demonstrating the benefits of private sector freight rail investment.

As Congress struggles to figure out how to fund highway and bridge infrastructure, perhaps it should look to freight rail's "user pays" example for inspiration.

Freight rail is by far the nation's most capital-intensive industry. Driving railroads forward is an inherent need to reinvest in infrastructure as well healthy competitive pressures to continually improve safety, service and productivity. This translates into ever more fuel efficient locomotives, applications of data analytics to improve performance, new technologies to detect defects in tracks or equipment, as well as investments in other cutting edge technologies along with more traditional infrastructure.

As a consequence, while there are funding shortfalls for maintenance and repair of crumbling roads and bridges, the world's finest freight rail system is using private sector investment to support businesses all across our economy.

We need to work our way out of the infrastructure funding stalemate that threatens to undercut economic growth. Private sector freight rail investments provide an example policymakers should heed.

Carlton Schwab is President/CEO of the Texas Economic Development Council.

New Study Shows How DFW's Economic Success Hasn't Benefited Every Area City

New study of economic "inclusion" defies conventional wisdom regarding the last decade of strong regional growth

May 31, 2018
By Peter Simek
D Magazine

By this point, if you follow along the conversation about the life and times of Dallas, Texas, you know that the city doesn't score high marks when it comes to economic equality. Dallas has high income inequality by neighborhood, high rates of poverty, a decades-old struggle with housing affordability, and low marks with regards to upward mobility. And so the release of yet another study that demonstrates that Dallas ranks not just low, but dead last among the largest U.S. cities in regards to economic and racial "inclusion" isn't really much of a surprise.

Rather, what jumps out is the fact that inclusion varies greatly within the region, with some cities ranking low and others ranking very high. It suggests that the spoils of a decade of economic growth has left many area cities—and not just Dallas—less off.

First off, how does the study define "inclusion"? The authors say it is the idea that "everyone should have opportunity to contribute to and benefit from economic prosperity."

Put more frankly: is wealth and access to economic opportunity reserved to a few or excluded from a subset of a population? To measure this, the folks at Urban, which conducted the study thanks to a grant by the Kresge Foundation, looked at income segregation, housing affordability, the share of working poor residents, and the high school dropout rate of the 274 largest cities in the United States. To examine "racial inclusion," researchers looked at segregation, and racial gaps in homeownership, poverty, and educational attainment.

How does Dallas measure up? Not well. It ranks dead last among the 274 cities with regard to overall inclusion, 272 on economic inclusion and 245 on racial inclusion. The city's economic health rank decreased between 2000 and 2013 from 170 to 173. The city also became less inclusive, dropping from 267 to 274 in the overall rankings.

These rankings are based on some difficult-to-face statistics. The study found that income segregation has worsened in Dallas, and the number of rent-burdened residents and working-poor families has increased. On a more positive note, the high school dropout rate has come down. What is additionally troubling is that, while Dallas leads the nation in these trends, the city's worsening situation mirrors the national average. It also mirrors those in other North Texas cities, places like Arlington, Irving, Carrollton, and Garland, to pick a few. The study paints a picture of a nation in decline.

There are cities that buck the trend—some of them in Dallas-Fort Worth. McKinney's economic health rank increased from No. 3 to No. 1 one among American cities. Perhaps more striking, McKinney has become more inclusive according to this study, rising from 273 to 35 in the overall inclusion rankings between 2000 and 2013. Other cities in the region also buck national trends. Plano's economic health rank dropped, but it is still 12 overall, and the city rose in the inclusion rankings to 24 overall. Grand Prairie rose in both economic health and inclusiveness between 2000 and 2013.

This, to me, is the most interesting finding of this study. It seems to support common wisdom about the workings of the Dallas-Fort Worth mega-region. The economically mobile population follows opportunity as it migrates around the region between shifting centers of prosperity. There are places in DFW that are becoming less segregated and more economically possible, but there are also cities that are more entrenched in segregation and worsening economic mobility.

The success of certain DFW cities does not reflect in the success of the region overall. As the upwardly mobile move from one city to another to enjoy the benefits of opportunity, other cities are left behind.

In short, despite the incredible boom of DFW's decade of economic growth, the rising tide doesn't seem to be lifting all ships. Only some of them.

<https://www.dmagazine.com/frontburner/2018/05/new-study-illustrates-how-dfw-regions-economic-success-hasnt-benefited-many-area-cities/>

Judge: ‘Major chunk’ of possible \$750M Collin County bond could fund US 380

June 5, 2018
By Cassidy Ritter
Community Impact

Many drivers are all too familiar with the numerous collisions and bumper-to-bumper traffic on US 380 in Collin County. Now the Texas Department of Transportation and Collin County officials are trying to provide solutions to mitigate congestion on the roadway.

TxDOT released five alignment options and roadway options for US 380 in late April with hopes to alleviate congestion on the four- to six-lane divided roadway.

Shortly after in May, Collin County commissioners called for a \$750 million bond referendum to appear on the November ballot, of which Collin County Judge Keith Self said a “major chunk” of the bond would jump-start work on US 380.

Self said while the county does not yet have a position on the alignments released by TxDOT, it is essential something be done to improve traffic on the roadway.

“The issue of McKinney [is US]75 and 380. That intersection and the associated parts of 380 with it is the toughest nut to crack in Collin County,” he said. “... If we can solve that McKinney 380 issue, it would go a long way to solving the transportation issues in central Collin County.”

Alignment options

Existing congestion on US 380 during rush hour, in engineering terms, is rated an F level—or the worst level—of service. This means the number of cars on the road exceed the road’s capacity, which reduces travel speed, and increases congestion and delays in traffic, according to TxDOT officials.

In 2010 an average of 23,950 cars drove on US 380 in Collin County every day. In 2016, which is the most recent data available, an average of 31,303 cars drove on this same stretch of US 380, according to TxDOT.

While residents agree something needs to be done on US 380, many are concerned with or against the alignments proposed by TxDOT, according to Community Impact Newspaper interviews.

Proposed alignments include shifting the roadway farther south; shifting the roadway farther north; or moving a portion of the road to the northern or southern portions of cities such as McKinney, New Hope, Princeton and Farmersville.

Residents living in the Tucker Hill neighborhood, for example, are against all alignment options. TxDOT’s alignments would box in the development, stop growth, wipe out homes already built or create a freeway nearly 150 feet from homes in the development, said Tucker Hill resident Kim Carmichael, who also formed a US 380 committee in the neighborhood.

Editor's note: The survey link for resident feedback has been updated. The Texas Department of Transportation held the first of three public hearings Thursday night to discuss and receive

public comments on its proposed US 380 project through Collin County from the Denton County line to the Hunt County line....

Businesses owners along the roadway, such as Signarama owners Alan and Cheryl Schmoyer, are also awaiting their fate. Construction on US 380 would make it hard for customers to reach Signarama and other nearby businesses, effectively killing their business, Cheryl Schmoyer said.

TxDOT and government officials say it is too early to tell which alignment will be selected and that this project has many unknowns, including its effect on residents and a timeline for completion.

TxDOT Public Information Officer Ryan LaFontaine said the earliest construction would begin is five to six years.

"I think six years is probably reasonable because it's easier on an existing alignment to get the [environmentals]done, for instance," Self said. "The engineering will be a little bit different. The two long poles in the tent, the two hang ups, would be public input and right of way acquisition."

Proposed county bond

Collin County commissioners voted 5-0 on May 7 to call for a \$750 million bond referendum, which will have three propositions. Propositions include \$600 million for limited-access roadway, or LAR, projects, \$140 million for arterial roads and \$10 million for open space and parks.

The proposition for LAR projects, or freeways, will be general funding for projects, which could include US 380, the Collin County Outer Loop and a north-south corridor, Precinct 4 Commissioner Duncan Webb said.

According to Collin County documents, anywhere from \$328.1 million-\$421.8 million of the \$600 million proposition could be used for projects along US 380.

"What the bond means is, we have now money available, should the voters approve the \$600 million to start some of the pre-work, I'll call it—some of the engineering cost, some of the design cost, maybe some of the environmental costs," Self said.

If the \$600 million bond proposition does not pass, Self said there would be roughly \$45 million already authorized from the 2007 bond for the county to put toward US 380 and other projects. He said US 380 will remain the county's No. 1 priority.

"These [bond]funds will help accelerate the development of large-scale transportation infrastructure in the county, which is way behind," Webb said. "... If I get consensus tomorrow and I get [the]bond issue approved in November, the best case that you'll see this thing [on US 380]open is 10 years."

Population and traffic

From 2017-18, the city of McKinney added 10,260 new residents, and Frisco also added 11,540 people, according to the North Central Texas Council of Governments' April 2018 population estimates.

As more people move to cities within Collin County, the county's population is expected to increase by 116 percent by 2040, and a large part of that growth is expected to take place along and north of US 380, according to Collin County documents.

Nursing student Molly McQuiston, who drives on US 380 every weekday from Custer Road to US 75, said traffic on the roadway is already bad especially when there is a car accident.

According to TxDOT's US 380 travel time estimator tool, it should take McQuiston 16 minutes to get from the Dallas North Tollway to US 75. If no improvements are made to the roadway by 2045 her commute time would nearly double to 29 minutes, according to TxDOT's travel time estimator.

Some residents, such as Kevin Voigt, who lives along Bloomdale Road in McKinney, wonder if the Collin County Outer Loop will be more beneficial in reducing traffic in the county rather than realigning US 380.

The Outer Loop would extend east from the Denton County and Collin County line south to Rockwall County.

"The spacing between [SH 121] and the future Collin County Outer Loop is approximately 14 miles, but optimal freeway spacing is generally considered to be 5-10 miles in urbanized areas," said Ceason Clemens, director of transportation, planning and development for TxDOT, during a public meeting.

The distance between the Collin County Outer Loop and existing US 380 is roughly 5 miles, LaFontaine said.

What is next?

TxDOT is evaluating all public feedback and plans to present one alignment to residents in the fall. In the meantime, LaFontaine said it will be conducting a variety of studies to determine the alignments' environmental impact and effect on residents and businesses.

When one alignment is selected a cost estimate for the project will also be available, LaFontaine said.

McKinney Mayor George Fuller said all options to alleviate US 380 are on the table and that at this time council does not have a formal opinion on the alignments presented to the public.

<https://communityimpact.com/dallas-fort-worth/news/2018/06/05/judge-major-chunk-of-possible-750m-county-bond-could-fund-us-380/>

Behind the \$260M Fort Worth Alliance Airport expansion, and looking at its future

June 11, 2018
Evan Hoopfer
Dallas Business Journal

To say a lot went in to expanding the two runways at Fort Worth Alliance Airport is an understatement.

Farm to Market Road 156, or FM 156, had to be moved. So did a BNSF rail line. It required almost three decades and the help of everybody from the Federal Aviation Administration, the city of Fort Worth, BNSF Railway, Tarrant County and the Texas Department of Transportation. But earlier this year, two runways and a taxiway, previously 8,200 feet and 9,600 feet, were finally expanded to 11,000 feet.

The total price tag reached approximately \$260 million. That's more than a quarter of a billion dollars to extend two runways and a taxiway a couple thousand feet. Was it really worth it? Tom Harris, president of Alliance Air Services, thinks that answer is a resounding "yes."

"I've been here 28 years," Harris said. "I have never seen so many prospective business opportunities on the aviation aerospace side than I've seen today. I won't necessarily tell you that is just because of the runway extensions, but I think it is in part because of the runway extensions."

AFW and the whole 26,000-acre AllianceTexas development is vital to the logistics industry in North Texas. But to better serve existing tenants like FedEx Corp. (NYSE: FDX), which has a massive hub adjacent to the airport, and attract new ones, the extension needed to happen.

That's because the previous runway was too short for a plane full of cargo and fuel to take off during the summer. Due to the aerodynamics of aircraft, carriers could have a full load during the winter, but not year-round. And that presented a problem for carriers looking to haul goods long distances.

"Airlines don't like stopping for fuel if they're trying to get from A to B," Harris said. "That 11,000 feet now gives people like FedEx and other international carriers the ability to fly everyday of the year from here to places like Europe and Anchorage, Alaska, without having to stop anywhere for fuel."

There is still room to grow at AFW. Even though the airport facilitated 120,000 operations last year (an operation is a plane landing or taking off), Harris estimates the airport is at somewhere between 35 to 45 percent capacity.

"We've got a long way to go," Harris said. "We can handle a lot more traffic than we're handling today."

To discuss the future of the airport, including whether he thinks AFW will ever open to commercial passenger service, Harris sat down with the Dallas Business Journal.

What are customers demanding of AFW now that they weren't when you took over in 2012?

I think the biggest difference really is the business environment we find ourselves in now. When I came here in 2012 and 2013, there weren't a lot of people knocking on our door asking about opportunities to build, buy land, lease land here like there is today. The deal flow, if you will, related to aviation and aerospace manufacturing is far greater now than it was before.

How will the airport look different in five years?

I hope that some of that green space you're looking at right now won't be green space. I would say that our traffic will be higher. I'm guessing 10 to 15 percent more than what we're doing today.

The west side of the airport will be an interesting thing to watch, because, I think in order for that to grow, it's going to have to be triggered by some big user. Who that might be, I don't know. I have some ideas on who it might be. But I think eventually you'll see that develop out.

Does AFW have any aspirations of providing commercial passenger service?

We have been approached in the past by airlines, but it's really not core to what we're trying to do here in terms of the industrial complex that we've put together between the intermodal facility, the airport, the main line UP rail. If you look at all of that, it's just not something that we spend a lot of time on. Will it happen someday? Maybe. We'll see.

<https://www.bizjournals.com/dallas/news/2018/06/11/fort-worth-alliance-airport-runway-expansion.html>

Find out when driverless vehicles will be hitting the streets of this North Texas city

June 13, 2018
By Bill Hanna
Fort Worth Star-Telegram

ARLINGTON - For nearly a year, Milo, a driverless shuttle service, has been roaming the trails near AT&T Stadium and Globe Life Park, giving rides to fans at Dallas Cowboys and Texas Rangers games.

Now, the city is ready to take the next step and put autonomous vehicles on the streets of Arlington. It won't be the slow-moving Milo vehicles but something that travels a little faster.

The Arlington City Council heard a proposal Tuesday to start a mixed pilot project placing autonomous vehicles in the entertainment district by this fall.

The plan calls for three to seven vehicles traveling no faster than 35 mph for day-to-day and special event service. The vehicles would likely include safety driver and remote tele-operators. The cost would be \$550-\$650,000, including \$350,000 in federal funding.

The Milo one-year pilot project is scheduled to end in August.

"I think this is a huge step we need to take for us to be competitive moving forward," said Mayor Jeff Williams.

The city plans to send out a request for proposals from vendors with the plan of approving a contract in August. The timeline calls for having the vehicles on the road by October for the 2018 Texas Mobility Summit that's being held in Arlington.

Driverless cars have captured headlines recently for deadly crashes involving Tesla vehicles in California and Uber's autonomous vehicles in Phoenix.

The city is also considering becoming the first Texas city to test robotic personal delivery devices on city sidewalks. The vehicles would be no wider than 26 inches, typically traveling 3 to 4 mph and going a distance of only 1 to 2 miles.

A vendor has approached the city about testing the vehicles in the city. Testing could begin in late summer or early fall.

The city is also meeting with the University of Texas at Arlington about possibly being a partner in the project. The delivery vehicles, which are ideal for groceries or small packages, could also potentially be used on the campus.

"This is one element of companies that are now emerging for local companies to combat Amazon," Williams said.

<http://www.star-telegram.com/news/local/community/arlington/article213011984.html>

Development Plans Already in Place Around New TEXRail Line

June 15, 2018
By Alice Barr
NBC5

We're still months away from the start of service on the new 27-mile TEXRail line that will run from downtown Fort Worth to DFW Airport. But developers are already making big bets on the blocks around the stations and some are taking a unique approach.

A two-acre site at the NW corner of South Main and Vickery will be home to the first transit-oriented development in Fort Worth. Plans include a ten-story apartment building with retail space on the ground floor and a hotel next door.

It's just south of a TRE stop on the other side of the I-30 overpass and by the end of this year, a TEXRail stop will join it. It's not the only development jumping on the TEXRail train.

Construction is in full swing on a new development of 145 townhomes, upscale apartments and retail space at Iron Horse Boulevard and Boulder Drive in North Richland Hills. It's just a five minute walk from the Iron Horse TEXRail station and although that doesn't exist yet, developers are betting access to public transit will draw plenty of interest, especially from young people who don't always want to drive.

"Yeah! Yes! Just the other day, now that they've started those bikes to go around the city, I've started using those," said North Richland Hills resident Solomon Henry. "I can see it really just starting a lot of new opportunities for people to get new jobs and see new places and not just feel stuck."

One stop up the line, Smithfield Station is under construction also in North Richland Hills, with more townhomes planned there and Grapevine is planning a boutique hotel and other amenities around its stop.

"We're excited to see all these developments around the station, it shows us that we're doing the right thing," said Bob Baulsir, Senior Vice President for Trinity Metro.

It's what Trinity Metro envisioned when they started the project linking downtown Fort Worth to DFW Airport.

"We're gonna connect folks with employment, with transportation to really anywhere in the world," Baulsir said.

And the downtown Fort Worth station will address another of the city's biggest needs: affordable housing. Half the units to be built there will rent to people who make 60% of the area's median income through a partnership with Fort Worth Housing Solutions.

"Entry level from college, college graduates starting out, people on fixed incomes. So it's a variety of people," said Mary-Margaret Lemons, President of Fort Worth Housing Solutions. "We want to put people in areas that they can be successful, so in high opportunity areas in neighborhoods all across the city."

Construction is set to begin early next year on the 94 million dollar housing and retail development by the downtown Fort Worth station.

TEXRail expects to start its commuter rail service at the end of this year.

Developers are even betting on sites where TEXRail could extend in the future. A mixed income apartment complex is set for construction soon in the Near Southside. It's across the street from the proposed site for a Southside TEXRail station that doesn't have funding yet.

<https://www.nbcdfw.com/news/local/Development-Plans-Already-in-Place-Around-New-TEXRail-Line-485721851.html>

New DFW Connector project to reduce SH 121 bottleneck

June 13, 2018

By Sherelle Black and Miranda Wilcox
Community Impact

With the expectation that SH 121 traffic near Grapevine Mills will nearly double by 2025, work begins in July to relieve bottlenecks that commonly occur along 3 miles of the roadway.

The \$370 million Texas Department of Transportation project includes rebuilding and widening SH 121 north of the Dallas-Fort Worth International Airport to accommodate new interchanges at I-635 and FM 2499. The Bass Pro Drive bridge in Grapevine will also be widened to six lanes and reconstructed along with the frontage roads of Bass Pro Drive, SH 121 and FM 2499.

The project is expected to be complete in 2022.

Tarrant County Commissioner Gary Fickes, whose precinct includes Grapevine, Colleyville and Southlake, said this project is a big piece for Grapevine drivers to easily access the highway and travel in all directions.

“This will help everybody,” he said. “In the afternoons and in the mornings with traffic backed up on [SH] 114 trying to go north on [SH] 121, ... or people going into the airport, it’s just a chokepoint that when it gets full it’s thousands of cars at any one time.”

Part of the DFW Connector

The upcoming interchange project and several other unaddressed projects were originally part of the 2010 DFW Connector project, which completed work in 2014 and overhauled and widened SH 114 and SH 121. The projects were delayed when only \$1 billion was made available for the \$1.6 billion Connector.

In 2015, Gov. Greg Abbott called on the Texas Transportation Commission to develop a focused initiative—called Texas Clear Lanes—to address the most congested chokepoints in Texas. Texas Transportation Commission chair J. Bruce Bugg, Jr. then met with transportation leaders and elected officials in the state’s five major metropolitan areas. Those listening tours and collaborative efforts with metropolitan planning organizations and TxDOT districts helped shape this Texas Clear Lanes initiative.

Through the Texas Clear Lanes initiative, funding was found for the interchange project in 2017.

Bugg said the project will improve mobility and safety for many drivers who travel through the SH 121 bottleneck between I-635 and FM 2499.

“Projects like the SH 121 project will improve drive times, reduce costs and improve quality of life for our Texas drivers,” Bugg said. “Texas’ legislative leadership and TxDOT’s Transportation Commission are committed to reducing congestion.”

Fickes said funding for the project came with restrictions specific to free lanes. He said no toll lanes will be developed with this transportation project.

Effect on drivers

Fickes said once this project is complete in 2022, it will probably be the last major transportation project in Tarrant County for some time.

However, several area residents said they are unhappy about having to endure four more years of construction after continuous work since 2010 on SH 121, which many motorists use to reach Dallas.

One of those residents is Henry Lambert of Colleyville, who drives this route to work.

"I travel that every day. I thought the never-ending construction nightmare was finally at an end—guess not," he said.

SH 121 between Stars and Stripes Way in Grapevine and the Business SH 121 split in Lewisville was recently widened to 10 lanes. The project began in March 2014 and was substantially completed in January of this year. Businesses in this area told Community Impact Newspaper in August that construction had hurt them during this time, but Grapevine Public Works Director Bryan Beck said he anticipated the construction this time to have a more minimal effect.

"This particular segment that they're going to be working on, I don't think the widening is as extensive as the original connector was, which I think should facilitate quicker construction," he said.

Grapevine Economic Development Director Bob Farley said this project will help businesses in the long run, as some businesses in this area did not have easy entry points.

"It'll actually help bring more accessibility to that side of town," he said. "... At the end of the day you're left with better accessibility and greater flow—that's another thing, is you've got more people able to get in and around there now than you've had at any point in the past. So it'll take a little bit of pain to get the long-term value."

Beck pointed out that in recent years, TxDOT has held a monthly business owners taskforce meeting, where TxDOT staff communicate with business owners in the area what the construction impacts are and what they can expect in coming weeks during a construction project. It also provides the opportunity for business owners to communicate any issues to TxDOT, such as access signage so customers can still find their way to the business during construction.

"It makes a big difference," Beck said. "... I think TxDOT continues to get better at being mindful of how their construction impacts the local communities."

An alternate route

With 119,000 vehicles per day traveling on this segment of SH 121, TxDOT spokesperson Michael Peters said drivers will more than likely be looking for alternate routes to get to work or home.

TxDOT does not have any suggested alternate routes to avoid construction, Peters said, but the state agency will limit its impact as much as possible on drivers.

“There will be lane closures necessary for construction,” he said. “To minimize the impact to the traveling public, lane closures will not be scheduled during commute times, but instead will be scheduled at night or off-peak travel times. When necessary, traffic will be detoured to an alternate route.”

Peters said TxDOT will also coordinate with holidays and major special events to limit impact.

<https://communityimpact.com/dallas-fort-worth/corridor/2018/06/13/new-dfw-connector-project-to-reduce-sh-121-bottleneck/>

Mobility 2045 plan for North Texas envisions ways to keep millions more of us moving — and includes tolls

June 16, 2018

Written by Ray Leszcynski, Communities
Dallas Morning News

ARLINGTON — The Mobility 2045 plan passed by the Regional Transportation Council on Thursday has both long-range vision and significant, already-present obstacles.

The guideline to greener and more efficient ways of getting around the 12 counties defined as North Central Texas acknowledges the main challenge upfront — that in the next 25 years, the area is expected to grow by 4 million residents to a total of 11.2 million.

"It will require a maturing transportation system of roads, public transportation and bicycle and pedestrian facilities, complemented by local policies and programs to enhance infrastructure investment," Page 1 of the nine-chapter, eight-appendix report reads.

For certain, the region will need to improve and create roads. Mobility 2045 shows where it's best to build. But roads are costly, and money brings politics into play.

Mobility 2045 identifies all significant transportation projects and helps form priorities. Any project that depends on state and federal money must be in the plan.

Tolled highways and lanes are a key tool in the region's future road building. Tolled funding has fallen out of favor with those in Austin who control the purse strings, though, and a non-tolled approach is executed in new projects within the Texas Clear Lanes program.

The RTC believes in tolled lanes because they help stretch available dollars and increase the number of projects that can be built. Its elected members, in turn, have sold the tolled elements to their residents.

"This battle will not end. It has not ended," former Colleyville City Council member Mike Taylor said at Thursday's RTC meeting. "When we're the closest to the people, folks, we're expected to step up and defend the people."

A letter from business leaders in Arlington, Austin, Dallas, Corpus Christi, El Paso, Fort Worth and San Antonio, sent Wednesday to Gov. Greg Abbott, was also circulated by the RTC. It advocated "tools such as managed lanes that collect user fees."

Cleaner air, yet more vehicles?

All those vehicles, all those new lanes and all that sprawl pose another issue. Much of North Texas has been dealing with federal clean air restrictions for the last 25 years, and the rules are sure to be there for the next 25.

Automakers are making increasingly efficient and environmentally friendly vehicles. But they alone can't offset the potential damage from North Texas' anticipated millions of increased daily single-rider commutes.

At some point, it's up to people to ride together, which is no easy task in Texas.

"What we do need to do is give people alternatives so that they see the value of getting out of their cars," said Mike Heiligenstein, leader of the Central Texas Regional Mobility Authority in the Austin area. "What is their real cost of that car being on the road? Their real cost is waiting in traffic for an hour."

Commuter rail, trails, bicycles, ride shares — they're all addressed by the North Central Texas Council of Governments staff in Mobility 2045 as part of the regional solution. The plan includes a \$33.3 billion commitment to induce rail and bus ridership.

NCTCOG program manager Kevin Feldt said all planning starts with current transit infrastructure — maintenance, improving efficiency and balancing land use with the transportation uses. That accounts for more than a third of total expenditures under Mobility 2045.

"We look at rail and bus first. Then we look at higher occupancy with the HOV and managed lanes and finally get down to the freeway, tollway and arterial system that we see within the region," Feldt said. The final total outlined in the plan, \$135.4 billion, is equal to the expected revenue to be funneled through the RTC the next 28 years.

Mobility 2045 includes several potential rail lines, expanding service to the Frisco corridor, Waxahachie, McKinney and Johnson and Tarrant counties.

Officials with NCTCOG, the staff behind the vision plan, are also counting on bullet train and Hyperloop technologies to move people in the future. They've also included strategies to assist with the implementation of automated vehicles.

A contingent from the RTC was in Nevada last month to witness the rapid advances in Hyperloop technology.

"Smart transportation is going to come down to making the corridors out there smarter than they are today," Heiligenstein said.

'That's coming here?'

Ellis County Judge Carol Bush added a caveat to her RTC vote supporting the plan Thursday, making an exception for the inclusion of the Dallas-to-Houston high-speed-rail corridor. Dallas and Harris counties support the bullet train, while elected representatives from Ellis and seven other counties on the route have stood against the project.

With nine committee meetings, 15 public meetings and monthly reports to the RTC since April 2017, the mandated process ensures that information is available to those who will be affected. Not everyone is in agreement when they learn about plans near their own backyards.

Much of the public stir during the Mobility 2045 process focused on the growing need to better navigate traffic around lakes Lavon and Ray Hubbard.

Many residents who invested in \$400,000 homes to experience a "country quiet" on the outskirts of Wylie were upset to learn that anticipated continued growth in Rockwall County would lead to construction of a northern bridge over Lake Ray Hubbard.

The bridge is to be a connect to Rockwall's chosen bypass for State Highway 205, the new John King Boulevard. There are bridges into Dallas County at State Highway 66 and Interstate 30, but Rockwall County's current connection to booming areas of Collin County requires driving around the lake, then through Wylie — a booming suburb. The bridge would decrease that commute by six miles and 15 minutes.

Near Lavon Lake, Lucas City Council member Debbie Fisher expressed concerns at a public hearing in Richardson last month, saying the plan routes traffic through her city to solve others' transportation problems. She followed up with a resolution that the council rescind its support of the plan.

"Our city is not the area generating the massive increase in the traffic in Collin County," Fisher commented in a follow-up to the public meeting. "Yet you expect us to be the ones bearing the burden."

All local projects are implemented according to local governments' comprehensive plan. The North Central Texas Council of Governments works continuously with each to ensure that the visions align as much as possible. Changes relating to arterial streets in Richardson and Rowlett, for example, were announced minutes before Thursday's vote.

<https://www.dallasnews.com/news/transportation/2018/06/15/mobility-2045-plan-north-texas-envisions-ways-keep-millions-us-moving-includes-tolls>

U.S. 380 bypass options bring uncertainty to long-range plan for McKinney's future

June 16, 2018

Written by Nanette Light, Staff Writer
Dallas Morning News

McKINNEY — More than 50 residents on Thursday gave their input on what they want to see in the ONE McKinney 2040 Comprehensive Plan, a draft vision for the city's future now clouded by uncertainty about the impact of a freeway proposed to cut through the city.

About a year ago, city leaders hit the brakes on moving forward with the sketch for what McKinney will become when the Texas Department of Transportation launched a feasibility study to analyze possible improvements to U.S. Highway 380.

It's still a big question mark how a possible new route for U.S. 380 through McKinney could impact development in the growing city. In late April, Collin County residents and city leaders got an early glimpse of five possible freeway corridors to improve traffic gridlock along the highway.

Stephan Ware said he knew Collin County was growing when he moved just outside McKinney's city limits onto a 5-acre plot about five years ago from a single-family home in Richardson.

He bought his home based on the comprehensive plan the city had at the time. He's not against the growth or the planning. He has planted trees on his property line so that he'll be encircled in a "little tree bubble," as he puts it, when the growth surrounds him in a few decades.

"We knew where we were going, no doubt. We just didn't expect this radical, 'Oh wait guys, we're just going to tear the whole thing up,'" he said of proposed alignments that would put a six-lane freeway some hundreds of feet from his land.

An early draft of the 2040 plan segmented the city by districts, allowing in a couple areas for larger lots named "estate residential" and "rural living" in the mostly rural northwest sector.

But some residents and city leaders worry about what bisecting the city by running a freeway through acres of farmland could do to those plans to retain a rural feel in those areas.

City Council member Scott Elliott is opposed to the five proposed freeway routes and hopes leaders fight to retain some of the city's rural areas and larger lots.

"We can't be an entire city of subdivisions," he said.

Elliott said building a freeway "for hauling a lot of people" through the city quickly would make it difficult to hold off development along that corridor. Mayor George Fuller also said that a bypass, whatever the route, would spur development.

The city isn't completely abandoning its original draft of the 2040 plan, said Jennifer Arnold, McKinney planning manager.

"It's just where that bypass comes in or where that new alignment goes, there may be some tweaks or refinements that need to be made to capture some of the value that might bring," she said.

Arnold said she doesn't anticipate a major shift from districts dedicated to estate residential and rural living to something dramatically different, but she noted there could be pockets of changes.

"We're not here tonight to talk about what the options are for 380 or the pros and cons of each of the different alignments," she said. "What we're asking is if these are the five options that TxDOT's looking at, how might our decision-making change with the comprehensive plan based on each one of those?"

It will take some time to get those answers.

TxDOT has received more than 4,000 responses to its survey for feedback on the proposed routes and are sifting through those results.

"I can tell you this: Something will happen," Fuller said of a freeway option. "The mobility of McKinney is dependent on ... being able to handle the traffic."

The offered alignments have been more than a year coming, with residents in the rural part of the county anxiously waiting for an indication of what a new freeway might mean for their homes and land.

Five options for freeway routes have been presented. The start of construction is at least five years away.

Relaunching McKinney's comprehensive plan comes at a rapid growth period for McKinney and the county.

Collin County is expected to double in size before 2030 and surpass the individual populations of Dallas and Tarrant counties by hitting the 3.5 million-resident mark by 2050. McKinney's population of nearly 180,000 is projected to increase to roughly 284,000 by 2040.

And as the people continue to come, Arnold said, the city expects to see areas of that undeveloped land converted into homes and businesses. But that could be decades away.

"And that's why this plan is important, because it's intended to help preserve some of those major features, natural features, community assets over time so that as development occurs, we're able to retain those things that people love about McKinney," she said.

<https://www.dallasnews.com/news/mckinney/2018/06/16/us-380-bypass-options-bring-uncertainty-long-range-plan-mckinneys-future>

How the Koch Brothers Are Killing Public Transit Projects Around the Country

June 19, 2018
By Hiroko Tabuchi
The New York Times

NASHVILLE, Tenn. — A team of political activists huddled at a Hardee's one rainy Saturday, wolfing down a breakfast of biscuits and gravy. Then they descended on Antioch, a quiet Nashville suburb, armed with iPads full of voter data and a fiery script.

The group, the local chapter for Americans for Prosperity, which is financed by the oil billionaires Charles G. and David H. Koch to advance conservative causes, fanned out and began strategically knocking on doors. Their targets: voters most likely to oppose a local plan to build light-rail trains, a traffic-easing tunnel and new bus routes.

"Do you agree that raising the sales tax to the highest rate in the nation must be stopped?" Samuel Nienow, one of the organizers, asked a startled man who answered the door at his ranch-style home in March. "Can we count on you to vote 'no' on the transit plan?"

In cities and counties across the country — including Little Rock, Ark.; Phoenix, Ariz.; southeast Michigan; central Utah; and here in Tennessee — the Koch brothers are fueling a fight against public transit, an offshoot of their longstanding national crusade for lower taxes and smaller government.

At the heart of their effort is a network of activists who use a sophisticated data service built by the Kochs, called i360, that helps them identify and rally voters who are inclined to their worldview. It is a particularly powerful version of the technologies used by major political parties.

In places like Nashville, Koch-financed activists are finding tremendous success.

Early polling here had suggested that the \$5.4 billion transit plan would easily pass. It was backed by the city's popular mayor and a coalition of businesses. Its supporters had outspent the opposition, and Nashville was choking on cars.

But the outcome of the May 1 ballot stunned the city: a landslide victory for the anti-transit camp, which attacked the plan as a colossal waste of taxpayers' money.

"This is why grass roots works," said Tori Venable, Tennessee state director for Americans for Prosperity, which made almost 42,000 phone calls and knocked on more than 6,000 doors.

Supporters of transit investments point to research that shows that they reduce traffic, spur economic development and fight global warming by reducing emissions. Americans for Prosperity counters that public transit plans waste taxpayer money on unpopular, outdated technology like trains and buses just as the world is moving toward cleaner, driverless vehicles.

Most American cities do not have the population density to support mass transit, the group says. It also asserts that transit brings unwanted gentrification to some areas, while failing to reach others altogether.

Public transit, Americans for Prosperity says, goes against the liberties that Americans hold dear. “If someone has the freedom to go where they want, do what they want,” Ms. Venable said, “they’re not going to choose public transit.”

The Kochs’ opposition to transit spending stems from their longstanding free-market, libertarian philosophy. It also dovetails with their financial interests, which benefit from automobiles and highways.

One of the mainstay companies of Koch Industries, the Kochs’ conglomerate, is a major producer of gasoline and asphalt, and also makes seatbelts, tires and other automotive parts. Even as Americans for Prosperity opposes public investment in transit, it supports spending tax money on highways and roads.

“Stopping higher taxes is their rallying cry,” said Ashley Robbins, a researcher at Virginia Tech who follows transportation funding. “But at the end of the day, fuel consumption helps them.”

David Dziok, a Koch Industries spokesman, said the company did not control the activities of Americans for Prosperity in specific states and denied that the group’s anti-transit effort was linked to the company’s interests. That notion “runs counter to everything we stand for as a company,” he said.

“Our decisions are based on what is most likely to help people improve their lives, regardless of the policy and its effect on our bottom line,” he said. Koch Industries has opposed steel tariffs, for example, even though the company owns a steel mill in Arkansas, he said.

The group’s Nashville victory followed a roller-coaster political campaign, including a sex-and-spending scandal that led to the mayor’s resignation.

But the results also demonstrate that the Kochs’ political influence has quietly made deep inroads at the local level even as the brothers have had a lower profile in Washington. (This month, Koch Industries said David Koch would step away from his political and business roles because of declining health.)

“These are outside groups,” said Nashville’s new mayor, David Briley, in an interview. “They don’t represent Nashville’s interests or values.”

A Nationwide Effort

The Nashville strategy was part of a nationwide campaign. Since 2015, Americans for Prosperity has coordinated door-to-door anti-transit canvassing campaigns for at least seven local or state-level ballots, according to a review by The New York Times. In the majority, the Kochs were on the winning side.

Americans for Prosperity and other Koch-backed groups have also opposed more than two dozen other transit-related measures — including many states’ bids to raise gas taxes to fund transit or transportation infrastructure — by organizing phone banks, running advertising campaigns, staging public forums, issuing reports and writing opinion pieces in local publications.

In Little Rock, Americans for Prosperity made more than 39,000 calls and knocked on nearly 5,000 doors to fight a proposed sales-tax increase worth \$18 million to fund a bus and trolley

network. In Utah, it handed out \$50 gift cards at a grocery store, an amount it said represented what a proposed sales tax increase to fund transit would cost county residents per year.

“There’s nothing more effective than actually having a human conversation with someone on events that affect them on a day-to-day basis,” Akash Chougule, policy director at Americans for Prosperity, said in an interview. “It’s a great opportunity for us to activate people in their own backyards, and we’re among the first to do it in a sustained, permanent way.”

The paucity of federal funding for transit projects means that local ballots are critical in shaping how Americans travel, with decades-long repercussions for the economy and the environment. Highway funding has historically been built into state and federal budgets, but transit funding usually requires a vote to raise taxes, creating what experts call a systemic bias toward cars over trains and buses. The United States transportation sector emits more earth-warming carbon dioxide than any other part of the nation’s economy.

The Trump administration had initially raised hopes of more funding for transit by advocating a trillion-dollar infrastructure push. However, when that proposed plan was made public it reduced funding for transit-related grants.

On the Ground in Nashville

Nashville’s idea to invest in transit got off to a strong start. Introduced in October by Megan Barry, who was mayor at the time, it called for 26 miles of light rail, a bus network, and a 1.8-mile tunnel for buses and trains that would bypass the city center’s narrow streets.

The \$5.4 billion proposal, the costliest transit project in Nashville’s history, was to be funded by raising the sales tax city residents pay by one percentage point, to 10.25 percent, and raising other business taxes. A coalition of Nashville businesses urged voters to endorse the spending as vital to a region projected to grow to almost 3 million people by 2040, an increase of 1 million.

“It will be far-reaching, it will serve every part of our city — north, south, east, and west — and it will help to shape our future growth and development,” said Ms. Barry, who enjoyed approval ratings near 70 percent. A poll by her team found that close to two-thirds of voters would support raising taxes to pay for transit.

The vote was set for May 1.

But then in late January Ms. Barry, who is married, acknowledged a nearly two-year affair with the former head of her security detail after a series of exposés, including reports of steamy texts, overseas trips and inappropriate spending. In March she resigned, and later pleaded guilty to theft. Ms. Barry did not respond to requests for comment.

Americans for Prosperity kicked its campaign into high gear.

Secret Weapons

The team that gathered at Hardee’s in March, two weeks after Ms. Barry’s resignation, was led by Ms. Venable and Mr. Nienow of Americans for Prosperity. Other canvassers that morning included a local Tea Party leader and a lawyer-turned-fantasy-novelist who writes about a young witch who pushes back against an authoritarian government.

Central to the work of Americans for Prosperity is i360, the Kochs' data operation, which profiles Americans based on their voter registration information, consumer data and social media activities. The canvassers divided the neighborhoods into "walkbooks," or clusters of several dozen homes, and broke into teams of two.

There are rules: No more than two people at a door (to avoid appearing threatening). No stepping on lawns (homeowners don't like it). And focus strictly on the registered voter. If anyone else answers, say a polite "thanks" and move on.

"It's the concept of opportunity cost," said Mr. Nienow. Their data zeroed in on people thought to be anti-tax or anti-transit and likely to vote.

On a laptop in her S.U.V., Ms. Venable tracked, in real time, the progress of the four pairs working that day. By 4:30 p.m. they had knocked on 230 doors and connected with 66 people, a success rate of 29 percent. "Excellent," she said.

"Everything we do is very scientific, very data-based, very numbers-based," said Mr. Chougule, the Americans for Prosperity policy director. "We are able to see who are the people that are most likely to engage on this issue, who are the people most aligned with us that we need to get out, and who are the people whose minds we can change."

Another weapon in the Koch arsenal is Randal O'Toole, a transit expert at the Cato Institute, a libertarian think tank in Washington that Charles Koch helped found in the 1970s. Declaring transit "dead" and streetcars "a scam," he has become a go-to expert for anti-transit groups. Crisscrossing the country, he speaks at local events and writes opinion pieces.

At a forum in Nashville in January hosted by a conservative radio host, Mr. O'Toole gave an impassioned speech. "I think of light rail as the diamond-encrusted Rolex watch of transit. It's something that doesn't do as much as a real watch can do. It costs a lot more. And it serves solely to serve the ego of the people who are buying it," he said, meaning city officials.

Public transit critics have long raised fears that rail projects are a conduit for crime, and Mr. O'Toole himself has made that argument: "Teenagers swarm onto San Francisco BART trains to rob passengers," he warned in a blog post last year. But in Nashville, Mr. O'Toole made a different argument, namely that transit is for hipster millennials and would be a conduit for gentrification, forcing people to move further away to find affordable housing.

In another line of attack, he also argues that ride-hailing services like Uber and Lyft are the future of transportation, not buses and trains. "Why would anybody ride transit when they can get a ride at their door within a minute that will drop them off at the door where they want to go?" he said in an interview.

Asked whether low-income people could afford to use Uber instead of a bus, he said that subsidizing their rides would still be more cost-effective.

Raj Rajkumar, director of Carnegie Mellon University's Mobility21 research center, which focuses on transportation issues, said studies have shown that mass transit reduces congestion and pollution. But he also said there is some truth in concerns that transit could bring gentrification. To offset that, he said, transit plans should be paired with measures to increase affordable housing.

Still, in most places and over the long run, buses and trains are the most effective and cleanest way of moving large numbers of people large distances, he said. Ride-sharing can help people on shorter trips, Mr. Rajkumar said, or getting to and from a train station. “But if you’re going 30 miles, Uber is less suitable. I don’t think Uber and Lyft can really replace public transit,” he said.

A Money Trail, Undisclosed

The scale of the Kochs’ anti-transit spending is difficult to gauge at the local level, because campaign finance disclosure standards vary among municipalities. But at the state and national level, the picture gets clearer.

Last year Americans for Prosperity spent \$711,000 on lobbying for various issues, a near 1,000-fold increase since 2011, when it spent \$856. Overall, the group has spent almost \$4 million on state-level lobbying the past seven years, according to disclosures compiled by the National Institute on Money in State Politics, a nonpartisan nonprofit that tracks political spending.

Broadly speaking, Americans for Prosperity campaigns against big government, but many of its initiatives target public transit. In Indiana, it marshaled opposition to a 2017 Republican gas-tax plan meant to raise roughly a billion dollars to invest in local buses and other projects. In New Jersey, the group ran an ad against a proposed gas-tax increase in 2016 that showed a father giving away his baby’s milk bottle, and also Sparky the family dog, to pay for transit improvements among other things. “Save Sparky,” the ad implores.

In Nashville, Americans for Prosperity played a major role: organizing door-to-door canvassing teams using iPads running the i360 software. Those in-kind contributions can be difficult to measure. According to A.F.P.’s campaign finance disclosure, the group made only one contribution, of \$4,744, to the campaign for “canvassing expenses.”

Instead, a local group, NoTax4Tracks, led the Nashville fund-raising. Nearly three-quarters of the \$1.1 million it raised came from a single nonprofit, Nashville Smart Inc., which is not required to disclose donors. The rest of the contributions to NoTax4Tracks came from wealthy local donors, including a local auto dealer.

Both NoTax4Tracks and Nashville Smart declined to fully disclose their funding.

‘I Knew We Were Going to Win’

After Ms. Barry’s resignation, Nashville’s pro-transit movement struggled. Its messaging became muddled, strategists said, with supporters claiming that the plan would do everything: create jobs, benefit the environment and even boost the health and wellness of residents.

Ultimately, the pro-transit camp failed to fend off criticism that the plan benefited a gentrifying downtown at the expense of more distant lower-income and minority areas.

“If everyone’s going to pay for it, everyone needs to benefit,” said Rev. Jeff Obafemi Carr, who threw his support behind the opposition campaign and mobilized African-American voters.

After the vote, the Americans for Prosperity crew celebrated its victory at the Nashville Palace, a country music venue. “I knew we were going to win,” Ms. Venable said. “But I wasn’t taking my foot off the gas for a second.”

<https://www.nytimes.com/2018/06/19/climate/koch-brothers-public-transit.html>

With 'Big I' infrastructure adrift, lobbyists look to next year

June 8, 2018
By LAUREN GARDNER
Politico

With President Donald Trump's big infrastructure vision resigned to claiming small wins among expected reauthorizations, lobbyists are beginning to look toward the next highway and transit bill to get what they wanted all along — a fix to the insolvent Highway Trust Fund.

With the likelihood of a wide-ranging infrastructure bill being enacted this year virtually nil, infrastructure advocates are increasingly looking ahead to the next Congress for action on their pet issues, the most high-profile of which is the cash-strapped Highway Trust Fund.

"I think it is accepted in the larger infrastructure atmosphere in the lobbying world that there isn't going to be a massive infrastructure package this year, barring some recalculation by the Republican leadership between now and the election that they need to do something big to show another victory," one industry lobbyist told POLITICO.

The American Association of State Highway and Transportation Officials kicked off its FAST Act reauthorization effort this month, more than two years before the highway and transit law expires on Sept. 30, 2020.

"I think the recognition there is that for the states, the core of what we do, what matters, and how the federal government can be the most helpful is still based on the multiyear surface bills," said Joung Lee, AASHTO's policy director.

While industry is eyeing any opportunity to get a HTF fix through Congress before the last highway and transit law expires in 2020, the best chance to do that was arguably last year's tax code overhaul, which policymakers took a pass on. An FAA reauthorization — which contains a tax title — is expected to see movement this year, but it's an unlikely vehicle.

And beyond the specific process, lawmakers have yet to coalesce around a way to address the Highway Trust Fund's dwindling gas tax receipts.

Another industry lobbyist said groups' pivot toward FAST Act reauthorization was a "natural evolution," given the amount of time it took for the Trump administration to put forward its infrastructure plan — which had initially been promised within the first 100 days — and the fact that it doesn't contemplate addressing the HTF.

"It was just enough time — just that year was, I think, a big mind-switch from, 'Oh, we got years before the FAST Act expires, that's like something in the future,'" to "'2020 is around the corner, and we gotta start thinking about this,'" the lobbyist said.

But the industry has also been consistent about wanting HTF solvency addressed as part of — or alongside — a broader effort to legislate on infrastructure. Nearly all the big-name surface transportation advocacy groups mentioned the HTF in their statements reacting to the White House's February rollout.

Lee said industry must do a better job of advocating for core programs, like the trust fund.

"I think we're stuck in a bit of a purgatory of the extremes," he said, where Congress seemingly recognizes the importance of not letting the fund run into a shortfall, while also being unable to reach a consensus on a long-term fix — or even that a solution is necessary.

Regardless, House Transportation Chairman Bill Shuster (R-Pa.), who's still searching for a legacy bill after his big vision for splitting up the FAA failed, plans to introduce an infrastructure bill this summer in advance of his retirement. What exactly that bill could look like is still an open question.

While sources familiar with the talks say a bill could come before the August recess, some members have suggested the effort could encompass principles or policy ideas outside the committee's jurisdiction.

Ranking Democrat Peter DeFazio (D-Ore.) indicated this week that "funding alternatives," which fall under the House Ways and Means Committee's jurisdiction, are being discussed between the panel leaders. But any real revenue raisers, especially of the sort that would address the HTF's solvency, seem like a long shot.

"I don't think we need much policy," he said. "I'm happy to lay out funding alternatives for our colleagues on Ways and Means."

But given the condensed legislative calendar ahead of the November midterms — not to mention the uncertainty surrounding which party will control the chamber next Congress — the effort may well essentially serve as a marker for members returning in 2019.

"While we may not be getting the legislative victories we're hoping for, we're gaining public support and growing our coalitions, so we'll be in a much better place to push this through the legislative process when the Congress decides to get serious" about pursuing infrastructure legislation, said Ed Mortimer, the U.S. Chamber of Commerce's vice president of transportation and infrastructure.

When asked if the Senate Commerce Committee would producing a bill this year, Chairman John Thune (R-S.D.) told POLITICO he thinks "it's going to be unlikely that anything gets done this year."

"I think that's probably, you know, a big infrastructure bill's probably a post-election and next-year-type issue," he added.

Thune acknowledged that the political will to legislate on infrastructure outside the traditional reauthorization structure that's existed for years for highways, airports and waterways is tenuous.

"I think it would be hard to do," he said. "I don't sense that there's enough momentum around it, nor ... has anybody come up with a way of a funding source for how you're going to pay for all this stuff."

<https://www.politico.com/story/2018/06/08/with-big-i-infrastructure-adrift-lobbyists-look-to-next-year-570830>

Buses, delivery vans and garbage trucks are the electric vehicles next door

June 21, 2018
Eric A. Taub
The New York Times

As American car buyers cautiously dip their toes into the world of electric vehicles, pondering issues such as cost, charging times and driving range, big businesses and some government agencies are going in headfirst.

The Antelope Valley Transit Authority, which serves some 450,000 residents in parts of Los Angeles County, wants to be the first transit agency with an all-electric bus fleet. It hopes to ditch all its diesel vehicles by the end of the year and replace them with 80 fully electric versions.

Reducing pollutants is a high priority for Antelope Valley, which includes the cities of Palmdale and Lancaster, because the area has the highest rate of asthma and deaths from respiratory diseases in the county, according to the county health department. "This switch-over makes sense for the environment," said Len Engel, the transit authority's executive director.

The same factors that appeal to consumers make an electric vehicle a good fit for commercial applications. Electric motors offer the low-speed torque such vehicles need, without the roar or exhaust of their diesel counterparts. And while range anxiety could be a concern for the typical car buyer, operators of buses and similar vehicles tend to stay close to home, needing a range of 100 miles or less.

Even as Tesla has promised to apply its passenger-car experience to long-haul trucking, a host of companies are already offering fully electric commercial vehicles to governments and private industries that are looking to turn mail trucks and garbage haulers into vehicles of the future.

McKinsey & Co., the management consulting group, forecasts that electric light- and medium-duty trucks — a group that includes pickups, flatbeds and some trash haulers — could achieve between 8 percent and 34 percent sales penetration by 2030. The wide range depends on market conditions: Fleet owners need parity in the total cost of ownership between a traditional diesel-powered vehicle and an electric one. And municipal air-quality regulations may spur or slow down the adoption of electric commercial fleets.

"Our latest perspective is that U.S. break-even for long haul could be between 2025 and 2030," said Russell Hensley, one of the report's authors.

Hensley said two factors were holding back the commercial electric market: a limited number of models and the relative infancy of fast-charging technology.

But businesses and governments are still jumping on board. This month, the Chicago Transit Authority agreed to buy 20 electric buses from Proterra at an estimated cost of \$32 million. In May, San Francisco said it would begin buying only electric buses starting in 2025, with plans for an all-electric fleet by 2035.

The Workhorse Group, based in Cincinnati, has signed a letter of intent to sell 500 electric pickup trucks to Duke Energy, with delivery starting this summer. The \$52,000 vehicles, made in

the company's plant in Union City, Indiana, "will do anything a conventional pickup will do, including towing and hauling," said Steve Burns, Workhorse's chief executive.

Duke Energy is committed to making 5 percent of its fleet nonpolluting, said Randy Wheeless, a company spokesman. It plans to distribute its electric pickups — which will have a gasoline backup engine to charge the batteries, a similar system to the one in the Chevrolet Volt passenger car — across the six states it serves.

Workhorse has just concluded a deal with UPS to sell the company 950 electric delivery vans, adding to the 50 that UPS has been testing. And a joint venture of Workhorse and the truck builder VT Hackney is one of five finalists in the U.S. Postal Service's bid to replace its fleet of mail delivery vehicles. The Postal Service is also evaluating gasoline and hybrid vehicles, but typical mail delivery route distances make an electric vehicle a viable proposition, Burns said.

The Chinese company building Antelope Valley's electric buses, BYD, is unknown to most Americans, but it is the world's largest manufacturer of electric vehicles — everything from forklifts to passenger cars and semi trucks.

The company is building the buses in Lancaster, and has also supplied electric buses to the University of California; Eugene, Oregon; and more. Low operating costs are a main selling point.

"Fuel and maintenance are one-third that of typical equivalent diesel vehicles," said George Miller, BYD America's senior sales manager for fleets.

The company has demonstrated its electric garbage trucks to city of Los Angeles sanitation officials and has a deal to sell 20 articulated buses to the operator of Los Angeles International Airport, Miller said.

While maintenance and energy costs are lower, initial purchase prices are not. BYD's garbage truck costs \$300,000, while its 40-foot bus is about \$150,000 more than its diesel equivalent.

BYD is counting on rebates to cut those costs. In California, that could amount to a price reduction between \$50,000 and \$75,000, thanks to money available from the state's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project.

The Antelope Valley Transit Authority is receiving \$46 million in state and federal funding to help buy its 80 electric buses. While some of its buses run consecutive multiple routes as far as 558 miles a day, they can be charged wirelessly whenever a route is finished, adding 20 miles of range every 10 minutes. Engel said he expected the authority to save \$1 million per year in fuel costs alone.

Other companies are running commercial electric vehicle demonstration projects and gearing up for production.

Tesla says it will make its Tesla Semi electric truck next year, with prices beginning at \$150,000. And Thor Trucks, based in Los Angeles, also plans to offer an electric semi truck next year. It expects to charge \$150,000 for a version with a 100-mile range, and \$250,000 for a 300-mile version.

Thor is aiming for customers seeking short-haul heavy vehicles, such as trucks that might need to drive from a port to a warehouse. Those kinds of short-haul trips generate a great deal of air pollution when diesel trucks are used. But big batteries aren't the only solution.

Siemens, the German technology company, recently conducted a one-mile eHighway demonstration at the Long Beach and Los Angeles ports using trucks that drew power from overhead wires, much the way trains and streetcars are powered.

Overhead power eliminates the need for huge batteries and recharging time. When a truck must pass another vehicle, it disconnects from the wiring system, temporarily using a small battery before reconnecting to the wires.

"Over a 100,000-mile distance, we'd save \$20,000 in fuel and maintenance," said Andreas Thon, a Siemens Mobility vice president in charge of the project.

The company is proposing to bring such a system to the entire length of the 710 Freeway, a major corridor jammed with trucks between the bustling Los Angeles ports to the city's rail yards and beyond. It is a stretch of highway that has been called the "diesel death zone."

Matt Miyasato, deputy executive officer of the South Coast Air Quality Management District, the public agency in charge of controlling air pollution for that area, said there were "too many variables" for such an approach to be viable at the moment. But the idea is promising.

"If the Siemens test could be scaled up," he said, "we'd have a zero-emissions corridor."

<https://www.bizjournals.com/dallas/news/2018/06/21/buses-delivery-vans-and-garbage-trucks-are-the.html>

Mobility 2045 to Prepare For More North Texas Population Growth

North Texas forecast to exceed Chicago area population

June 22, 2018
By Ken Kalthoff
NBC5

North Texas may pass the Chicago area population by the year 2045 and regional transportation planners have taken that into account in the new Mobility 2045 plan.

It includes more roads, more rail transit, more bicycle lanes and new transportation technology just being imagined now.

“The advent of traffic signals talking to cars, cars talking to cars, autonomous vehicles -- this is a pretty exciting time to be in transportation,” said Michael Morris, Transportation Director with the North Central Texas Council of Governments.

Morris leads the Regional Transportation Council which adopted the new Mobility 2045 plan.

“We’re always short of money. We don’t have enough money to build everything that’s in the plan,” said Dallas City Council Member Sandy Greyson, a long time RTC member.

Greyson and Morris were both named on the Mobility 2020 plan adopted in 1996. Much of that plan has been accomplished.

“A lot of that has really helped us not only grow, but be able to cope with the growth that we’ve had over the last 20 years,” Greyson said.

She points to the LBJ Express project as a major accomplishment. It added toll express lanes under the I-635 LBJ Freeway through North Dallas between I-35E and US75 Central Expressway.

“That was 20 years in the making and because we had the managed lanes we were able to get that road built,” Greyson said.

Several entirely new highways in the 2020 plan have been completed as toll-roads.

Even though Governor Greg Abbott opposes any new tolls, managed toll express lanes that are optional for drivers are included for future North Texas projects in the North Texas Mobility 2045 plan.

Michael Morris said North Texas leaders support that approach.

“Our elected officials, almost to a person, insist that some ability to toll the express lanes is critical,” he said.

The Mobility 2045 plan calls for \$134 billion dollars in North Texas Transportation investment the next 25 years.

No Changes Planned After 10-Hour Dallas Traffic Delay

Back up plan for High Five failed Thursday

June 21, 2018
By Ken Kalthoff
NBC5

Officials said no changes in the roadway or alternate routes were planned after a 10-hour traffic delay Thursday on one of the busiest North Texas interchanges.

The US 75 and Interstate 635 were both closed after a 4:30am accident in the Dallas High Five interchange.

A tanker truck operated by Transwood Incorporated of Omaha, Nebraska lost control and tipped on the overpass from Southbound 75 to Eastbound I-635 LBJ Freeway.

Dallas Fire Rescue said the truck carried a flammable resin, commonly used in the production of plastics. The Dallas Police Department ordered all levels of the roadway closed for safety as the material was moved to a second truck and the first truck was towed away.

No one was injured but alternate routes became massive gridlock for miles around and drivers were steamed.

Creeana Daniel said her car overheated in a 3-hour delay getting off the highway.

"If they're going to shut down the whole freeway, there should be some other option different from this," she said. "There should be an emergency plan for this kind of thing."

There was a plan when the High Five opened in 2005 to avoid the icy conditions that typically make high overpasses unusable.

North Dallas City Council Member Sandy Greyson was involved in transportation planning long before the High Five was built.

"We had it designed so that we would have frontage roads in every direction, which was not the standard before the high five, so people could get through on the ground level," Greyson said.

But this situation also left the frontage roads unavailable.

"They shut it all down for safety reasons. We didn't know what was going to happen with that truck, so DPD shut down the road for safety," said Texas Department of Transportation spokesperson Donna Simmons. "You can't plan for that anywhere."

Simmons said the roadway has operated properly since it opened and the Dallas Police Department will investigate what made this truck lose control.

"The road meets all safety standards," Simmons said.

Council Member Greyson said she uses that roadway too and hates getting stuck in traffic.

“I don’t know if it was even envisioned that this sort of thing could happen but it has happened and you just deal with it the best you can,” Greyson said.

All main lanes and the ground level frontage roads were open for the evening rush hour Thursday.

Records show Transwood has 447 trucks and 445 drivers. The company underwent 974 inspections the past two years and reported 38 accidents, none of them fatal. It has a satisfactory rating from the Federal Motor Carrier Safety Administration.

Watch the video: <https://www.nbcdfw.com/news/local/No-changes-planned-after-10-hour-Dallas-traffic-delay-486206281.html>

DART taps Rowlett as first member city to make full switch to on-demand GoLink shuttles

June 25, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

GoLink, an on-demand shuttle program whose riders dictate where and when they'll be picked up, is taking its momentum into a sixth Dallas Area Rapid Transit locale.

While this is welcome news in Rowlett, which on Monday will become the first DART city to be fully served by GoLink, the evolution of efficient, user-friendly commutes continues systemwide.

DART started moving away from fixed routes and large vehicles in lesser-used areas about 15 years ago with On-Call, a reservation service that, if you call an hour or more in advance, brings the shuttle to the rider.

GoLink cuts that lead time in half to 30 minutes. And it allows booking by smartphone via the TapRide app.

DART's next step will be to integrate GoLink into its GoPass app, combining trip planning and payment without talking to a live agent.

Smaller vehicles and on-demand scheduling have long been targeted as ways for DART to become more efficient in areas of lower ridership.

"The original intent of On-Call was [a] service of last resort in areas where there wasn't enough ridership to support having regular fixed-route service," said Rob Smith, DART's assistant vice president of service planning and development. "It was a way of providing a level of service at a relatively low cost."

While the connection to DART's network of transit centers was the foremost purpose, it soon became apparent that the more personalized service was being used to get directly to destinations within the zones. Local shopping, for example. In Plano's Legacy area, midday lunch runs are popular.

DART converted three of On-Call areas to GoLink in late February: Inland Port, to focus on a largely unserved industrial and commercial area out of UNT Dallas Station, and the Rylie and Kleberg zones. GoLink replaced On-Call service in Plano in March, extending reservations from an area it calls North Central Plano to serve the Chase Oaks area, then adding the Legacy West zone.

The agency books about 400 GoLink trips a day in the five existing zones of service.

Eastern Rowlett has been served by On-Call for several years. But with increasing interest in service in other parts of the city, DART said it made sense to unveil GoLink citywide.

In Plano, an area bordered by Spring Creek Parkway, Custer Road, Ohio Drive and State Highway 121 will be converted to GoLink in mid-August.

After that, DART will monitor and tweak the seven GoLink areas for about a year.

"If successful, by the end of fiscal 2019, we may very well take the next step probably to convert the remaining On-Call zones," Smith said. Those include Farmers Branch, Glenn Heights, Lake Highlands, Lakewood, North Dallas and the Park Cities.

Smith said DART is also looking at a partnership with transportation network companies like Uber and Lyft to help the shuttles during peak hours. Such an arrangement may also be used to expand GoLink service to weekends and later at night — times when the program's target areas don't generate enough calls to warrant DART having its own shuttle.

GoLink users who want to book by phone can do so by calling the On-Call number, 214-452-1827.

<https://www.dallasnews.com/news/transportation/2018/06/25/dart-taps-rowlett-first-member-make-full-switch-demand-golink-shuttleprogram>

‘Going to mission!’: Drones are flying themselves, but how far should Washington let them go?

June 23, 2018
By Michael Laris
Washington Post

BLACKSBURG, Va. — They considered how well everyone slept the night before. They considered the chances a military jet might scream by on a training mission. They considered the farmer in the field.

Then they considered some more.

After making it through their list of everything that might possibly go wrong, the team from Virginia Tech sent a birdlike drone — shaped from black foam and packed with high-end communications and camera equipment — on an assignment designed to fail. They wanted to know how far it could fly before it lost contact with its human minders on the ground. So they clicked a destination that was out of range to see what would happen.

“Going to mission!” said the computer voice with a soothing European accent, as the three-foot-wide drone set off to do what it was told.

This test was for State Farm, which wants to send long-distance drones to assess disaster zones nationwide. But before the insurance giant can do that, it must make the case to the federal government that it can do the job safely.

It is a process the Department of Transportation hopes to accelerate as it seeks to dramatically expand how drones are used across the country. Kentland Farm, where 123 slaves once toiled beside the New River, will be an epicenter of that new push.

Virginia’s was one of 10 pilot projects selected by the Trump administration last month and given a leg up as they seek permissions for wide-ranging drone missions, such as crop and railroad monitoring, and food and medical deliveries.

National-security officials have pointed to the danger drones pose as potential weapons, as they have been used overseas. Civil-liberties advocates have warned of broad potential for privacy abuses.

But the Federal Aviation Administration, which is overseeing the pilot, says the program will give local, state and federal officials the chance to work with private firms to wrestle with the potential risks and work through how to both spur and govern the powerful new technology.

Pushing limits

On a recent morning, the Virginia Tech specialists, working with State Farm at an FAA-designated test site known as the Mid-Atlantic Aviation Partnership (MAAP), made their way through a Murderers’ Row of “what ifs.”

What about helicopters? Other manned aircraft? Other drones? A nearby parked train?

The approach this day was to throw people at the problem. Although the black-and-yellow SenseFly drone can fly long distances autonomously, and its progress can be easily tracked by

watching its fluorescent green avatar flit across a laptop screen, the day's experiment required the route to be lined with human observers.

Without special permission or a waiver, the FAA generally prohibits flying drones beyond the point where the human operator can see them. That, and similar rules against flying over people, are the main regulatory hurdles to sharply expanded commercial drone use.

Advocates of such widespread use envision thousands of precisely coordinated drones flying over community after community, performing all sorts of tasks. But getting to that point would require chipping away at those government-imposed limits. The best way to do that is data, said Virginia Tech's Mark Blanks, MAAP's director.

"This will be a crawl, walk, run thing," Blanks said.

In this test, researchers aimed to prove it is safe to fly a drone even after it disappears from the pilot's view, so they parked an observer every quarter mile to watch things unfold. If they prove they can "mitigate" any pitfalls with those extra eyes watching, they can apply to do new tests that remove those extra eyes.

"We'll ask for expanded approvals that will allow us to do more and more and more," Blanks said. "It's not going to be one day we're flying with eight people per aircraft to the next day one person per 1,000 kind of thing. It's going to be a progression, over time, as we collect the data needed to support it."

The track record Blanks and his colleagues have built running such experiments and working with the FAA was a key reason Virginia was chosen out of 149 applications. Leading companies also signed on. Project Wing, the drone delivery effort under Google parent Alphabet, is a partner, as are AT&T and Intel. Others include Airbus Aerial, infrastructure inspection firm Hazon Solutions, Sinclair Broadcast Group and Dominion Energy.

Each comes with its own goals and questions they want to test, and they are still figuring out priorities among themselves and federal officials, participants said. Intel makes drones. AT&T sells network services used by them. Dominion wants to expand surveys of power lines.

The Virginia State Police and the state Department of Transportation, as well as county governments around the state — Loudoun, Buckingham, Cumberland, Montgomery, Prince Edward and Wise — were also part of the application, as were the Commonwealth's aviation, space, emergency management and technology agencies.

'Do the right thing'

Project Wing has been delivering food and convenience items, including beauty supplies, to customers in Australia. James Burgess, a senior leader at Project Wing, said previous FAA approvals in the United States for expanded testing have largely focused on technical questions, revolving around vital issues of reliability and safety.

But as the company deploys technologies to pilot, track and identify drones at the same time in the United States as part of what amounts to an air traffic control system for the small aircraft, Burgess said it is also crucial to figure out what government authorities and the general population want out of such systems.

Traditionally, aviation has been governed at the federal level, but local officials “will have more and more of a stake in what happens” in the airspace directly above their communities, he said.

The pilot project “allows us to bring together not just the technology that we’ve been able to improve and validate and get ready over time, but now also the communities on the ground and the state and local entities that also need to be engaged” as partners, Burgess said.

State Farm, one of the country’s largest insurers, sees Virginia as a base to seek a federal green light for broad new operations, such as flying across hurricane-ravaged regions immediately after a storm. The company has started using drones to identify hail damage one house at a time, but it has only touched on a tiny fraction of the hundreds of thousands of roof inspections it does every year.

In the future, customers might get faster responses and inspections, and workers could have less risk of falling, something the insurer pays close attention to, said Todd Binion, a State Farm manager who has helped spearhead the use of drones.

“We’re collecting really high-resolution imagery. Down the road, we’ll be able to apply advanced analytics against that high-resolution imagery and potentially automate the identification of damage,” Binion said.

As the company moves to use drones to operate more efficiently and better help customers in need, it says it has put a premium on safety. That “really aligned” with Virginia Tech’s approach, Binion said.

“Certainly, these types of advanced operations,” such as flying “beyond visual line of sight” and over people to do community-wide damage assessments, “really do carry a little more risk” than the way State Farm uses drones today, Binion said.

The goal, he said, is to “do the right thing, not just go fly drones willy-nilly.”

Among the Virginia Tech crew helping achieve that goal was Robert Briggs, who got into drone work after getting hooked on radio-controlled airplanes. He went on to fly drones for the Navy.

Sitting in the passenger seat of a Ford pickup, Briggs’s job was trying to help State Farm determine how far its drones could travel.

“Now we look really weird,” he said, eyes glued to his laptop controller as he and a colleague inched down a country lane with the truck’s hazard lights blinking and an oversized antenna sticking out.

For Briggs, this is work, not play. There’s no joystick. He’s not tweaking the drone’s every movement, like he enjoys doing with model airplanes. Instead, he’s telling the drone where to go and monitoring the laptop screen and radio traffic for potential problems.

“That is a little less fun, from a flying perspective,” he concedes. But making such flights a routine and somewhat uninteresting activity is what companies like State Farm and Alphabet and Amazon need for their ambitious plans. “None of that would be possible if it wasn’t for the technology, right?”

About two miles out, the communications started to get hinky. Then they dropped out altogether.

Untethered by its human masters, the drone turned around on its own, as it was programmed to do. It then started circling in a holding pattern, awaiting further instructions.

Briggs repeated the same mission, more than 20 times over four hours, gathering data for the future.

“Good unmanned aircraft operations should be anticlimactic. They should be benign and simple,” said his boss, Mark Blanks. “There’s a lot of hype about drone flights. But, usually, it’s pretty boring.”

https://www.washingtonpost.com/local/trafficandcommuting/going-to-mission-drones-are-flying-themselves-but-how-far-should-washington-let-them-go/2018/06/23/664c07dc-74a6-11e8-805c-4b67019fcfe4_story.html

How Dallas Paved a Future of Growth, Inequality, and Crisis

The region's propensity to build, coupled with its dedication to real estate, has created an unequal present for its residents. But that can change.

June 22, 2018
By Peter Simek
D Magazine

This is the first of a two-part series in conjunction with D Magazine's new urbanism special issue, which begins publishing online Monday. This story looks at how thinking around urban planning has created the city of Dallas we know today. The new urbanism issue explores how Dallas can design itself for residents instead of commuters.

Modern Dallas was born in May 1908, when, after three days of torrential rain, the Trinity River overflowed its banks and washed out bridges, railroad trestles, neighborhoods, and sections of downtown. Dallas' leadership was confronted with a problem familiar to all fast-growing cities: how to protect the city's rapid growth against the powerful and fickle forces of nature. Their response to that question would shape Dallas-Fort Worth for the next 110 years.

First, in 1911, Dallas' leadership commissioned celebrated urban planner George Kessler to organize Dallas' chaotic urban layout. Since the arrival of the railroad in the 1870s, the booming frontier trading depot had evolved into a messy tangle of partially cobblestoned streets, muddy alleys, circuitous streetcars lines, interlacing railroad tracks, and two overlapping and incongruous street grid systems.

The planner made numerous recommendations, but his most significant was to direct Dallas to move the Trinity River away from downtown. It took more than two decades to accomplish, but when the river was finally moved, it transformed the former floodplain into cheap land primed for development. Private landowners donated some of the land to the federal government for the construction of Interstate 35, and what was once a river became Dallas' new industrial center.

The flood of 1908 taught Dallas an important lesson: a planner's vision could instigate public investment, which in turn could open raw land to economic benefit. For the next hundred years, cities and towns throughout the region repeated the experiment, building out an ever-expanding network of superhighways, extending the machinery of urban infrastructure into the vast emptiness of Texas farmland.

Acres of cotton fields and cattle ranches became an unbroken, unbounded stretch of concrete. Planners, as well as legions of architects, engineers, governmental bureaucrats, real estate developers, politicians, and civic boosters, worked together to build a new kind of urban environment, an urban super region that grew to become the fourth largest metropolitan area in the country with a GDP that is greater than that of Sweden.

But there is another side to the region's success.

Today, Dallas-Fort Worth is home to massive income inequality, and the city possesses one of the highest rates of childhood poverty in the nation. While some DFW communities spend millions of public dollars to lure corporations and sports franchises to their corners of the region, others can hardly afford to maintain basic infrastructure or provide satisfactory public education. The distance between job opportunities and affordable housing grows ever wide as

governments dump billions into an ever-expanding highway network that is increasingly congested. Some DFW communities look like the very ideal of 21st American success; others could be mistaken for the poorest corners of Appalachia.

Dallas has become, as architecture critic Mark Lamster labeled it, “Paradox City, U.S.A.” And yet, most of the region’s civic leaders see these paradoxes as discrete social, political, cultural, economic, or environmental challenges. Instead, the region’s incongruous image of success is a canary-like indication that DFW’s strategy for growth is fundamentally unsound. It is a threat that is no less existential than that terrible flood that nearly wiped out the city in 1908.

To understand why these many “paradoxes” exist and the threat they represent, we must first understand how Dallas-Fort Worth came to be the kind of urban environment it is today. It is a story that challenges our basic assumptions about how North Texas does business and shows how those assumptions are rooted in the systematic application of radical, unproven ideas about how urban societies should operate and function, the biproduct of a brand of 20th century urban idealism that has fundamentally altered the structure of urban policy. Only when we can see that the status quo of DFW’s urban development is the legacy of a failed urban experiment can we begin to understand how the region may reverse a century of mistakes.

The Making of a Modern City

The first automobile arrived in Dallas three years before George Kessler. At first, the new car was viewed as a novelty and a safety nuisance. The city passed ordinances to help protect pedestrians from the motorized buggy. But as cars flooded the market, Dallas paved streets. Suddenly, there was untapped value in land that was previously not accessible by foot or streetcar. The automobile has long served as a shorthand explanation for Dallas’ 20th century growth. But it is overly simplistic to see suburban sprawl as merely a deterministic outcome of the introduction of the car. Rather, it is more helpful to focus on the figure of Kessler, not necessarily his plan for Dallas, but what Kessler-the-Planner represented to Dallas’ ambitious imagination.

When Kessler arrived in Dallas, he was more than an outside expert. Kessler symbolized a new kind of hope, an optimism and enthusiasm for big ideas that could revolutionize the way cities work. Large-scale urban reconfigurations in the 19th century, like the kind that gave birth to Washington D.C. or dramatically redrew the geography of Paris, inspired 20th century planners to believe they could cure cities’ ills by radically reinventing urban form. New and influential schools of thought – Charles Mulford Robinson’s City Beautiful, Ebenezer Howard’s Garden City, Le Corbusier’s Radiant City – varied greatly in methodology and approach, but they each shared a fundamental desire to clarify urban life and separate urban functions in order to keep the “messy” aspects of urban life – commercial, manufacturing, and industrial uses – away from the kindlier ones, like housing and parks.

Kessler was a well-respected practitioner of the City Beautiful movement, and his recommendations for Dallas included the development of Union Station and Dealey Plaza as grand ceremonial entryways into the burgeoning city. Dallas only implemented parts of Kessler’s plan but swallowed whole an enthusiasm for master-planning as a municipal medicine. Over the course of the next century, Dallas would continually invite dozens of the most celebrated urban planners of their day to draft scores of plans that, like Kessler’s, were only haphazardly implemented.

Dallas' many plans may have never fully materialized, but they did serve a function. Urban planning provided a kind of intellectual cover, a reasonable, civic-minded justification for new investments of public funds into infrastructure improvements that appeared to reflect planners' intent and ideals, but which instead followed the logic of a deeper guiding principal. This logic was forged by the emerging image of an idealistic American life and the evolved bureaucratic machinery operated by new forms of governmental administration.

Beginning in the 1930s, a new ideal of the American city emerged as a utopian dream of a spectacular and futuristic elevated highway system that established an interconnected network of suburban homes. This image entered the public imagination in the form of advertisements, like the General Motors-sponsored Futurama exhibition at the 1939 Worlds Fair, and mass media, like *Leave it to Beaver*.

Meanwhile, public investment was directed towards infrastructure that could turn these visions into reality. The most visible public investment was the establishment of the interstate highway system, but other new policies were just as transformative. The 1949 Housing Act, for example, provided funds for the large-scale clearance of city neighborhoods, while introducing long-term, fixed-rate fully amortizing mortgages that fueled the post-war housing boom. State, regional, and municipal government agencies invested in a wide array of infrastructure projects – sewers, electricity grids, telephone networks, and myriad networked services and amenities that critic Lewis Mumford dubbed “the invisible city” – underwriting a half-century of economic inertia away from dense city districts towards suburban urban forms.

In the 1930s, architect Frank Lloyd Wright predicted that the introduction of new transportation and communication technologies would make the centralization of cities obsolete. The growth of Dallas-Fort Worth after World War II appeared to prove him right. North Texas provided an endless supply of empty farmland upon which a version of the dream of Wright's Broadacre City – the decentralized city – could be written in concrete. Whenever a new road was constructed, new communities sprung up out of the empty dirt like magic. The city that had cut its teeth on cotton and came of age with oil discovered a new generator of easy dough: real estate. Dallas' political and business leadership were well-invested in the model that seemed to produce limitless new economic opportunity.

In the 1960s, under Mayor J. Erik Jonsson's Goals for Dallas plan, the city cemented its commitment to regional growth. A new research university, the University of Texas at Dallas, would be built on empty pastures on the outskirts of town in Richardson. A new tollway authority would dart toward the Red River, turning northern suburbs into booming clusters of corporate campuses. And on a Manhattan-sized stretch of mesquite-covered prairie located halfway between Dallas and Fort Worth, the region would lay its claim as a global economic center with the construction of Dallas-Fort Worth International Airport.

Between 1950 and 2000, Dallas-Fort Worth's population grew by nearly 1,000 percent. But as DFW grew, downtown Dallas emptied, and the surrounding neighborhoods fell into disrepair. The city responded by razing entire blocks of old commercial buildings and apartments and replacing them with skyscrapers, parking garages, or surface parking lots. Roads in and out of the city center, as well as in many inner-city neighborhoods, were reconfigured to allow cars to move more quickly through neighborhoods and in and out of downtown.

The faster the cars moved, the more quickly people abandoned the city for the suburbs. Dallas continued to hire acclaimed planners, like the Harvard-trained Vincent Ponte, to rethink and redraw its geography. Ponte suggested downtown connect its buildings with underground

tunnels and glass skyways that clarified the urban environment by removing pedestrians from the streets. They were built, and downtown Dallas became a ghost town.

A New Crisis, A New Opportunity

In Dallas-Fort Worth, long-range planning continues to be dominated by the same old failed 20th century ideas and assumptions. These entrenched and misguided attitudes are reflected in the operations of the region's powerful extra-governmental authorities. For example, the North Central Texas Council of Governments, the region's transportation planning organization, directs billions in federal funding toward expanding and perpetuating a kind of un-urban urbanization.

The faster the cars moved, the more quickly people abandoned the city for the suburbs.

Dallas Area Rapid Transit sinks billions into a public transit strategy that presumes the unmovable, unquestioning necessity of car commuter-based urban development. These organizations, and many others, justify their short-sighted investments on what they call "regionalism." But regionalism has become a code word for the blind support of a deeply flawed model of un-urban urban growth.

In 1908, the Trinity River flooded Dallas, and its leaders made a policy decision that would establish an economic development strategy for the next 100 years of its growth. Dallas-Fort Worth today faces a similar existential crisis, albeit a less visible one. New economic and environmental challenges will challenge the 21st century city, and it will require a new kind of city to rise to meet them.

Dallas' early attempts at replicating successful urban communities have been wildly inconsistent and generally disappointing. That too should not be discouraging. Rather, the history of Dallas' development shows that the city is capable of tremendous vision and initiative. If that same civic ambition is applied to reimagining of its urban form – to breaking the degenerative cycle of sprawl and the outdated, dogmatic ideologies that underpin it – then the Dallas-Fort Worth region will enter into a new era of social, political, economic, and cultural possibility.

All it will require is civic leaders who can muster the political courage to set a new course.

<https://www.dmagazine.com/frontburner/2018/06/how-dallas-paved-a-future-of-growth-inequality-and-crisis/>

Your Amazon orders are fueling an industrial building boom in D-FW and U.S.

June 25, 2018

Written by Steve Brown, Real Estate Editor
Dallas Morning News

Some of North Texas' biggest real estate deals have something in common.

This week, online retailer VMInnovations rented more than 400,000-square-feet of distribution space south of Dallas in Hutchins for a new shipping hub and fulfillment center.

Next door in Wilmer, digital retail giant Amazon is finalizing a deal to lease more than 1 million square feet of space in two new warehouses for another distribution center. The planned fulfillment center on Interstate 45 would be the third major facility Amazon has in southern Dallas County.

The e-commerce boom is fueling demand for industrial space in Dallas-Fort Worth and across the country.

For every \$1 billion of digital retail sales, shipping requirements gobble up more than 1.2 million square feet of warehouse space, CBRE's head of industrial research David Egan said.

Egan credits online retailing with fueling one of the biggest U.S. industrial building and leasing booms on record.

"We are seeing on average 50 million square feet of extra demand a year in the market than history says we should be seeing," Egan said. "This has been going on now for almost six years."

Just how much warehouse and shipping space the e-commerce firms have occupied is impossible to determine, Egan told members of the National Association of Real Estate Editors meeting last week.

"It's hard to really get to the bottom of what people are doing," he said. "No one tells us what is happening inside that building when we do the lease."

But Egan is sure that the digital retailing boom is responsible for the record high rents and record low vacancy in the country's industrial property market.

"We are in rarified air here," he said.

More than 20 million square feet of industrial space is being built in the Dallas-Fort Worth area - one of the largest warehouse development pipelines in the country.

"In 2013 or so we started to see a lot more demand for logistics space in the market than GDP would call for," Egan said.

Egan predicts that e-commerce firms will continue to scramble for shipping and distribution space and may turn to non-traditional locations including vacant neighborhood big box stores to meet their needs.

"We are going to see more and more space to support those sales, even if the broader economy goes down," he said. "It can almost be counted on."

<https://www.dallasnews.com/business/real-estate/2018/06/25/amazon-order-fueling-industrial-building-boom-d-fw-us>

Column: A City of Sprawl Goes Urban

From the publisher: It's time to decide the future of Dallas.

June 25, 2018
By Wick Allison
D Magazine

The Dallas region is playing a fast game of catch-up. A generational sea change back to the city is in full tide. Right now, we're behind comparable regions such as Washington, D.C.; Atlanta; and (cough) Houston. But we've got all the ingredients to fuel a jump-start: solid population growth, a diverse economy, a strong civic culture, comparatively lower costs, and a world-renowned development community.

Since 2010, Texas has experienced the largest average growth rate of any state. Demographers say Dallas-Fort Worth will grow by 4.5 million more people in the next 20 years. Collin County is expected to double in population in the next 20. The Dallas urban area is expected to more than double—and it could grow faster if we are able to transition our infrastructure to be more resident-friendly.

Population growth is the tsunami coming right at us. Last year we were the fastest-growing region in the nation, a designation that can be for good or ill. Either we direct this growth to more efficient land use or we let inefficient sprawl exhaust our resources and burden our future. We either ride the wave or we will be engulfed by it.

I've visited with business and civic leaders all over the region. They still exude typical Texas optimism, but no longer with the bravado that Texas is famous for. Instead, they realize that the past is no guide to the future. Sprawl is not infinite. Even in the farthest suburbs, the most successful projects are mixed use and offer walkability. Taken together, population growth and generational change require that we thoughtfully transition from a car-dependent culture to a future of transit options that allow people to live, work, and play where they are. In short, towns that became sprawling suburbs are being forced to become towns again—a lot bigger and more diverse but towns just the same.

In the core of Dallas, a city designed for commuters must be overhauled for residents. The central business district concept is a relic of the past. Millennials and baby boomers—the two largest generations in American history—demand walkability. The downtown Dallas area will be the largest of many urban mixed-use centers in the region. Its success will have a spillover effect on the poorer neighborhoods to its east, west, and south. If managed thoughtfully, it will channel the tide to lift all boats.

The facts are in. Anyone who wants to argue with the future doesn't have one.

Dallas has a very bright future, but we have to move very fast to seize it.

<https://www.dmagazine.com/publications/d-magazine/2018/dallas-and-the-new-urbanism/a-city-of-sprawl-goes-urban/>

How Great Cities Are Made

We know that successful cities are designed for people, not cars. These nine basic rules are the playbook for Dallas' future.

June 25, 2018
By Peter Simek
D Magazine

It is easy to imagine what great cities look like. Picture the romance of walking along the boulevards of Paris, the thrill of jostling through the bustling streets of New York, or the energy that charges the air on a street corner of Tokyo. We can sense the sum of their various parts—feel the richness, vibrancy, vitality, and possibility. But the qualities of great cities—what makes them work—often seem ineffable.

There is, however, no mystery to how these cities grew and prospered. The human psyche evolved with cities. Our minds instinctively feel comfortable within carefully prescribed limits of scale and distance that have developed over millennia.

What today works in the most successful cities in America and around the world is what has always worked in cities. In the post-exuberance that came with the independence and efficiency provided by the automobile, we threw away the handbook and tried something entirely new. Some of it worked. A lot of it, though, did not work. Cities built for cars work only for cars. Cities built for people—for its residents—work for cars, buses, trolleys, streetcars, bikes, and the oldest of all modes of transport, our own two feet.

A generational turn toward cities has made them once again the economic engines for the rest of the world. But in North Texas we have forgotten through simple disuse the principles that underlie city-making. These principles are the building blocks that allow cities to create the kind of vibrancy that attracts even more people, thus producing even more vibrancy in an ever-increasing upward spiral of value creation and success.

Outstanding figures of contemporary thought about cities—people like Jane Jacobs, William H. Whyte, Kevin Lynch, Jan Gehl, and Jeff Speck—have identified these principles that form the elements of success. The good news is, it's not rocket science. There are observable, rational reasons that successful cities are so attractive. All we need to do is pay attention to them.

Design to Human Scale

The writer William H. Whyte led a small research team in 1970 into the streets of New York City with a simple objective: to observe how people actually used the city. It was a tumultuous time in New York. The 1960s had seen urban renewal projects clear entire neighborhoods of old tenements, replacing them with monolithic apartment blocks. An increasing number of highways were constructed through the city's boroughs and into Manhattan itself, destroying or dissecting neighborhoods. New skyscrapers, huge civic plazas, and other hallmarks of modernist and postmodern design were remaking the city's built environment. Poverty was deepening; crime was on the rise. Whyte and his team wanted to know: how did all of this affect the way people used urban space?

One of Whyte's key observations was that the success of urban spaces, the ability for parks, streets, and plazas to attract people and generate urban life, was not design—it was life. "What attracts people most, it would appear, is other people," Whyte wrote.

His team observed children who had access to a perfectly useful park but who instead opted to play in the streets. They saw large plazas designed by well-known architects that sat vacant, while smaller parks with a few benches teemed with life. A trend emerged. Successful urban spaces didn't dwarf, instruct, ostracize, obstruct, or bewilder people. Rather, successful urban spaces were characterized by a human-centric size and scale that allowed them to function as "sociable spaces"—places for people.

"Human scale" is a term that describes spaces in which people feel most comfortable to congregate. Architects and city builders going back to the Renaissance have concerned themselves with the proper proportions of urban spaces. But during the 20th century, because the automobile dominated urban planning, spaces were designed in ways that were large, ostracizing, or dangerous, and they dissuaded people from congregating. Danish architect and urban planner Jan Gehl observes how a shift in priorities resulted in a shift in scale.

"In the old metropolis, everything was made to a suitable size for a person, but after the introduction of modernism and the automobile, the importance of this scale was forgotten," Gehl writes. "We went from having architecture suited to the travel speed of 5 kilometers per hour, to entire cities of 60 kilometers per hour, which meant wider streets, bigger advertisements, higher buildings, where we weren't able to see anything in detail as we moved so fast."

It is impossible to put a quantitative measurement on what constitutes human scale. Gehl has written that the most comfortable building height for urban pedestrians is between three and six stories. But these proportions can change given the relative density of a district or the kinds and types of its uses and functions. The key point—the one that will come up in all of the subsequent principles—is that healthy cities are designed for people, and their streets, public spaces, and buildings create pleasurable experiences.

Mix Uses and Functions

In her landmark study *The Death and Life of Great American Cities*, the writer Jane Jacobs observed that healthy neighborhoods attract a diversity of people, for a diversity of reasons, at different times of the day. She called these primary, secondary, and tertiary uses. The primary uses of a neighborhood are the anchor attractions: offices, commercial spaces, factories, residences. These are the jobs and homes that give people a reason to visit or live in a neighborhood. Secondary uses are ancillary businesses that emerge in response to the presence of the primary uses. These can be shops and services that attract customers from the workers who use a neighborhood during the day or that serve the people who live in the neighborhood.

Jacobs observed that when city neighborhoods do not offer a multiplicity of uses, they suffer. The example she used was the financial district in Lower Manhattan in the 1950s. The workers who populated lower Manhattan's streets during the day departed at night. As a result, the neighborhood couldn't sustain a diversity of secondary businesses, services, and attractions; and at night, the historic heart of one of the biggest cities on the planet was deserted.

The good news is, it's not rocket science. There are observable, rational reasons that successful cities are so attractive. All we need to do is pay attention to them.

These challenges were entrenched throughout the latter half of the 20th century, as municipalities, following schools of urban thought that argued that the various functions of a city should be compartmentalized, implemented new zoning that separated use, introduced new highways that forced residents and places of business to be separated by large distances, and promoted new ideas about housing that increased suburban-style, single-family dwelling units as the ideal form of American life. It all contributed to the emptying out of downtowns in most American cities.

Without a mixing of primary, secondary, and tertiary uses, however, city neighborhoods can't survive. When a neighborhood has residences, businesses, entertainment attractions, restaurants, and other shops and services, its streets in the morning might be filled with residents walking dogs or running to get breakfast. In the afternoon, workers mingle with people running errands. When the workers go home for the evening, new people may arrive to hit the bars, grab dinner, or attend an event. The presence of life throughout the day attracts more life, and this activity is necessary to sustain the neighborhood services that make urban neighborhoods livable.

In recent years, some developers have reintroduced so-called "mixed-use developments" in an attempt to replicate urbanlike environments in more suburban-style cities. The successes of these efforts have been, well, mixed. Sometimes they help bring much-needed residences into commercial districts, beginning the slow process of creating new urban neighborhoods that have complementary primary, secondary, and tertiary uses. But too often these "mixed-use" developments are simply dressed-up versions of 20th-century development models—strip centers with apartments upstairs—or they don't offer a true mix of uses. Design alone will not overcome the many obstacles in the way of generating a healthy mix of uses in a city neighborhood. Rather, the reintroduction of multiple uses into districts is most successful when it takes advantage of existing uses, building upon established successes rather than attempting to mimic urban vibrancy with a cookie-cutter solution, as well as when it addresses the other obstacles to urban growth outlined in the following principles.

Make Streets Walkable

Great cities possess streets that themselves become an attraction—theaters of life that both serve a practical role of moving people in and around a city as well as encourage leisure and greater social interaction. While primary, secondary, and tertiary uses can attract people to urban neighborhoods, unless those neighborhoods are designed with streets that can support and encourage pedestrian life, the neighborhood won't thrive.

How do you create great streets? The architect and planner Kevin Lynch wrote about a simple concept of legibility. People will move along streets that are easy to read, streets that offer incentive and visual cues to spur pedestrians on. Jacobs wrote about the need for short block lengths, which help facilitate the crisscrossing of uses that lend city neighborhoods their sense of vitality. In his book *Principles of Urban Structure*, Nikos A. Salingaros writes that successful city streets form a web that offers the maximum number of ways to maneuver between different urban "nodes," or destinations. They must be short enough to allow pedestrians to navigate various paths through the web. They must also be clearly defined so that pedestrians can traverse those paths with ease.

In many U.S. cities, Dallas being a prime example, urban planners and traffic engineers in the 20th century redesigned city streets to prioritize the flow and speed of automobile traffic over people. In the name of decreasing congestion, street corners were rounded to enable faster turns, downtown streets were turned into one-ways to speed the flow of exiting traffic, and new

roads were cut through the existing street grid to allow cars to bypass neighborhoods. This had the cumulative effect of making streets more dangerous for pedestrians, while efforts to separate vehicular and pedestrian traffic—for example, by creating underground tunnels—also helped to destroy the vibrancy of city neighborhoods. As Jan Gehl has written, successful city streets do not banish automobiles. Rather, they simply prioritize the needs of pedestrians over automobiles.

“As the British ‘home zones,’ Dutch ‘woonerfs,’ and Scandinavian ‘sivegader’ have demonstrated for years, pedestrians can thrive with other forms of traffic as long as it is crystal clear that all movement is based on the premises of pedestrians,” Gehl writes. “Mixed-traffic solutions must prioritize either pedestrians or provide appropriate traffic segregation.”

Walkable streets are streets that have sidewalks with ample width to accommodate multiple people walking side by side. They can be made safer by providing buffers between pedestrians and traffic, whether it be a bike lane, a row of parked cars, or some other means. Walkable streets can blur the distinction between the pedestrian and vehicular realms, for example, by eliminating curbs, thus creating an environment in which pedestrians and drivers have a greater awareness of each other’s presence. They feature narrow lanes, which help slow traffic. They feature short block lengths and a possibility of a variety of paths to navigate to various attractions in a neighborhood. Most important, they are designed to attract people, whose presence helps make streets safer and more vibrant.

Engage the Spaces In Between

In the 1930s, architect Frank Lloyd Wright predicted that the introduction of new transportation and communication technologies would make the centralization of cities obsolete. The growth of Dallas-Fort Worth after World War II appeared to prove him right. North Texas provided an endless supply of empty farmland upon which a version of the dream of Wright’s Broadacre City—the decentralized city—could be written in concrete. When a new highway was constructed, new communities sprung up out of the empty dirt like magic. The city that had cut its teeth on cotton and come of age with oil discovered a new generator of easy dough: real estate. Dallas’ political and business leadership were well-invested in the model that seemed to produce limitless new economic opportunity.

The rules: front doors should exit onto the street; retail spaces should not create separations from the sidewalk; parking lots should not obstruct spaces where people could interact on and with the street.

The movement to urban density has flummoxed large parts of the Dallas development community. The old model of isolated development clashes with the need for interplay in an urban setting. When developing new buildings in urban spaces, too often developers do not sufficiently consider the edges of their property, how the property fits within the context of the surrounding neighborhood, or how the property may facilitate and inhibit the flow of people in and around an urban space. In short, often developments fail to contribute to the urban landscape because they fail to address the “spaces in between”—the borders between private properties and public rights of way that contribute to the overall cohesiveness of the urban fabric.

Sometimes this failure to consider or engage the broader context of a neighborhood development is obvious. One egregious example is a strip mall that was developed in Dallas across the street from the Crescent. Not only did this project disregard how it could fit its

surrounding urban neighborhood by creating a moat of parking that isolated it from the street, but it squandered an opportunity to develop a more valuable urban property on one of the most valued plots of land in the city. Sometimes these failures are subtler, like when an infill development of townhomes doesn't feature residential doorways that exit directly onto the street or places street-facing two-car garage bays that isolate residents from the street.

In successful urban neighborhoods, properties engage the streets and respond to the neighborhood around them. There are some general rules here: front doors should exit onto the street; retail spaces should not create separations from the sidewalk; driveways, parking lots, or garage entries shouldn't obstruct spaces where people could interact on and with the street. For large developments, loading docks, dumpsters, and other practical necessities should be kept away from edges of the property that directly engage with the rest of the city. Buildings should seek to correspond to other uses in the neighborhood, add sufficient density, match or complement existing architectural style, and facilitate the pedestrian connectivity of the street grid.

Often developers and their lenders are their own worst enemies when it comes to creating new properties that engage the spaces in between. The value of urban real estate comes from taking advantage of the amenities afforded by existing in a vibrant urban environment. But simple design mistakes resulting from a failure to consider how to better engage with the spaces in and around a property can create impediments to establishing a cohesive urban community. Or, as Gehl has put it: "Never ask what the city can do for your building, always ask what your building can do for the city."

Encourage Adaptive Reuse

Many of the principles of good urban design are already reflected in the neighborhoods of older cities. Older city neighborhoods typically feature shorter block lengths, more sensitively scaled buildings, and properties that are suitable for a variety of primary, secondary, and tertiary uses. They were built before cities adopted the superblock-style developments that scraped entire city blocks of older structures in favor of singular, large-scale, often monofunctional developments.

These older districts offer some of the best opportunities for reurbanization. A study by the National Trust for Historic Preservation showed that there are benefits to preserving and reusing a city's historic structures outside of the qualitative benefits of preserving historical and cultural identity and character. "Buildings of diverse vintage and small scale provide flexible, affordable space for entrepreneurs launching new businesses and serve as attractive settings for new restaurants and locally owned shops," the study argues. "They offer diverse housing choices that attract younger residents and create human-scaled places for walking, shopping, and social interaction."

Sixty years ago, Jacobs deduced similar benefits from her observations of how neighborhoods worked. A healthy mix of old and new buildings creates the economic foundation necessary for sustaining an evolving economic and social character of a neighborhood, she said, calling the phenomenon the "economic effects of time." "Time makes the high building costs of one generation the bargains of a following generation," Jacobs wrote. "Time pays off original capital costs, and this depreciation can be reflected in the yields required from a building. Time makes certain structures obsolete for some enterprises, and they become available to others. Time can make the space efficiencies of one generation the space luxuries of another generation. One century's building commonplace is another century's useful aberration."

Jacobs found that older buildings are more conducive to supporting the kind of multiple functionality that helps promote urban vibrancy. Also, older districts often support greater population density and have more businesses per square foot. The economic models around adaptive reuse development allow for more local, nonchain businesses, and as a result these neighborhoods tend to attract the creative people who can kick-start urban revitalization.

Zone for Smart Density

Cities, by definition, feature a concentration of people. The difference between a village, a town, a suburb, and a city is a function of density. Density is essential to producing the qualities that make cities attractive and vital to society. It helps sustain a diversity of economic and social uses within a neighborhood. It allows for the possibility of establishing multimodal transportation connectivity. And yet two of the more prevailing false assumptions of the last century of urban development are that high densities are undesirable, or that density alone can preserve the vitality of urban neighborhoods. These attitudes have contributed to everything from the public subsidization of a shift toward an overwhelming single-family residential housing stock to contemporary NIMBYism and conflicts over the introduction of new urban multifamily developments.

The decentralized city seems to treat neighborhoods like the consumer economy treats commodified goods. As neighborhoods age, they are discarded for newer “neighborhood products.”

But without density, cities won’t work. That said, density itself doesn’t create a successful city. In the last century in New York, neighborhoods of five- or six-story crowded tenements were replaced with huge apartment towers surrounded by grassy moats, all in the name of enhancing residents’ quality of life. The towers went up and so did the population density of the neighborhood, but neighborhood life and identity dried up.

Successful cities balance density so that it promotes a diverse and vibrant economic character without detracting from neighborhood quality of life. Placing an exact metric on this is difficult, and appropriate densities are best determined on a case-by-case basis. For example, studies have shown that cities can support public transit if they have at least 4,000 residents per square mile. Other studies have shown that the environmental efficiencies of dense urban environments are maximized when there are about 20 homes per acre.

In attempting to create a guideline for addressing this challenge, the Congress for the New Urbanism, a nonprofit that promotes the reurbanization of cities, suggests that urban districts contain and balance a variety of densities. The planning of neighborhoods, districts, and towns should carefully consider their overall structure, encouraging highest densities toward the center, concentrating retail and commercial uses that are complemented by denser housing developments. These kinds of dense hubs can support public transit and better handle the concentration of people and activity, while an overall range of densities, ample public space, and discernible edges may describe the entire district.

Capitalize on Suburban Town Centers

The corrosive effects of decentralization are not limited to the diluted historic city centers. Sunbelt cities proved effective at hiding the costs of the success of “un-urban urbanization.” In the 1970s and 1980s, Dallas emerged as a model of the kind of economic success government-subsidized suburban sprawl could generate, but the city’s model of growth created its own

problems. While residents migrated into the region's northern suburbs in pursuit of bigger homes and better educational opportunities, those who remained behind struggled with degrading schools, rising crime, and entrenched poverty. By the late 20th century, this pattern of expiration and neglect began to migrate outside of Dallas and into its inner-ring suburbs. The communities that were the first beneficiaries of decentralization were eclipsed by newer and more attractive suburbs.

This cycle is one of the peculiar, paradoxical characteristics of the decentralized city. On the one hand, the decentralized city seems to treat neighborhoods like the consumer economy treats commodified goods. Neighborhoods have a shelf life. As they age and their initial appeal fades, they are discarded in favor of newer "neighborhood products." Unlike neighborhoods in centralized cities, which become more desirable as they mature and stabilize over time, in the decentralized city, older neighborhoods are discarded as a kind of urban consumer waste.

But in other ways, the decentralized city doesn't appear to follow the logic of a consumer market at all. As the more recent tremendous rebound of urban real estate values in walkable cities such as New York and San Francisco attest, the kinds of neighborhoods Jacobs, Whyte, Lynch, and others championed are highly desirable to a great many people. But if there is consumer demand for these kinds of communities, why haven't developers met that demand by building new urban neighborhoods?

This disconnect between the demand for urban spaces and the lack of supply helps illustrate the fact that suburban sprawl is not a deterministic outcome of the invention of the automobile. Rather, it is partly a symptom of a political and economic system that has largely eliminated choice from the marketplace.

The solution is to reimagine the sprawling metropolitan region in a new form. Rather than an unbroken stretch of low-density residential development punctuated by shopping centers and office towers, suburban communities should follow the same principles advocated for by the Congress for the New Urbanism to create neighborhoods with varying degrees of appropriate densities that introduce zones of urbanity within the broader web of metropolitan sprawl. It is a vision not of monofunctional urban sprawl in which success rests in the continual migration of economic opportunity into newly accessible greenfield developments, but of a more vibrant and sustainable economic region linked by multiple centers of urban life.

To some extent, this is already occurring in places such as Plano's Legacy West and Addison Circle, where suburban communities have developed walkable town centers that many people find attractive. It is still common, however, for residents to resist a move toward greater densities and mixed uses within suburban communities, and often the demands of a car-oriented society can have a negative effect on the implementation of such urban enclaves. These fears and mistakes are not inevitable. By following the principles of urbanism, a megaregion like Dallas-Fort Worth could evolve into a more efficient and livable network of interconnected urban nodes that support a variety of housing options.

Plan Multimodal Transportation

The creation of the car-centric city and sprawling metropolitan region was not an accident or an inevitable result of the introduction of automotive technology. Rather, it was the result of multiple generations of systematic public subsidization of the car-centric urban infrastructure. As discussed before, the renovation of city streets and the city street grid in favor of expediting the transfer of automobiles to and from urban neighborhoods had a devastating effect on the

continuity and pedestrian connectivity of cities. Similarly, the policy of extending highways farther and farther into the countryside to promote greenfield development had the cumulative effect of drawing residents and economic vitality outside of urban hubs and promoting decentralization.

The car was never the enemy of great cities; giving it absolute supremacy was. Great cities are characterized by transportation choice and their ability to support multiple modes of transportation.

The car was never the enemy of great cities; giving it absolute supremacy was. Great cities are characterized by transportation choice and their ability to support multiple modes of transportation. Roads may connect urban town centers and neighborhoods, but there should also be the option of connecting urban neighborhoods and town centers via rail, streetcar, buses, or bike paths. The interior of a city network may contain cars on its streets, but those streets should be designed so that traffic moves slowly and does not obstruct pedestrian movement and the ability to navigate multiple, legible paths through the city grid, or the option of employing bicycles or other forms of transit.

Municipal, regional, state, and federal planning metrics continue to divert vast sums of public money to propping up an aging interstate highway system. It is a Sisyphean task. There are increasingly limited funds for maintaining or extending road infrastructure, and attempts to relieve inevitable traffic congestion on these roads inevitably fall prey to the law of induced demand: the creation of more capacity for traffic simply leads to more traffic and congestion.

Just as there is a need to shift attitudes and assumptions around issues of density, adaptive reuse, zoning, mixed-use development, and urban-suburban development, there needs to be a shift in the way governments fund transportation infrastructure. This means investing equally in infrastructure that promotes pedestrian, bicycle, public, and, yes, automobile infrastructure.

Draft Smarter Code

One of the legacies of the history of 20th-century urban development was the creation of a whole mess of municipal codes, established planning assumptions, dogmatic dispositions, financial practices, and public policies that can make it very difficult to develop quality urban neighborhoods. Parking requirements, setback restrictions, street widenings, and standard underwriting practices of financial institutions make it easy and cost-effective to simply replicate the same old monolithic style of formulaic development.

Recognizing this, the Congress for the New Urbanism began to draft new municipal codes—what they called “SmartCode”—to help cities adopt ways of allowing for the kinds of development people desired. Architect and planner Andrés Duany, one of the CNU’s founders, explained that the intention of the code is not to restrict any kinds of development or enforce new norms, but rather to allow for more types and diversities of urban development, including the brand of urban neighborhood that most municipal codes prohibit. It is about enabling developers to provide the kinds of urban development that are in high demand, while offering guidelines to ensure that this new development enhances, rather than detracts from, the urban environment.

The CNU’s “SmartCode” is a practical example of the kinds of changes that must take place throughout every level of government in the United States to undo the inertia of the last century of urban development. It is a challenge that sheds light on an aspect of urban revitalization that

is counterintuitive. We encounter cities through physical and sensual engagement, by seeing, hearing, smelling, and moving through the built environment. We register the pleasure or displeasure of being in a city largely by responding to aspects of urban design. But properly addressing the problems facing cities in the 21st century is not always a matter of implementing solutions rooted in design. Social attitudes, economic incentives, public policies, and entrenched assumptions about what cities should look like and how human life should be organized must all be addressed if we are going to tap the potential in transforming U.S. cities into human-centric, equitable, vibrant, and more possible places.

<https://www.dmagazine.com/publications/d-magazine/2018/dallas-and-the-new-urbanism/successful-cities-are-designed-for-people-not-cars/?ref=feat-hp>

This Is How You Make Dallas Bike Friendly

You start by giving everyone a bike. Groups like Bike Friendly South Dallas prove just how much we need earn-a-bike programs.

June 21, 2018
By Alex Macon
D Magazine

The thousands of dockless rental bikes that rolled onto the streets of Dallas this last year have proven just how far the city has to go to become truly bike friendly. And not just in terms of infrastructure, although 19 miles of buffered bike lanes in the entire city don't come close to cutting it.

Recall the near-panic and rage that last year greeted the “bike mess,” as critics collected so many images of sidewalk jumbles and installation art, of bikes burned on the Katy Trail or sunk in White Rock Lake. Many of these problems have largely abated on their own, but even as the city draws closer to adopting regulations for the rental fleets, bike share critics have seized on another supposed element of the “mess.”

It was touched on during a City Council discussion of the regulations earlier this month, when a council member posed a question on the “hacking,” or theft, of rental bikes. It was a tactful way to bring up a complaint that's been made much less politely in recent months on neighborhood groups on social media, where I've seen more than one reference to “bum bikes.” The complaint is that people are breaking the locking mechanism and GPS on these rental bikes, thereby claiming them as their own. The implication—and sometimes it's not subtly implied—is that poor or homeless people are stealing share bikes and using them to criminal or nefarious ends. Another council member at that meeting pointed out, correctly, that plenty more crimes are committed using cars, or feet, as a means of transportation. Nobody came out and asked what exactly is so nefarious about riding a bike, anyway.

But let's assume that the complaint in this case is not about “mess,” because there's nothing inherently messy about riding a bike. Let's also, maybe too generously, assume it's not about someone's distaste for seeing a person who can't afford a car—or in some cases a credit card and smartphone—riding a hacked share bike around town. The complaint could be about protecting the private property of a company whose business model revolves around leaving its products up for grabs in highly trafficked public places, although that doesn't seem to get to the point of all this.

Pull back all the complaints about cleanliness, and the heart of the bike mess is really about responsible bike ownership, about providing decent transportation options to everyone, and about changing the culture of a city whose residents are too often hostile to the idea of sharing the road with anything on two wheels. A city that prioritizes the convenience of car owners over equitable transportation. A city that will grudgingly welcome bike share companies, but has few bike programs of its own. Where trails may get funded, but inner-city bike lanes and bike transportation infrastructure are an afterthought. There's your mess.

If that's the case, then here's one way to work toward cleaning up the mess: Let's start giving away bikes.

Will Harris runs the Mercy Street Bike Shop, housed in a garage behind the Christian ministry's West Dallas headquarters. Mercy Street matches mentors with young people in the area, pointing them toward activities that include recreational sports leagues, a T-shirt printing program, even a dine-in restaurant. Harris' mother brought him to Mercy Street more than eight years ago, encouraging her son to volunteer for one of the various programs. He was drawn to the bike shop. The mood was easygoing and approachable, which seemed like a good fit for someone who didn't fit the "buttoned-up, starched-shirt type" you sometimes imagine volunteering for charitable religious youth groups. Harris, who didn't have much experience with bike repair or mechanics, felt right at home.

Today Harris has made the garage his own. His dog walks the floor, navigating through the dozens of bikes that line the walls and hang from racks, while Harris chats with a graduate of the program, now a volunteer. In the last eight years, Harris has worked with about 300 kids at Mercy Street. They learn why riding a bike is such a blast, and some of the other benefits: the low cost compared to maintaining a car, the sense of adventure, the exercise. In the shop out back, he teaches young people how to repair donated bikes, how to ride safely, how to change tires and replace chains. He takes them on "bike camps," rides to the Trinity levees and to Fair Park.

In the process, they learn some more intangible things, about self-reliance and responsibility. Working on a bike requires patience, an attention to detail, a willingness to stick with it. They learn that perseverance often pays off. After participating in the weeks-long program, students get to keep the bike they've worked so hard to repair and restore.

"You give them a bike, and you give them this sense of freedom," Harris says.

Running the shop costs about \$90,000 a year, Harris says. This is enough to cover utilities, bike parts, and the wages of two to three staffers. All of the bikes themselves are donated, many coming from Lower Greenville's Transit Bicycle Company. There is no shortage of old, donated bikes for the kids in the Mercy Street Bike Shop to repair.

Earn-a-bike programs like this one can be found around the country, in some places as part of a nonprofit community bike shop. In other cases, as with Albuquerque's city-run Esperanza Bicycle Safety Education Center, there is public funding involved. While Mercy Street's program is youth-focused, others elsewhere in the country cater to adults with no other means of transportation, or to the homeless. In other words, earn-a-bike programs are for the people who could benefit the most from affordable transportation: the young, the poor, and the needy.

"You're investing in the well-being of a community, and in people who need to have a reliable source of transportation," Harris says.

It's not an investment the city seems likely to make anytime soon. Jared White, the city's bicycle transportation manager, says in an email that he's heard of earn-a-bike programs, but that he is "not familiar with how they operate in other cities. I also haven't heard of such a program operating through the City of Dallas." He wonders whether an earn-a-bike program could be incorporated into social services outreach, through the city's Office of Community Care. (A message with the Office of Community Care was not returned.)

Which leaves the Mercy Street Bike Shop, with its exclusive focus on young people in West Dallas, as the only real earn-a-bike program to have a shop in town. For now, at least.

Ashly Fields started Bike Friendly South Dallas in 2012, leading group bike rides and hosting bike-centric events in the neighborhood. The group incorporated as a nonprofit in 2016 after Fields met Stan Hart, a Dallas cyclist who wholeheartedly adopted as his own the mission of Bike Friendly South Dallas. With no permanent home base, the organization now hosts pop-ups around South Dallas, fixing bikes and offering maintenance instruction. During the first three pop-ups, Hart estimates that volunteers fixed about 100 bikes. The 14th such pop-up was held at Juanita Craft Park last Saturday, following a community ride.

A young teenager showed up with a bike that was in bad shape. After an attempt at service, the Bike Friendly volunteers decided it was beyond repair. They told the kid to come back to the next event to get a replacement bike. He stuck around for the rest of the pop-up regardless, happy to be a part of the group. A few adult men came to change the tires on their bikes and to get some help when they needed it. A girl had the training wheels on her pink bike removed, and got some tips on how to ride without them. Other children were invited in to the de facto “shop,” as Hart and the other volunteer mechanics asked them if they were interested in learning how to fix their bikes. The bikes are a vehicle for connection and for education.

Connection and education are important, even for the children who already have bikes. Sometimes, usually around Christmas, a deep-pocketed do-gooder may make a show of donating bikes to children in South Dallas. It’s a kind gesture, Hart says. “But two weeks later, they have flat tires, busted chains,” and other problems that the kids and their families either don’t know how to fix, or can’t afford to fix. That’s where Bike Friendly South Dallas steps in, supplying the parts and the instruction necessary to keep those bikes in shape.

“There’s nothing like the smile that are on these kids’ faces when they get their bikes rolling again,” Hart says.

There is a line from the head of the League of American Cyclists that Hart likes, a riff on the old “teach a man to fish” adage: “Give a kid a bike and you’ll watch him ride for a day. Teach a kid to fix his bike and he’ll ride forever.” And Bike Friendly South Dallas isn’t just teaching young people how to fix bikes. The kids who come to the group’s pop-ups may not grow up to be bike mechanics, Hart says, but they’re learning communication skills and patience, as well as lessons in entrepreneurship and self-reliance. They’re becoming part of a community, interacting with their peers and with adult role models.

The group is trying to find a permanent home in South Dallas, a central place for neighborhood residents to bring their bikes in, take classes, and refurbish donated wheels as part of an earn-a-bike program. Volunteers could help out at the shop, which wouldn’t just be the only community bike shop in South Dallas. It would be the only bike shop at all. As with so many other things, from grocery stores to healthcare clinics, many of the services residents take for granted are missing in South Dallas. Creating a community bike shop is a step toward making the city, and how people get around it, more equitable.

“That’s why a community bike shop that can sell a bike for \$50 or \$100, or do (an earn-a-bike program), is so valuable,” Hart says. “A lot of people can’t afford to spend \$500 on a bike.”

There is a clear demand for affordable transportation, and for a community bike shop, in South Dallas, Hart says. Canvassing the neighborhoods south of Fair Park one day, he says he counted 75 bikes in various states of disrepair in yards within roughly three blocks. Look around those same neighborhoods today, and you’ll see plenty of cyclists using the cheaply made dockless rental bikes.

“(Cycling) is one of the only modes of transportation (in South Dallas),” Hart says. “Bike share is flourishing there. Whether they’re riding them legally or illegally, they’re riding them all over South Dallas.”

The pop-ups have their advantages, in that volunteers can reach people where they are. Even if Bike Friendly South Dallas finds a permanent home, the rides and pop-ups would likely continue. But the group can’t realize many of its ambitions, including a robust earn-a-bike program, without a shop. Volunteers need to be able to market the group, to let South Dallas residents know they can go somewhere to have their bikes repaired. As is, the pop-ups are marketed largely by word-of-mouth and with flyers at neighborhood businesses, which can have a limited reach.

Hart says Bike Friendly South Dallas has been in touch with the city as it looks for an appropriate building in the community. “They know we’re here,” he says.

There was an old fire station that was ideal, but went to another group. Other buildings have been available, but not in South Dallas—a clear dealbreaker. The group has volunteers in droves. What it needs now is funding, although Hart is loathe to begin drumming up donations until Bike Friendly South Dallas can find an available and affordable space.

Bike infrastructure comes in many forms. Dallas needs more protected bike lanes, and smart regulations for bike share. And for the kids in South Dallas, the city needs a community bike shop. “All they want to do is ride,” Hart says. “But there’s no infrastructure.”

As the city prepares to adopt bike share regulations, it should take the moment to learn how Dallas could become more bike friendly. Perhaps it should think a little more boldly. Those regulations, in their current form, are based on a fee structure that would essentially pay for the cost of regulation, and nothing more. Dallas may be missing an opportunity to fund other programs that can help improve mobility for its neediest residents. It doesn’t cost much to run a community bike shop.

Dallas is making strides in becoming more bike-able, but moving around the city on two wheels can still be a miserable experience. Harris, the Mercy Street coordinator, jokes that “If you want to hate Dallas, ride a bike.” But in almost the same breath, he talks about riding around the city and getting to know Dallas better and more closely than he could have imagined before he found the bike shop. He talks about the kids who have become healthier, more engaged, and more mobile because they learned how to fix up a bike.

A bike friendly Dallas doesn’t just have longer trails, more East Dallas dads speeding around White Rock in lycra before putting their \$1,000 bike on the rack attached to their car. It doesn’t just have dedicated bike lanes. A bike friendly Dallas will put bikes in the hands of kids in South Dallas and homeless people downtown, as well as in the hands of the doctors and lawyers in Preston Hollow. A bike friendly Dallas will make riding a bike and being able to take care of one go hand in hand. The words “bike mess” will never need to be said again.

<https://www.dmagazine.com/frontburner/2018/06/earn-a-bike-friendly-south-dallas>

Why Dallas Lags Behind the New Urban Renaissance

Despite Dallas' long-held dreams of civic grandeur, the region has evolved into a place defined by what architect Andrés Duany describes as "the gravity of mediocrity."

June 25, 2018
By Peter Simek
D Magazine

This is the second in a two-part series in conjunction with D Magazine's urbanism special issue that looks at how thinking around urban planning has created the city Dallas is today. [The first can be found here.](#)

By the mid-twentieth century, observers of the rapid changes that were unfolding in American cities began to recognize that the places that were being created did not reflect the ideals promised by the authors of the City Beautiful, Garden City, and Radiant City visions. For all their virtues and flaws, these imaginations of city life were supposed to enrich the quality of life of its inhabitants, allow greater access to nature and leisure, and introduce a higher standard of aesthetic pleasure in urban form. But many 20th century "urban renewal" programs only created urban blight, transforming cities that were once full of life into empty, dull, and dangerous places.

One of the most outspoken critics of "urban renewal" was Jane Jacobs, a writer and activist who, after helping defeat a planned highway project that would have demolished her neighborhood in New York's West Village, published a landmark treatise on city life called *The Death and Life of Great American Cities* (1961). Drawing on close observations on how life in her neighborhood functioned, Jacobs argued that cities thrived when their communities were home to many uses that were shared by people who sought in them a variety of opportunities and services. Jacobs embraced the messy intermingling of people, places, and economic functions that modern planners had spent a half-century attempting to root-out. Crucially, Jacobs understood that the mid-century deterioration of cities was no accident.

"There is nothing economically or socially inevitable about either the decay of old cities or the fresh minted decadence of the new unurban urbanization," Jacobs wrote. "On the contrary, no other aspect of our economy and society has been more purposefully manipulated for a full quarter of a century to achieve precisely what we are getting. Extraordinary governmental financial incentives have been required to achieve this degree of monotony, sterility, and vulgarity. Decades of preaching, writing, and exhorting by experts have gone into convincing us and our legislators that mush like this must be good for us, as long it comes bedded with grass."

Jacobs was not alone. Other urban observers, such as writer William Whyte and planner Kevin Lynch, began conducting careful observations of day-to-day life in vibrant city neighborhoods and came to many of the same conclusions. But by the time that these critics began sounding the alarm, this new approach to city planning had already been enshrined in many codes, policies, governmental programs, and the attitudes and assumptions of city, regional, and federal planners.

In the 1970s and 1980s, riots, fires, surmounting crime, deepening segregation, expanding poverty, and general urban dereliction came to define the very loci of supposed "urban renewal" projects. Planners and bureaucrats saw this not as a failure of policy, but as its insufficient implementation.

Sun Belt cities proved effective at hiding the costs of the success of “unurban urbanization,” and in the 1970s and 1980s, Dallas emerged as a model of the kind of economic success government-subsidized suburban sprawl could generate. However, Dallas’ model of growth created its own problems. While residents migrated into the region’s northern suburbs in pursuit of bigger homes and better educational opportunities, those who remained behind struggled with degrading schools, rising crime, and entrenching poverty.

By the late 20th century, this pattern of expiration and neglect began to migrate outside of Dallas and into its inner-ring suburbs. The communities that were the first beneficiaries of decentralization were eclipsed by newer and more attractive suburbs.

The Counterproductive Decentralized City

This cycle is one of the peculiar, paradoxical characteristics of the decentralized city. On the one hand, the decentralized city seems to treat neighborhoods like the consumer economy treats commodified goods. Neighborhoods have a shelf-life. As they age and their initial appeal fades, they are discarded in favor of a newer “neighborhood-products.” Unlike neighborhoods in centralized cities, which become more desirable as they mature and stabilize over time, in the decentralized city, older neighborhoods are discarded as a kind of urban consumer waste.

But in other ways, the decentralized city doesn’t appear to follow the logic of a consumer market at all. As the tremendous rebound of urban real estate values in walkable cities like New York and San Francisco attest, the kinds of neighborhoods Jacobs, Whyte, Lynch, and others championed are highly desirable to many people. But if there is consumer demand for these kinds of communities, why haven’t developers met that demand by building new urban neighborhoods?

Over the past two decades in Dallas-Fort Worth, some developers have attempted to build more walkable, urban neighborhoods. But too often, developers seeking to build new urban neighborhoods are met with the complicated tangle of codes, policies, and financial regulations developed in the 20th century to support the growth of sprawl. These bureaucratic and political rules and assumptions have been sublimated into the inner-logic and administration of the decentralized city, making the production of a single, monolithic urban form the normative operative procedure of regional governance. Put simply, myriad administrative obstacles make it all but impossible to build good urban neighborhoods in Dallas.

And so today we have a situation in which, in the fourth largest metropolitan region in the country, there are hardly any neighborhoods that function like the kind of urban neighborhoods Jacobs and her cohorts championed. In fact, if you have lived in Dallas-Fort Worth your entire life and never left the region, you would have no real frame of reference to understand what kind of environment these writers evoke when they use the word “city.”

But most of us know what it feels like to be in these cities because they are the places we seek out in our travels. They are cities in which streets are filled with people; cities that can be explored and discovered by foot; cities that foster interaction, not separation; variation, not monotony; human connection and community, not dissociation and isolation.

And it is that disconnect between the cities we seek out and the urban region Dallas-Fort Worth has become that should provoke the greatest consternation among regional leaders. Despite Dallas’ long-held dreams of civic grandeur, the region has evolved into a place defined and

entrapped by what architect and urban planner Andrés Duany describes as “the gravity of mediocrity.”

The Rebirth of the Great 21st Century American City

After witnessing the urban devastation of the latter half of the 20th century, architects, planners, politicians, and municipal bureaucrats revisited the writings of Jacobs and the other critics of urban renewal and began to rethink assumptions about what successful urban neighborhoods look like. At the same time, as the century drew to a close, new images of American life began reshaping public opinion, in part through television shows like *Seinfeld* and *Friends*. The allure of the suburban utopia was replaced in the popular imagination with idealized feelings of possibility and energy conveyed by images of life in urban neighborhoods. And the cities that still possessed these kinds of older, messier, multi-functional, pedestrian-driven, human scaled places began to thrive again.

But there was a problem.

Twentieth-century urban renewal had left many cities with few well-functioning urban neighborhoods, and in regions like Dallas-Fort Worth, hardly any at all. A rise in demand, coupled with limited supply, drove the real estate values of attractive urban neighborhoods through the roof. Along with increased financial speculation, the hyper-financialization of the real estate, and other pressures of an increasingly globalized economy, urban neighborhoods in cities like New York and San Francisco became economically unattainable for all but a few. Urban life, once associated with crime, drugs, and dereliction, emerged as synonymous with economic elitism. Gentrification and the economically driven displacement of residents from established neighborhoods proved nearly as disruptive and destructive as urban renewal.

But just as the suburban sprawl is not a deterministic outcome of the invention of the automobile, gentrification is not a necessary result of the desirability of urban neighborhoods. Rather, it is partly a symptom of a political and economic system that has largely eliminated choice from the neighborhood market. Even though studies have shown that upwards of 60 percent of Americans would like to live in neighborhoods that are walkable, where basic services are accessible without the use of a car, and which foster a greater sense of community, only a small percentage of the built environment in the United States provide this kind of urban experience.

Planners and developers hoping to reintroduce desirable urban spaces found it easier to accomplish in some cities more than others. The Danish architect and urban designer Jan Gehl helped to radically transform Copenhagen into a hyper desirable bike-and-pedestrian-centric urban playland in a little over a decade by redesigning streets and public ways that supported pedestrian and bicycle use. In New York, projects like the renovation of Bryant Park demonstrated how applying Jacobs' and Whyte's principals of scale and dynamic, cross-pollinating human interactions could turn what was once a crime and drug ridden no man's land into one of the most beloved and well-used parks in the country.

But too often, planners seeking to return cities to human-oriented scale ran into opposition from entrenched bureaucrats, politicians, and stakeholders alike. The principles of the 20th century urban experiment had become established dogma, and many held tight to a belief that easily accessible free parking, fast-moving highways and streets, segregated commercial and residential districts, and limited density were essential ingredients to urban success. Zoning, building, traffic codes, and other policies restricted the kinds of building forms, densities, and

streets designs developers and cities could provide. It became clear that, in order to change urban form, the rules of urban governance would have to be rewritten.

One such effort came in 1993, when a handful of architects and planners came together to form the Congress for the New Urbanism, which made one of its central prerogatives to draft a new building code that would simply allow cities to create the kinds of urban places people wanted but cities no longer had. The “Smart Code,” as the Congress for the New Urbanism called, was not a set of aesthetic ideals. Instead, it attempted to distill Jacobs’ and Whyte’s observations about how cities functioned into the language of governmental code.

It emphasized attributes like “walkability,” defined as having access to shops, restaurants, workplaces, and services within a 10-minute stroll from one’s front door. Neighborhoods were to be connected by a clearly defined hierarchy of narrow streets, boulevards, and alleys, all accented with high-quality pedestrian amenities.

A New Vision for the “Multi-Nodal’ Metropolitan Region

As Jacobs argued, good streets incorporate a mix of uses and diversity of functions, with blocks that contained shops, offices, apartment, and homes, and districts that included housing suitable for a variety of ages, income levels, cultures, and races.

Quality architecture is important to the success of urban neighborhoods but it shouldn’t be employed to justify the creation of largescale, monolithic superblock developments or uniform, monofunctional districts. Rather, buildings should offer a range of styles and prices, be situated in close proximity to each other, and older structures should be preserved alongside more contemporary forms. Density is vital to allow for walkability and economic vitality, but the planning of neighborhoods, districts, and towns should also carefully consider their overall structure. Highest densities are encouraged toward the center, with the entire district defined by an overall range of densities, ample public space, and discernable edges.

These principles of urban neighborhoods are not necessarily reserved for urban centers alone. Heavy government subsidization of sprawling super regions has created metropolitan areas that are expensive to maintain, inefficiently distribute economic opportunity, rely exclusively on automotive transportation, and contribute to environmental degradation and pollution. One way to overcome some of these shortcomings is to plan a greater diversity of mixed-density, mixed-use neighborhoods throughout the sprawl of massive super regions—a “multi-nodal” metropolitan region, a region defined by an interconnected network of dense urban areas.

City centers like Dallas, as well as many suburban towns and cities, could take advantage of the desirability and enhancing qualities of urban neighborhoods by reconfiguring their layout around clusters of urbanity that sit amid the wider expanse of suburb and exurban communities.

It is a vision of a region that would develop into a multi-nodal network of urban, suburban, and ‘edge’ communities, a decentralized city that is not defined and determined by a monolithic sprawl but is home to a multiplicity of smaller urban centers, each of which enhanced by the possibilities of strengthened community, stabilized economic value, and enhanced environmental sustainability. We have already begun to see what these new successful cities will look like: they are the places that reconnect with the fundamental qualities and efficiencies that are intrinsic to dense urban communities.

For 5,000 years, limitations in transportation and communication retrained the geographical shape and scope of cities. Today, technology has advanced to the point where human societies and economies can transcend most geographical limitations. The railroad and car began this process by accelerating mobility. Continuing advancements in communication networks, automated transport, and mediated and artificial intelligence will only expand the capacity to imagine new forms of urbanized society. In light of this, the urban experiments – and failures – of 20th century should provide a warning. The best cities are not designed by prioritizing the possibilities of technology, but rather by responding to human needs.

Today, urban planners and policy shapers who are inspired by Jacobs and her ilk are attempting to accomplish something that has never been attempted in human history: they are trying to shape urban environments that forgo the possibilities of technological potential in favor of focusing on more humanistic design considerations. Here too the urban experiments of the 20th century offer a lesson. The rapid upheaval in the geography of urban space was brought about by a wholesale rearranging of urban polices. The reversal of this system of development could be accomplished by a similar broad-based application of new ideas and principles.

<https://www.dmagazine.com/frontburner/2018/06/why-dallas-lags-behind-the-new-urban-renaissance/?ref=mpw>

Working from home on the rise in Dallas

June 25, 2018
By Faith Isbell
Dallas Business Journal

Seventy-six percent of Dallas workers said they'd be more likely to accept a job if it offered the ability to work from home, according to a recent survey developed by global staffing firm Robert Half.

"Employees want the ability to telecommute for various reasons — for some it's flexibility in their schedule, for others it's about saving time and money," Paul McDonald, senior executive director for Robert Half (NYSE: RHI), said in a press release.

The survey was conducted by an independent research firm with responses from more than 2,800 workers in 28 major U.S. cities. Of all age groups, workers aged 18 to 34 found telecommuting most appealing.

In Dallas, the share of telecommuters has jumped from 3.5 percent in 2007 to 4.9 percent in 2016, according to the Brookings Institute.

Joe Fisher, senior regional vice president for Robert Half, said companies that offer their employees the ability to work from home can leverage a larger talent pool, allowing companies to hire beyond the Dallas-Fort Worth metroplex.

"What's driving it is the demand for talent and the lack thereof," Fisher told the Dallas Business Journal.

Likewise, Fisher said offering the ability to work from home can increase employee morale and productivity.

"It goes a long way in keeping someone engaged and keeping up their morale," Fisher said.

But 82 percent of Dallas workers also admitted that there are downsides to telecommuting. The workers surveyed cited the biggest drawbacks of telecommuting: people abusing the benefit (26 percent), feelings of isolation (20 percent), interpersonal relationships suffering (17 percent) and loss of face time (15 percent).

Fisher said technology, such as Skype and videoconferencing, is critical to communication when employees work from home.

"It cuts down on time, he added. "You tend to be a little more efficient and expedient when you're having these types of video calls."

Fisher said the largest uptick in telecommuting is in the tech, sales and services sectors, where work is more software driven. That's not so much the case in the construction, health care and manufacturing sectors.

Besides Dallas, the ability to telecommute was most attractive to workers in Austin, Chicago, San Francisco, Los Angeles, Denver and Detroit. In Austin, the share of telecommuters nearly doubled from 4.6 percent in 2007 to 8.2 percent in 2016.

“Companies have to be flexible and be open to adjusting their model,” Fisher said. “With Dallas being more of a progressive city, that’s going to continue to breed more openness and creativity.”

<https://www.bizjournals.com/dallas/news/2018/06/22/working-from-home-on-the-rise-in-dallas.html>

Drive I-20, I-820 and U.S. 287? A massive rebuild may fix this traffic nightmare

June 27, 2018
By Bill Hanna
Fort Worth Star-Telegram

Fort Worth – If you drive along the freeways through southeast Fort Worth during the morning or evening rush hour, it isn't unusual to face gridlock.

The headaches aren't helped by the continuous changing of lanes drivers must navigate when driving from downtown Fort Worth to Mansfield.

On that route, drivers must merge from U.S. 287 into the left-hand lanes of Interstate 820, then merge back into the right-hand lanes of Interstate 20 to keep traveling southbound on U.S. 287.

"It just keeps getting worse and worse," said Mansfield Mayor David Cook, who makes the trip several times a week.

Now, there is a \$1.25 billion plan to fix it.

On July 19, the Texas Department of Transportation will hold a public meeting from 6 p.m. to 8 p.m. at the Dunbar High School cafeteria at 5700 Ramey Avenue in Fort Worth.

The massive rebuild would be 16 miles in length, stretching from Meadowbrook Drive along I-820 on the northern end to Sublett Road on U.S. 287 on the southern end. On I-20, the project would stretch from Forest Hill Drive on the western end to Kelly-Elliott Road on the eastern end.

"I think this project is necessary not just for southeast Tarrant County but for all of Tarrant County," Cook said.

Construction could start as early as 2022, said Val Lopez, a Texas Department of Transportation spokesman.

"This is a very big, very important project," Lopez said.

The number of vehicles traveling daily along I-20 through the interchange are projected to jump from 251,500 in 2010 to 394,400 by 2040.

On I-820, traffic counts are projected to increase from 140,950 in 2010 to 220,400 in 2040.

Along U.S. 287, traffic is expected to climb from 102,900 in 2010 to 167,300 by 2040.

Other options being considered include adding pedestrian/bicycle lanes, reversible managed express lanes or reconfiguring existing interchanges to eliminate left-hand entrances and exits.

Cook, the Mansfield mayor, said the May opening of the 360 Tollway, which runs from south Arlington to Mansfield has dramatically helped drivers on the eastern side of the city. Now, the Southeast Connector needs to rebuild for those headed toward Fort Worth.

"I think there is a strong consensus that this is the next connector that needs to be completed," Cook said. "From everything I'm hearing — from a priority standpoint — this project is being pushed forward."

<https://www.star-telegram.com/news/local/community/fort-worth/article213845244.html>

Making Dallas a Place Where People Want to Live

We've spent decades building a commuter city. Here is how we can design for you, the resident.

June 27, 2018
By Patrick Kennedy
D Magazine

This piece is a feature from our special edition, Dallas and the New Urbanism. The magazine examines the successes and pitfalls of the urbanist movement in a region well known for its dependence on the automobile.

One of my favorite books is a photographic chronicle of Dallas as it headed from the 19th into the 20th century.

Dallas was a rapidly growing city at the time, but what resonates now are the depictions of everything we've lost.

Beautiful buildings, an extensive streetcar network, a walkable city. The city's ambition aligned with the built result. This could have been among the most beautiful cities in the country had we not erased it.

The reason that city disappeared is not the invention of the automobile. London, Paris, Rome, New York, and other great cities around the world have cars. But those cities were designed primarily for their residents. Cars were considered as another accommodation for people, just as horses and buggies had been and just as their subways and trolleys still are.

But Dallas did not just accommodate the automobile, it began to redesign itself for the automobile. With that shift, most prominently with the introduction of elevated interstate highways through our downtown, we transformed our central core from a city built for residents into a city built for commuters. With the interstates of the late 1960s, forced desegregation in the mid-1970s, and the localized and devastating oil and real estate collapse of the 1980s, the core of Dallas was emptied. The huge blacktop parking lots, ugly six-story garages, and wide one-way roads that dominate our downtown to this day were built to keep people commuting here. Instead, it drove people away. When we built for the commuter, we turned everyone into a commuter.

But then something unexpected happened. It seems people like living in cities.

So sporadically, fitfully, and organically, they began to build a new one. Someone called it Uptown, and the name stuck. It happened so quickly in a city so inured to commuter culture that the city's government still doesn't seem to grasp what happened, as witnessed by the narrow, obstacle-filled, and overflowing sidewalks of McKinney Avenue. In only a few years, Uptown—with its messy jumble of apartments, bars, new office buildings, and stores—is worth as much in tax value at \$5.5 billion as downtown. If you build a place for residents, not for commuters, you will get them. And residents spend more money.

We are at a generational inflection point. We have the opportunity to rebuild our beautiful city.

But first, we need to reflect on what a city is.

If you build a city around a single technology and that technology becomes obsolete, your city fails.

Cities exist to facilitate social and economic exchange. They are the physical embodiment of economies and are fueled by human emotion: want and need. We want and need to exchange skills, goods, services, laughs, love, and, for perpetuation of the species, genes. So city form must be built to facilitate efficient exchange. Good city form increases productivity. It is why physicist Geoffrey West concluded that the bigger and denser cities get, all other things being equal, the more efficient they get. GDP grows exponentially with increased population density.

Cities are the market of all markets. Those that compete and succeed at a global level will empower the greatest percentage of their population to meet their needs.

“Elite projection” is a term defined by transit planner Jarrett Walker as the “belief, among relatively fortunate and influential people, that what those people find convenient or attractive is good for the society as a whole.” The original plans for and expansion of Dallas (and most cities) were largely driven by the elite. The train begins to rattle off the rails, though, when that vision disconnects from what everybody else in the city wants or needs. The leadership class fled the city core in the 1970s. They built a city for commuters because they were commuters.

Abraham Maslow is most famous for his pyramidal hierarchy of needs, wherein he posits humans cannot satisfy higher-order needs until lower-order needs are met. At the base of the pyramid are basic needs: food, water, warmth, and rest. They are followed by security needs: safety and shelter. Only next is the psychological stuff: belonging and connectedness with others. The next highest is esteem, the feeling of accomplishment and purpose. At the top of the pyramid is self-actualization, the feeling of maximizing your potential.

The hierarchy of needs is a helpful lens for evaluating how cities operate. It is universal rather than individualized. Instead of internal needs, however, these needs are contextual, the surroundings in which I live. What is offered? What is missing?

If we created a similar pyramid of needs for cities, what would it look like? The base of the pyramid: a healthy environment defined by clean water, clean air, sanitation, and healthcare, followed by public safety. The next level at city scale, paralleling psychological needs at the individual level: access and empowerment provided by education and physical infrastructure. The next level related to esteem and accomplishment is entrepreneurship and access to capital and markets. At the top of the pyramid is innovation.

There are many possible definitions for what it means to be a “livable city.” I define livable by the percentage of the population that is able to meet its needs. If the city is safe, attractive, pleasurable, empowering, and equitable, people will want to live in it.

We have built a city based on a single transportation technology. I don’t care about driverless cars. That is not a new transportation technology. It’s just an improvement of an existing technology, and it’s still a problem. If you build a city around a single technology and that technology becomes obsolete, your city fails. If you build around a single technology and that technology can be afforded only by some, your city fails. If you build around one technology and you destroy all that was attractive and interesting in your city to make room for it, your city fails. If the infrastructure you built for that technology is burdensome to maintain, your city fails.

Elected officials rob Peter to pay Paul in a vicious cycle that bankrupts all other institutions. We now know that car-dependent infrastructure has, at best, a 30- to 40-year shelf life. All our major public highways were built in the late '60s and early '70s. Since it was not built nor financed to be maintained, it is a ticking time bomb.

You get what you measure, and today we measure vehicular delay. The result is that commuters take their property tax base and live outside the city. Eventually, they take their jobs and amenities with them. We have embraced physical mobility and left economic mobility to take care of itself. The collapse in median household income in Dallas County—from \$62,000 two decades ago to \$51,000 today—shows that it will not take care of itself. A minimum-wage single mother who is late to a job 10 or more miles away too many times gets fired. The broken used car she cannot afford to fix but is forced to own because public transit is too slow or irregular or far away does not figure into the equation. We can't blame her employer for firing her. It's not the company's fault. But it is time to consider whether the fault is that she has to drive at all.

Copenhagen, Denmark; Vancouver, British Columbia; and Melbourne, Australia, are examples of cities that realized they were going broke building for cars. Meanwhile, their cities had become undesirable. The answer they arrived at, the only answer, was to rebuild around the only timeless form of transportation: walking. The great cities are still great because they never gave it up. Walking is what our species does.

A funny thing happens when you build a city for the pedestrian: all other forms of transportation function better. Walkability can be achieved only with narrower streets and wider sidewalks, which calm traffic; and with more people walking, fewer people are driving, which reduces congestion. More density creates a customer base for transit options, private and public. The city starts to work for everyone: the 8-year-old and the 80-year-old. Those with driver's licenses and those without. Those who can afford a car and those who can't. You offer choice. Choice empowers.

A funny thing happens when you build a city for the pedestrian: all other forms of transportation function better.

Rather than physical mobility, we should focus on accessibility. Meaning, instead of helping people drive 30 miles to jobs, we should bring jobs closer to housing and housing closer to jobs by building complete neighborhoods. The city of Portland, Oregon, codified the creation of complete neighborhoods as a stated target in public policy, insisting that all residents should have access to all of their daily needs, including frequent transit service, within a 20-minute walk. When we built for the commuter, we turned everyone into a commuter.

The proof is in our own pudding. The biggest complaint today about Uptown is that it is too expensive. Why is Uptown too expensive? Because so many people want to live there. You'll find that true of every city in the world. The places that are inexpensive are the places that are empty. Only a few years ago Dallas was empty. It is still inexpensive compared with much of the world because we have not yet created enough places where people want to live.

Consider the possibility before us. New York is the cultural and commercial capital of the East, Chicago of the Midwest, and Los Angeles of the West. Which city is the one clear beacon of the South and Southwest: Miami? Atlanta? New Orleans? Houston? Surely, Austin wants to be.

Due to all of its geographic advantages, I think the commercial and cultural capital of the Southern United States will be Dallas. We sit at the nexus of the Deep South, the Midwest, and the Southwest, a magnet for each. I think Dallas will win because, despite all decisions against its own best interests over the past half-century, Dallas has continually failed upward.

The explosive growth of our region is mostly outward. All of metropolitan London could fit inside the boundaries of Dallas County. We have plenty of room for inward and upward growth. We have not even begun to take advantage of the density we can attain. Uptown is not dense at all by comparison to the richest places in the United States—Manhattan; Brooklyn; Boston; Washington, D.C.; San Francisco; to name the most obvious. Density creates ever more and more efficient exchange of goods and services. If a city is in the business of wealth creation, our greatest asset is the land beneath our feet.

We have competitors all around us. The suburbs saw the growth projections, the demographic trends, and the predicted generational shift years ago. They have responded, and they will benefit from their response. Competition is good. It breeds a variety of choices, which attracts even more people. Collin County, whose towns compete against each other and Dallas, is projected to double its population in the next 20 years. Legacy West could have more jobs than downtown Dallas.

That projection assumes the central core of Dallas will be static while Collin County grows. Whether Dallas will remain static depends on the choices we make. If we remove the obstacles, clear out the debris of the 1970s, and remold our infrastructure to enable people to live, work, and play within walking distance, Dallas can far outshine even the most progressive of its competitors. Their wealth creation is for the few. Our wealth creation is for the many. A walkable city removes the barrier to economic mobility. If our single mother can easily get to work so she can perform and keep her job, the entire city benefits from her contribution to the economy. A city truly is a commonwealth.

Dallas has four distinct advantages: history, culture, diversity, and land. History cannot be invented; it has to be lived. Culture derives from that lived experience, while diversity widens it. And we have lots of land. Southern Dallas is bigger than Plano. East Dallas is as big as Richardson.

We have in the past envied Houston for not being bound as Dallas is by a ring of suburbs. But it is the suburbs that are bound. The very word “suburban” implies less density. For them to densify too much would be to lose their very reason for being. In contrast, for Dallas to densify is to fulfill its promise.

Like the beautiful city of old, the city we lost and now have a chance to regain, we must begin to realign our built environment to match our promise. To my mind, there are four critical steps we can take now.

Dallas needs to take charge of its own transportation destiny

Historically, the two greatest threats to the economic well-being of downtown Dallas have been the Texas Department of Transportation and DART. City Hall was quiescent and at times complicit while elevated highways and a surface train line were run through its central core, decimating billions in potential real estate value and destroying whole neighborhoods.

No more.

The Dallas City Council made it very clear with its unanimous support for burying a necessary second downtown rail line that Dallas will no longer bow down meekly to track engineers. It should take an equally firm stand with the highway engineers.

By now, it should be apparent even to TxDOT that its usual methods are not only ruinous economically but also counterproductive. The \$2.8 billion it spent in 2008 widening the Katy Freeway in Houston added 15 minutes to the morning commute and 23 minutes to the evening commute. It is a well-known phenomenon: adding lanes creates more congestion, not less. The concept is called “induced demand.” If one is looking for an example of waste in government, there is no better example. TxDOT treats every problem with an engineering solution. If a man owns only a hammer, every problem looks like a nail. Cities are more complex than that—and so is traffic, for that matter.

In Dallas, to its credit, TxDOT sought a better way. In 2016, for the first time, the department reached out to business, civic, and neighborhood groups to design improvements to the downtown loop based on value creation, livability, and reknitting the neighborhood fabric. The study, called CityMAP (for “master assessment process”), was met with wide acclaim because it showed the agency could be a force for good in encouraging investment and repopulation in downtown and southern Dallas.

But any study is only a beginning. Engineers will still be engineers. They were trained to see one part of a problem and to solve it. Only people who see the problem as a whole and who understand all of its moving parts can address how the city will move forward. Dallas needs its civic and political leadership to step up to the plate.

Use tolls not to create more tollways, but to finance options for transit

The opposition to more toll roads is understandable. Tolls in North Texas have been employed mostly to build more toll roads. For no reason whatsoever, Dallas residents are still paying \$58 million annually in tolls on our portion of the Dallas North Tollway. That portion was constructed and its debt repaid decades ago.

But the opposition is too all-encompassing. Managed lanes, like the ones on LBJ and I-30, are useful de-congestion tools. Managing traffic is a behavioral science, not an engineering problem. If Gov. Greg Abbott is serious about prioritizing a reduction in traffic congestion, managed lanes are a good way to do it.

Instead of tolls going to build more toll roads, we could employ them for traffic reduction by using them to finance multimodal improvements: improved transit, bike lanes, and walkable neighborhood revitalization. In the case of the Dallas North Tollway, we do not need gubernatorial approval to begin. Dallas County is one of four counties, along with Collin, Denton, and Tarrant counties, that oversee NTTA. The organization is projected to have excess revenues over the next 10 years due to the high volume of the President George Bush Turnpike and Sam Rayburn Tollway, built with Dallas money. The authority could return that excess money to the counties for investment in their municipalities to meet an increasing demand for walkable infrastructure: widening sidewalks and laying more where we do not have them, recalibrating streets to calm traffic and encourage pedestrian use, burying power lines, and funding more neighborhood trolleys, streetcars, and other alternative transit.

A better option might be to sell NTTA. After years of investment, it is now a cash cow. The return on investment would be substantial. By using the money to reinvest in walkability, our

cities would reap the long-term substantial gains in property tax values that have already been enjoyed by such cities as Washington, D.C., and Atlanta in the last decade, and which Dallas has already seen with Uptown and Bishop Arts.

Extend our bike trails to bike lanes, creating a whole new people-power transit system

Ever since the success of the Katy Trail, Dallas has done a good job of building trails. The \$30 million funding for connecting these trails from the latest bond program will only add to that success. But trails tend to have the same trip origin and destination. They are useful only for recreation rather than all the other trips we make in a day. Ironically, most of us also have to drive to them, loading our bikes into the back seat of our cars. We sometimes carry our bikes more than they carry us.

Our ever-growing trail system is an asset with a limited purpose, recreation. But we can extend its usefulness by turning it into its own mini transit system by connecting it with a network of protected on-street bike lanes.

The increasing use of bikes, personal and rental, is about to reach the level where they will become a hazard not only to bikers, but also to drivers and pedestrians when bikes swerve onto the sidewalk to avoid cars. So one issue is safety. We can turn a present safety hazard into an opportunity. Bikes are primarily used for destinations within a 3-mile radius. The more people who use them for those short trips, the fewer cars. Protected bike lanes make the streets safer for everyone.

Once safety is established—Maslow's second tier—more people will use bikes not only for short trips, but also to go to work. We add transit as another purpose on top of recreation. The number of people riding their bikes to work in Denver has risen 57 percent since 2005 because that city invested in the infrastructure for cleaner, less congested travel.

Convert thoroughfares back to two-way streets

In the 1980s, trying to convince commuters to keep their jobs downtown, Dallas turned many of its downtown streets and access roads into one-way thoroughfares. The object was to speed people in and out. It was inconceivable that anyone would want to stay (after all, City Hall employees certainly didn't want to stay, and if you saw downtown even up to the early 1990s, you understand why). They expected commuters to say, "Wow, now it's so easy to drive! This is great!" But instead people began to say, "Why would I want to come downtown where there are only parking lots?" So people stopped coming—for jobs or for any reason. By 1994, downtown was so empty that one visitor famously wrote that he expected to see tumbleweeds rolling down the street.

Downtown today has 11,000 residents. Its residential units are near full capacity. Its four-lane, one-way thoroughfares such as Commerce and Elm are an anachronism and an embarrassment.

Cities are meant to be enjoyed, not from a car window but on the street. Lingering, having coffee at an outdoor cafe, looking into shop windows, and strolling to a business or barber appointment are what make streets great. Imagine trying to do any of those things on Harry Hines or McKinnon, the two huge, six-lane, one-way, west-side thoroughfares built as commuter connectors by razing Little Mexico back in the 1960s. Then they were extensions of the Dallas North Tollway, which is why drivers speed through them. Today, due to Uptown, Harwood, and

Victory Park, they are part of the city, which is why the city has started to impose a laughable 35 mph speed limit on roads clearly signaling they were built for speed. Imagine, instead, a pair of two-way, tree-lined boulevards with broad sidewalks and protected bike lanes from Victory Park to Reverchon Park.

Cities are in the business of creating value and wealth for their residents. Wealth of experiences for residents creates more value by a factor so large that no commuter could possibly match it.

<https://www.dmagazine.com/publications/d-magazine/2018/dallas-and-the-new-urbanism/from-a-commuter-to-a-residential-city/>

Texas cities want millennials living downtown. So why does the state keep building highways to the suburbs?

As young, educated professionals push away old ideas about how to move around Texas cities, transportation planners' vision for the future is still largely influenced by the past.

June 26, 2018
By Brandon Formby
Texas Tribune

DALLAS — As the neighborhoods in and around downtown Dallas redeveloped in recent decades, they became hotbeds for millennials who, more than their parents did, rely on everything from walking and shared bikes to light-rail trains and ride-hailing apps to get around.

The same dynamic has played out in other Texas cities as people with college degrees and higher incomes return to the inner city neighborhoods that previous generations abandoned for the suburbs. But car ownership is still a necessity in most of the state's urban areas, which still trail other American metros in luring educated young professionals — who in turn help attract new businesses and sustain government coffers.

That's a conundrum for transportation planners like Kevin Feldt, who spends his workdays inside a nondescript Arlington office building trying to figure out how to build North Texas' future transportation grid for a new generation while political and financial inertia still heavily favor the kind of highway building that exacerbates sprawl.

"Where are we headed?" Feldt asks. "And what does the future hold? That's my dilemma."

Feldt is a program manager for the North Central Texas Council of Governments, one of many metropolitan planning groups around the country that the federal government has tasked with overseeing transportation planning in urban areas.

Texas has 25 such entities, including Austin's Capital Area Metropolitan Planning Organization, San Antonio's Alamo Area Metropolitan Planning Organization and southeast Texas' Houston-Galveston Area Council.

Of the state's four largest metro areas, only North Texas has completed its long-term transportation plan for 2045. Such plans influence a web of federal, state and local entities as they spend billions of taxpayer dollars turning those plans into miles of new freeways, city streets, transit lines and bike lanes.

And while millennials may be pushing away old ideas about what transportation infrastructure — and the development patterns it creates — should look like, the Council of Governments' proposed \$135 billion plan for North Texas' future looks decidedly old school:

- About 58 percent of the \$89.4 billion earmarked for capital projects is for new pavement — everything from highways and tolled lanes to city streets.
- About 15 percent of the \$38.2 billion for major highway construction is budgeted for building freeways and corridor extensions that don't yet exist, including \$2.8 billion for a new regional loop north of Denton and McKinney.

- Less than 3 percent of the \$42.9 billion in traditional federal and state transportation money in the plan goes toward projects built for pedestrians and bicyclists; less than 1 percent goes toward public transit.
- And while there's \$33.3 billion earmarked for public transit construction and improvements, nearly two-thirds of that money is from revenue streams that do not exist yet.

One of the goals of the long-term North Texas plan, dubbed Mobility 2045, is to give people alternatives to driving everywhere solo. But the political reality is that highway projects are much easier to sell in the suburbs than pedestrian, bicycle and transit projects.

"It's a vicious cycle that's going on here," said Dallas City Councilman Scott Griggs. "It's transportation planning right out of the 1950s."

One of the most crucial contributors to what has become a self-fulfilling highway-building bureaucracy can be found at the beginning of the planning process itself: forecasting future transportation demand.

"We look at 2045, but we use today's travel behavior and reasons for traveling as staying constant," Feldt said. "I don't think that will be the case, but we have no way of understanding what travel demand will be like in 2045, so we do the best we can."

A return to the urban core

The Austin area leads the state and is 11th in the nation when it comes to the percentage of millennials who have college degrees, according to a Brookings Institution analysis of census data. Dallas-Fort Worth is tied at 40th with Los Angeles. Houston, the state's largest metropolitan area, came in at 51st, while El Paso and San Antonio are near the bottom at 73rd and 78th, respectively.

Meanwhile, Dallas and other Texas cities find themselves competing not only against other U.S. cities but against their own suburbs for college-educated young workers. Dallas has shown signs of progress on that front.

An analysis of census data by the University of Virginia Demographics Research Group found that during the redevelopment of Dallas' urban core between 1990 and 2012, the growth of college-educated residents — and per-capita incomes — in those neighborhoods outpaced the downtown areas in America's 50 biggest metropolitan regions.

Similar trends have played out in Austin and Houston, which saw the biggest increases in college-educated residents and per-capita incomes in and around their downtowns. But those areas and North Texas also saw above-average increases in educated residents and incomes out in the suburbs — and San Antonio's biggest increases happened in neighborhoods more than 15 miles from downtown.

Does that mean educated millennials prefer dense, urban neighborhoods or more spacious suburbs? It's hard to tell, because members of the up-and-coming generation have to adapt their lives to metropolitan areas that were built around the automobile long before they were born — which can fool planners who use current behavior to predict future needs.

Do people live far from work and avoid public transit because they want to, or because previous planners didn't invest in sidewalks and rail lines that would make such options viable?

Kyle Shelton, the director of strategic partnerships for Rice University's Kinder Institute for Urban Research, thinks it's the latter: "We have legitimately not created the infrastructure that makes it the most convenient and makes it the most effective," he said.

Tallying the need

The Regional Transportation Council — a 44-member body of elected and appointed officials that prioritizes which projects get funded — unanimously approved Mobility 2045 this month for the Dallas-Fort Worth area.

And while highway construction projects got more money than rail expansions, sidewalks and bike lanes combined, regional officials say they still face a \$327 billion shortfall in what they need for the region's roads.

How did they get to that number?

"We assume that we're going to remove all of the congestion," Feldt said.

It's an assumption that everyone involved knows will never become reality. That's because it would entail something that transportation and urban planning experts say is counterproductive: building even wider highway corridors, which typically prompt more drivers to use them, which only perpetuates congestion in what becomes a never-ending cycle known as induced demand.

Feldt admits it's not a feasible solution. "I don't think you want to [keep expanding highways] because it would be very ugly and very land-intensive," he said.

So why spend the time to estimate the number at all?

Because those alleged shortfalls are what local and regional officials use to persuade state lawmakers to provide more money and allow more financing mechanisms to pay for more roads — which Feldt acknowledges is just another mechanism for perpetuating the sprawl that leads to more demand for roads in coming years.

The coming population boom

When it comes to regulating how land is developed for housing and businesses — which can influence the kinds and amount of transportation infrastructure that is needed — cities hold the reins. And city officials typically focus on how development can increase their lifeblood: property taxes and sales tax revenues.

"They're not going to put a limit on where they can grow and how they can grow," Feldt said.

Republican state Rep. Ron Simmons of Carrollton, who sits on the Texas House Transportation Committee and also is a nonvoting member of NCTCOG's executive board, said cities are prone to green-lighting developments, then turning to transportation agencies to build the roads and other infrastructure to support the growth that follows.

"That's not a good way to do business," he said.

But for planners like Feldt, there's pressure to accommodate the expected onslaught of people coming to suburban Texas, even if there are cultural and technological shifts currently changing what people want out of their transportation networks.

"Well, we've got to accommodate those people somehow," he said.

Between now and 2045, NCTCOG estimates the North Texas region will grow from 7.2 million to 11.2 million people — and nearly one-third of those additional 4 million people are expected to live in suburban Collin and Denton counties. Dallas County, the area's urban center, housed 46 percent of the region's population in 1990. That is projected to fall to just over 30 percent in 27 years.

As a result, the long-term plan under Mobility 2045 includes nearly \$5 billion for projects like the outer loop in Collin County, widening the Dallas North Tollway for its entire stretch through Collin County and extending it to within a county of the Oklahoma state line.

Planners are quick to point out that many revenue streams come with restrictions on the kinds of projects that can be built. But heavily favoring suburban toll roads and freeway expansions threatens to exacerbate the middle-class flight away from the urban core, a phenomenon that already has left Dallas to grapple with growing income inequality, housing stock that doesn't match up with what residents can afford and underperforming schools.

"We want suburbs to be successful, but we also want a strong core," said Griggs, the Dallas councilman. "So much of this suburban growth has been at a cost and at the expense of the city of Dallas."

Legislative hurdles

Mobility 2045 calls for more than \$33 billion to pay for rail expansion and improved bus and paratransit service — including planned rail lines that would connect to Frisco, McKinney, Midlothian, Cleburne and Waxahachie, all of which are suburbs or rural county seats that don't currently pay into any transit agencies.

But more than \$22 billion of the \$33.3 billion budgeted for transit capital projects comes from public-private partnerships or a \$10 fee on vehicle registrations or other funding mechanisms that do not yet exist and could require legislative approval. Dallas Area Rapid Transit board chair Sue Bauman is skeptical that either could get support from state lawmakers, who have spent minuscule amounts of money on transit agencies once they wrote legislation creating them.

"I think they feel like by doing that, they've done their share," she said.

Since the 1990s, DART has built what agency officials boast is the largest light rail network in North America. Which is true, if measured only by the length of tracks. DART has 93 miles of light rail and jointly operates another 34 miles of commuter tracks with Fort Worth's Trinity Metro. That dwarfs Houston METRO's 22 miles of light rail and Austin Capital Metro's 32 miles of commuter rail.

But DART's light rail system was built to mimic its highway system — it acts as a hub-and-spoke network where all major corridors meet downtown and then fan out to suburban neighborhoods in every direction. Critics say that design leaves several urban neighborhoods without rail and

suppresses the number of people who would use the system because its bus service is often infrequent and undependable.

DART is embarking on plans to build a second downtown Dallas light rail line, expand its urban streetcar system, overhaul its bus routes and construct the suburban commuter Cotton Belt rail line to DFW Airport.

Its plans to finance all of this rely on DART's own sales tax revenues and federal loans and grants that must be divvied up between all of the nation's mass-transit providers. While the Texas Department of Transportation has a budget of more than \$26 billion for the 2018 and 2019 fiscal years, less than 1 percent of that is earmarked for public transit.

"There's zero (state money) and that's the way it's set up," said Bauman, who also sits on the RTC. "I wish there was a mechanism, but there really isn't."

Simmons, the Carrollton lawmaker, is pessimistic that lawmakers will start steering more state money toward transit any time soon.

"You're not going to get passed in the Legislature money from the state for mass transit when you have such needs for road construction itself," he said.

A budgeting trick

Meanwhile, the Council of Government's highway construction plans are also predicated on revenues that don't yet exist, although they make up a much smaller percentage of the total. More than \$7.2 billion of the money needed to make all the highway construction a reality comes from the assumption that lawmakers will hike both state and federal gas tax rates twice in the next 28 years — even though they haven't done so in the past 25 years.

It's a budgeting trick that planners like Feldt use as a placeholder for extra money that hasn't yet materialized.

"It's reasonably prudent to assume we're going to get some additional funding," he said. "We just don't know where or how much, so we take our best guess and come up with stuff."

But if transportation funds are so limited — especially when it comes to transit and other non-car-centric projects — what makes planners so confident that highways will get even more?

"History has told us over the last 30 or 40 years that somehow, some way, we always get additional funding," Feldt said.

This story was written in collaboration with D Magazine and is not available for republishing until July 25, 2018.

<https://www.texastribune.org/2018/06/26/millennials-new-urbanism-texas-highway-compulsion-dallas-fort-worth/>

Who's causing LBJ East's traffic nightmare?

May 24, 2018
By Andy Shaw
Lake Highlands Advocate

Update: After this article was published in our May issue, the Texas Transportation Commission in Austin unanimously approved a compromise plan. Read more about it here.

A tale of two interstates

Frustration filled the room in Arlington where the North Texas Regional Transportation Council meets.

Adam McGough was discouraged. The Dallas City Councilman, who represents Lake Highlands, leaned heavily on his forearms, resting on the U-shaped conference table. On this April afternoon, he was searching for the right words to say about the stalled LBJ East project.

“Every single one of us around this body, and every transportation expert that I’ve talked to, locally, regionally and nationally, knows the right thing to do,” he said. “Our local leaders and our Congressman Pete Sessions know the right thing to do. Even Sen. (Don) Huffines’ own (Dallas County) Republican Convention knows the right thing to do. It’s beyond my rational ability to argue these points.”

One speaker after another followed McGough, all of them sounding dejected and bewildered. They shared a vision of a congestion-free highway, enabled by optional or managed toll lanes. But due to an Austin roadblock, that vision was crumbling.

Every North Texas official around the table, in a rare show of regional unity, was in favor of the plan.

They would turn Interstate 635 between U.S. Highway 75 and Interstate 30 into a tolerable driving experience, instead of what it is today — something more like the worst 11 miles of craggy, orc-infested road through Mordor. Two managed toll lanes in each direction would relieve congestion and provide a speedy path for those willing to pay. An improved LBJ-Skillman interchange and bridge could infuse economic vibrancy into what is now a wasteland of poorly planned roads. Plus the new reach of LBJ East would boast something its commuters no longer even dreamed about: continuous access roads the entire way.

But there would be much gnashing of teeth before Dallas found a way to mollify Gov. Greg Abbot and finally move the \$1.8 billion project ahead.

How we got here

LBJ East had been in the works for years, and officials thought they had done everything right. The Texas Legislature and regulators in Austin had been blessing managed toll-lane projects for more than a decade. When the Texas Department of Transportation sought input on the topic in November, 92 percent of responses were in favor of managed toll lanes.

In April, the reality became clear to the Regional Transportation Commission. Managed toll lanes were toast, and so was this project.

Gov. Greg Abbott's campaign platform included a minor plank to put an end to new toll roads in Texas. Not everyone realized how serious he was about that promise. When Abbott reviewed new road projects last year, he didn't just put them on hold. He kicked a couple of them out of the state's 10-year plan for highway priorities.

Lt. Gov. Dan Patrick and state Sens. Bob Hall and Don Huffines, all Republicans representing North Texas, carried Abbot's toll-lane gospel back to their base.

City Councilmen McGough and Lee Kleinman and other leaders responded with a social media campaign and hosted town-hall meetings. At a Lake Highlands meeting in February, McGough asked the crowd if they supported the LBJ East project with its managed toll lanes. All but about six of the 200 people in the room raised their hands. McGough spoke of the torments his wife and his 10-year old son endured just to get to soccer practice. Around 200,000 people share that torment every day.

At the same time, they were negotiating almost nonstop with the governor's proxy, Texas Transportation Commission Chairman Bruce Bugg. Neither side retreated from their position on the only real issue: toll lanes. When U.S. Rep. Pete Sessions wrote Abbott and asked him to let the optional toll lanes back into the LBJ East plan, the Dallas team was cheered.

It seemed like the project might wheeze across the finish line. But then Abbott showed how little interest he had in bargaining. He essentially told Sessions to mind his own business. The Governor wasn't budging.

Managed one way, tortured the other

I'm gliding at a comfortable 75 miles per hour on LBJ's eastbound Texpress lane. Four o'clock on a Thursday afternoon and at least 300 yards stretch between the nearest car and me. The gently used superhighway under my tires feels the way a new car smells. This is the way to drive.

When the LBJ West project wrapped in 2015, it transformed one of Texas' worst traffic nightmares – I-635 between I-35 and U.S. Highway 75 – into a driving experience that is almost pleasant. Some are willing to pay a toll for the experience. Even if you drive with the masses in the free lanes, the added toll lane makes it much better than a few years ago. The improved LBJ's evil twin, those 11 miles of LBJ East, now seems worse than ever by comparison.

Why should a few optional toll lanes kick up such a fuss and shut down the whole project? When the Texas Lyceum surveys Texans every year, toll roads don't even show up on the list. But anti-toll-roaders dug in deep. The transportation council believes the congestion-busting potential of the managed toll lanes is at least as important as the few hundred million dollars the tolls will bring in over the next 20 years.

Sen. Hall calls toll roads of any kind "a punitive approach that seeks to control people, punish and discriminate against the poor," and "a revenue stream to fund unelected bureaucrats' legal slush funds." Sen. Huffines told the Advocate by email, "Toll roads and toll lanes are just another way for government to shake-down drivers, picking their pockets for every mile. It's time for local transportation planners to respect voters and the state policies they put in place."

With the notable exception of the two state senators, local support was strong for the LBJ East plan with its managed toll lanes. Councilman Lee Kleinman chairs the Dallas Transportation

Committee. He and McGough have led the charge for the LBJ East project, and they've repeatedly observed that any opposition seemed to originate somewhere else — in Austin and rural West Texas.

Political technicalities

Is Abbott so passionate about the evils of toll roads? Or is he unwilling to back away from a campaign pledge during an election year? McGough says he is baffled by the blistering assault on the idea of even optional toll lanes.

A few members of the Dallas contingent have suggested that maybe nobody has explained to the governor the difference between a toll road and an optional toll lane. "My 10-year old knows the difference between toll roads and optional toll lanes. We discuss it quite often," McGough said during that grim April meeting.

In the end, the compromise between the transportation council and Austin came about when Texas Transportation Commission Chairman Bruce Bugg persuaded Abbott that that he could "grandfather" the two managed toll lanes that opened on LBJ East in 2016. That way Abbott could technically hold true to his promise of no new tolls. Transportation council negotiators agreed that they would not come back in the future asking for more toll lanes on LBJ East.

Kleinman says the compromise plan is not perfect, but "It's 80 percent of perfect. So we should be good to go." And the local planners will work with their RTC staff engineers to test other, innovative methods of clearing congestion. One possibility that's been talked about might decrease the number of big rigs on the road in busy periods by actually paying truckers to drive on LBJ only between 3-6 a.m.

Meanwhile, the 200,000 drivers who surrender a small piece of their happiness every day when they venture onto LBJ East can now at least imagine a date in the future when things will be much better. They are eager to see the work start, and so is McGough. He says every month of delay runs up the cost by \$5 million, for a total of roughly \$30-million so far. Even if things go smoothly from this point, McGough's 10-year old son will be driving himself to soccer practice by the time it's done.

<https://lakehighlands.advocatemag.com/2018/05/lbj-east-reconstruction-standstill/>

Autonomous Vehicles Might Drive Cities to Financial Ruin

June 20, 2018
By Susan Crawford
WIRED

In Ann Arbor, Michigan, last week, 125 mostly white, mostly male, business-card-bearing attendees crowded into a brightly lit ballroom to consider "mobility." That's the buzzword for a hazy vision of how tech in all forms—including smartphones, credit cards, and autonomous vehicles—will combine with the remains of traditional public transit to get urbanites where they need to go.

There was a fizz in the air at the Meeting of the Minds session, advertised as a summit to prepare cities for the "autonomous revolution." In the US, most automotive research happens within an hour of that ballroom, and attendees knew that development of "level 4" autonomous vehicles—designed to operate in limited locations, but without a human driver intervening—is accelerating.

The session raised profound questions for American cities. Namely, how to follow the money to ensure that autonomous vehicles don't drive cities to financial ruin. The advent of driverless cars will likely mean that municipalities will have to make do with much, much less. Driverless cars, left to their own devices, will be fundamentally predatory: taking a lot, giving little, and shifting burdens to beleaguered local governments. It would be a good idea to slam on the brakes while cities work through their priorities. Otherwise, we risk creating municipalities that are utterly incapable of assisting almost anyone with anything—a series of sprawling relics where American cities used to be.

The problem, as speaker Nico Larco, director of the Urbanism Next Center at the University of Oregon, explained, is that many cities balance their budgets using money brought in by cars: gas taxes, vehicle registration fees, traffic tickets, and billions of dollars in parking revenue. But driverless cars don't need these things: Many will be electric, will never get a ticket, and can circle the block endlessly rather than park. Because these sources account for somewhere between 15 and 50 percent of city transportation revenue in America, as autonomous vehicles become more common, huge deficits are ahead.

Driverless cars, left to their own devices, will be fundamentally predatory: taking a lot, giving little, and shifting burdens to beleaguered local governments.

Cities know this: They're beginning to look at fees that could be charged for accessing pickup and dropoff zones, taxes for empty seats, fees for parking fleets of cars, and other creative assessments that might make up the difference.

But many states, urged on by auto manufacturers, won't let cities take these steps. Several have already acted to block local policies regulating self-driving cars. Michigan, for example, does not allow Detroit, a short drive away from that Ann Arbor ballroom, to make any rules about driverless cars.

This loss of city revenue comes at a harrowing time. Thousands of local public entities are already struggling financially following the Great Recession. Dozens are stuck with enormous debt loads—usually pension overhangs—that force them to devote unsustainable portions of their incoming revenue to servicing debt. Cities serve as the front lines of every pressing social

problem the country is battling: homelessness, illiteracy, inadequate health care, you name it. They don't have any resources to lose.

The rise of autonomous vehicles will put struggling sections of cities at a particular disadvantage. Unemployment may be low as a national matter, but it is far higher in isolated, majority-minority parts of cities. In those sharply-segregated areas, where educational and health outcomes are routinely far worse than in majority white areas, the main barrier to employment is access to transport. Social mobility depends on being able to get from point A to point B at a low cost.

Take Detroit, a city where auto insurance is prohibitively expensive and transit has been cut back, making it hard for many people to get around. "The bus is just not coming," Mark de la Vergne, Detroit's Chief of Mobility Innovation, told the gathering last week, adding that most people in the City of Detroit make less than \$57,000 a year and can't afford a car. De la Vergne told the group in the Ann Arbor ballroom about a low-income Detroit resident who wanted a job but couldn't even get to the interview without assistance in the form of a very expensive Lyft ride.

That story is, in a nutshell, the problem for America. We have systematically underinvested in public transit: less than 1 percent of our GDP goes to transit. Private services are marketed as complements to public ways of getting around, but in reality these services are competitive. Although economic growth is usually accompanied by an uptick in public transit use, ridership is down in San Francisco, where half the residents use Uber or Lyft. Where ridership goes down, already-low levels of investment in public transit will inevitably get even lower.

Although economic growth is usually accompanied by an uptick in public transit use, ridership is down in San Francisco, where half the residents use Uber or Lyft.

When driverless cars take the place of Uber or Lyft, cities will be asked to take on the burden of paying for low-income residents to travel, with whatever quarters they can find lying around in city couches. Result: Cities will be even less able to serve all their residents with public spaces and high-quality services. Even rich people won't like that.

It will take great power and great leadership to head off this grim future. Here's an idea, from France: There, the government charges 3 percent on the total gross salaries of all employees of companies with more than 11 employees, and the proceeds fund a local transport authority. (The tax is levied on the employer not the employee, and in return, employees receive subsidized or free travel on public transport.)

At the Ann Arbor meeting, Andreas Mai, vice president of market development at Keolis, said that the Bordeaux transit authority charges a flat fee of about \$50 per month for unlimited access to all forms of transit (trams, trains, buses, bikes, ferries, park and ride). The hard-boiled US crowd listening to him audibly gasped at that figure. Ridership is way up, the authority has brought many more buses into service, and it is recovering far more of its expenditures than any comparable US entity. Mai said it required a very strong leader to pull together 28 separate transit systems and convince them to hand over their budgets to the local authority. But it happened.

It's all just money. We have it; we just need to allocate it better. That will mean viewing public transit as a crucial element of well-being in America. And, in the meantime, we need to press Pause on aggressive plans to deploy driverless cars in cities across the United States.

Susan Crawford (@scrawford) is an Ideas contributor for WIRED, a professor at Harvard Law School, and the author of *Captive Audience: The Telecom Industry and Monopoly Power in the New Gilded Age*.

<https://www.wired.com/story/autonomous-vehicles-might-drive-cities-to-financial-ruin/>

What Dallas City Council decided on bikes, scooters, Reverchon Park, trees, a \$173M settlement and more

June 27, 2018

Written by Tristan Hallman and Robert Wilonsky
Dallas Morning News

Lawsuits and scooters and bikes, oh my.

In its final meeting before summer recess, Dallas City Council voted Wednesday on a plethora of impactful items, such as scooter and bike-share regulations, a massive settlement for police-and-fire pay lawsuits and new fees meant to boost greenery.

Here are some of the biggest actions taken by the council:

Dockless bike share and electric scooters

The city now has rules of the road — and of the sidewalks — for bikes and motorized scooters.

Nearly a year after five companies started raining rentals all over the city, the council unanimously approved regulations that will require bike and scooter operators to get permits and force them to pay the city per vehicle.

The new rules will give operators — which had been blasted by critics who viewed bike-share as colorful litter — time limits for collecting bikes and scooters after complaints are made to 311.

Until Wednesday, the city's strategy was decidedly hands-off, a deliberate decision in the hopes that the market would regulate itself. And it appears to have done so. LimeBike, for instance, once had 10,000 green-and-yellow two-wheelers in the city. A representative told the council Wednesday that the company now has only 3,000 out and about.

The companies will have to pay an initial \$808 application fee, as well as \$21 per bike, to operate in Dallas. One operator, Ofo, complained about the "exorbitant fees" in a prepared statement sent to The Dallas Morning News this week. Representatives from LimeBike and Bird, a scooter company, were silent during Wednesday's council meeting, and Bird lauded the council in a statement after the vote.

But after some discussion and lingering concerns over the way bikes were used, the ordinance passed unanimously.

The debate over electric scooters was much more contentious and often confusing as the council struggled with procedures. It took nearly two hours for the council to decide whether to allow the vehicles, which had been prohibited by a long-standing ordinance.

North Dallas' Lee Kleinman and downtown's Philip Kingston pushed for outright passage of the ordinance that would make electric scooters legal citywide — except on downtown, Cedars and Deep Ellum sidewalks.

"We made order out of chaos on the bike share," Kleinman said of the initial free-market approach. He also scoffed at the initial criticism of bike share and scooters, noting that in the

early 1900s — "when cars started showing up taking up horses' spots" — there were likely panicked council members.

But several council members said they could foresee untold injuries caused by scooters, which reach top speeds of about 15 mph, especially if they are allowed on neighborhood sidewalks. Adam McGough tried and failed to send the item back to his Public Safety and Criminal Justice Committee.

"I am really excited about the future of scooters in our city," McGough said. But, he said, "I don't feel like we're ready to roll this out."

North Dallas' Jennifer Staubach Gates' middle-ground solution won in a 9-5 vote. Her motion made scooters legal for six months, after which time the council will revisit the subject to see if there have been injuries, complaints and noncompliance with the rules.

The big payout

The council disposed of a decades-long legal dispute — which threatened the city's fiscal future — after about three minutes Wednesday. A few brief comments were followed by a unanimous council vote to authorize the \$173 million settlement for the last of the police-and-fire pay lawsuits.

Police and firefighters had argued that City Hall had failed to abide by the language of a 1979 pay referendum, which maintained pay differentials between ranks. City officials countered that the referendum was only meant to apply to a one-time raise, but their position was weakened because previous city leaders had made efforts to comply with the language well after 1979.

The settlement appeared more feasible after the council last year agreed to settle four related lawsuits — with fewer plaintiffs — in Collin County for \$61.7 million. But as the state Supreme Court weighed an appeal in the case, both sides faced an all-or-nothing proposition: billions or nothing.

The mayor in recent years had fretted that the suit, along with the beleaguered Dallas Police and Fire Pension System, could push the city into bankruptcy. Now, the council can pay for the lawsuits without raising the tax rates, and the 8,700 plaintiffs will finally get some money.

Kleinman said he was pleased the council had "moved forward to clear the deck of these items."

A greener city

In a series of votes, the council decided that green is good.

A rewrite of the city's tree preservation ordinance, known as Article X, passed unanimously after a decade in the making. The ordinance was the result of compromise between two parties who eyed each other with great suspicion: developers who have long claimed it was too cost-prohibitive to spare trees in the course of building housing, and the environmentalists who had seen the tree canopy replaced by developers' cranes.

The Article X redo will, among other things, incentivize developers for sparing trees or making their housing more sustainable, encourage the planting of new trees and find ways to finally spend the \$7 million in the city's reforestation fund.

Steve Houser, former chair of the Urban Forest Advisory Committee, told the council both environmentalists and developers were "equally perturbed" by the Article X rewrite. And that, he said, was a good thing.

The council also approved another new requirement that won support from people in the real estate business and parks advocates alike. The park land dedication ordinance, which passed unanimously, will require housing and hotel developers to add green space or pay a fee to fund parks. Many other cities already have such an ordinance.

The money will be collected and spent in the same parts of the city. But the funds collected in the growing city center, which is already getting some new parks, will also pay to improve citywide trails.

Far North Dallas representative Sandy Greyson tacked on an amendment that could allow the council to waive fees if developers provide affordable housing.

Greyson also won approval for \$3 million in 2017 bond money to help revitalize the Hillcrest Village shopping center in her district. The plan there includes turning a parking lot into a park.

In addition, the city will turn over century-old Reverchon Park baseball field to Reverchon Sports and Entertainment LLC, which is promising to build a new ballfield and stadium on the Oak Lawn site. The company is promising, among other things, to replace aging facilities with 1,400 permanent seats and an additional 600 to 1,000 temporary bleacher seats. The city is hoping to use it as a year-round venue — for music events as well as sporting events.

'Granny flats'

Dallas neighborhoods could have accessory dwelling units — often called granny flats or mother-in-law suites — under a new zoning tool approved Wednesday.

Residents can now ask the city's Board of Adjustment for permission to rent out such a unit on their property. And neighborhoods could request an accessory dwelling unit overlay in their area.

Some council members and residents have expressed concerns about potential ills. Council member Rickey Callahan opposed the ordinance, saying the added density in single-family areas would lead to "the slumification of our neighborhoods" and "potential future blight."

Supporters, especially Kingston, have pushed for the plan in hopes that it will increase the number of affordable units for renters. Neighborhoods will become "more resilient and sustainable" as a result of more income and age diversity, Kingston said.

<https://www.dallasnews.com/news/dallas-city-hall/2018/06/27/dallas-city-council-bikes-electric-scooters-reverchon-park-173m-settlement>

This Dallas Man Commutes Six Hours Round Trip To Get To His Better-Paying Job

June 26, 2018
By Courtney Collins
KERA

Life hasn't changed much since we visited Jubilee Park three years ago. It's a neighborhood on the financial edge, in the shadow of Interstate 30 in Old East Dallas. Chris Crowley was born and raised there. He's got a better job now, but he's spending 24 hours a week commuting.

'Wouldn't say no to a car'

The summertime walk from Chris Crowley's house to the Dallas Area Rapid Transit station is brutal.

While it's only nine-tenths of a mile, there's hardly any shade. The sidewalk trails off, forcing him to crisscross the street.

"I just keep on trucking along," he said.

Crowley, 39, doesn't have a car. So he has to make this walk anytime he wants to go anywhere, including his job at a Home Depot Distribution Center in southwest Dallas.

If he had a car, his commute to work would be about 20 minutes.

Instead, it takes him about three hours to get to work each day, each way.

His shift starts at 4:30 p.m. To get there on time, he has to leave his house in Old East Dallas at 12:45 p.m.

Here's how Crowley does it: He walks to the Fair Park DART station, where he boards a train to the Pearl/Arts District station. There, he boards his second train, which takes him to the Westmoreland station. Then, he walks to a bus stop. He hops on a bus, which takes him near Interstate 20. Then he stops and waits for another bus. He rides the new bus to a stop south of I-20 and Hampton Road, where he gets off. Finally, he walks almost a mile to his job.

Crowley works overnights. His shift ends at 3 in the morning. Then he makes the long journey home.

His commute cuts into his sleep — or his ability to do much else. During the work week, he maxes out at four hours of sleep a day. (That's two hours less than his daily commute.)

Still, Crowley likes his job. The pay is good, \$14 an hour — \$5 more than he made a few years ago.

"Still wouldn't say no to a car," he said.

That's one of his short-term goals: to save enough to buy a car outright, with no monthly payment.

"I'm making pretty good money now so, you know, a car note isn't much of a problem, but I just never wanted to go there," he said. "I always wanted to buy me a car, not have to worry about spending extra money for the car note. That way that money can go in my pocket for something else, you know?"

Time is money

The DART commute isn't costing Crowley a boatload of money. In fact, a Texas Workforce Commission program pays half his fare each month.

What it really costs him is time.

Frances Deviney with the Austin-based Center for Public Policy Priorities says that's a problem many North Texans face.

"That's time taken away from their families," she said. "It's time where they can't actually look for or have another job. It's time where they couldn't be getting an additional education or certificate to be able to advance themselves."

Deviney says many good-paying jobs are clustered far from public transportation. That's a big hurdle to jump for people who don't own cars.

"For people who are living in places that are cost effective to rent, they may have to travel a really long way to get the job that actually pays a little bit of a better wage," Deviney said.

Which is what Chris Crowley's faces. He shares a rental house with his parents in Jubilee Park. It's affordable, and it's home. He'd rather face the commute than look for something close by. He sees potential in this job.

"Right now, I'm moving merchandise around, and unloading trucks," Crowley said. "But you can move up easily to a manager or an assistant manager position. And I've seen the dudes that are doing that, and they've been there for 10, 15, 20 years, walking around with nice slacks and penny loafers on."

Crowley says he can see this company being the one he sticks with for the rest of his working days. Back in 2015, he worked only on a cash basis. He didn't trust the banking system. Now, though, he's paid on a debit card.

He wants more: a promotion and a healthy 401(k). One day, he wants land of his own.

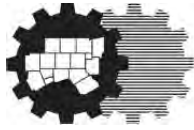
"I really want to buy me some land, put me a house on it, and this is mine," he said. "This is mine, this is my family's. This is for my son; his son can have it, you know."

Crowley's definitely better off than just a few years ago. He's making more money with a company he believes in. But he spends 24 hours each week on the train and the bus, and after kicking in for rent, bills and paying child support, saving is tough.

"It's difficult, but hey, it's life, you know? We either deal with it, or we don't," Crowley said. "I'm dealing with it the best way I can, and that's to keep going forward and keep staying positive."

And that's what he holds onto as he jams a hat on his head, grabs a jug of iced sweet tea and walks down Caldwell Street — just a few steps into that three-hour commute.

<http://keranews.org/post/dallas-man-commutes-six-hours-round-trip-get-his-better-paying-job>



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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Tarrant County's Fickes Elected Chair of Regional Transportation Council

Denton County Commissioner Eads, Johnson County Judge Harmon also named officers

June 14, 2018 (Arlington, Texas) – Tarrant County Commissioner Gary Fickes is the new chair of the Regional Transportation Council after the 44-member transportation policymaking body elected him Thursday. Fickes replaces Cedar Hill Mayor Rob Franke, who led the RTC for the past year.

Denton County Commissioner Andy Eads will serve as vice chair, while Johnson County Judge Roger Harmon handles the duties of secretary. Fickes spent the past year as vice chair; Eads served as secretary. The new officers will serve in their positions through June 2019.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of more than 7 million people. The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission.

The policymaking body's collaborative approach has helped the region develop a world-class, multimodal transportation system that provides residents options of how to get to work, school and recreational activities.

One of the primary planning tasks of the RTC and North Central Texas Council of Governments is the development of the Metropolitan Transportation Plan, a blueprint that guides transportation expenditures over a period of 20-plus years. The region's next MTP, the \$135 billion Mobility 2045, was also approved by the RTC on Thursday.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Ten Dallas-Fort Worth area counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise) are in nonattainment for ozone and are working toward meeting the federal standards.

Fickes was first elected Precinct 3 commissioner in 2006 and has been a primary member of the RTC since 2010. Prior to his appointment as a primary member, Fickes served as an RTC alternate. Each year, Fickes holds the Northeast Tarrant Transportation Summit, an event he started to help businesses and residents understand the implications of transportation projects. In February, the ninth annual summit, which focused on the future of transportation, was held in Hurst.

Fickes will lead the RTC during the 86th Session of the Texas Legislature, which begins in January. The RTC is currently discussing transportation-related topics it will support during the 140-day session.

About the North Central Texas Council of Governments:

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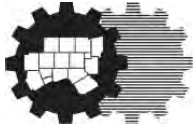
local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

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 the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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North Central Texas
Council of Governments



PRESS RELEASE

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Commit to 1 Action to Improve Air Quality on June 22

Clean Air Action Day allows individuals, businesses, governments to make an impact

June 13, 2018 (Arlington, Texas) – In North Texas, it is important to consider air quality every day. But one day a year, the focus intensifies, bringing together individuals, businesses and governments to do a little extra to improve the air we breathe.

Across the region on June 22, North Texans will do something extra to reduce ozone-causing pollution, as part of the ninth annual Clean Air Action Day.

With more than 20 possible clean air choices, there are several actions they can take to do their part. Among the options are:

- Carpool or vanpool
- Use mass transit
- Bike or walk
- Telecommute
- Attend meetings remotely
- Take lunch to work
- Combine errands

The North Central Texas Council of Governments encourages participants to log their alternative commutes at www.TryParkingIt.com on June 22 and every day. Simply create an account and enter your commute method. Creating a Try Parking It account and logging your commutes is even one of the Clean Air Action Day options. The full list of commitments is available at www.airnorthtexas.org/cleanairactionday.

Air North Texas, the regional clean air campaign, is sponsoring a social media contest in the days leading up to June 22 to encourage residents to share their clean air action.

Residents can post their clean air actions on Clean Air Action Day or earlier with the hashtag #CAAD2018 to be entered into a drawing for prizes.

Additionally, partners around the region have planned clean air contests, social media campaigns and events for their employees, residents and businesses for June 22.

Partners with Surface Transportation Technical Committee representation will have the opportunity to earn Transportation Development Credits for participating in Clean Air Action Day. To learn how to help improve air quality, visit www.airnorthtexas.org.

Ten Dallas-Fort Worth area counties are in nonattainment for ozone pollution and are working to meet the federal government's ozone standards. Clean Air Action Day is one example of how people who depend on the transportation system can contribute to an air quality solution. NCTCOG encourages the individuals, businesses and governments who made CAAD commitments to make choices throughout the year that benefit air quality.

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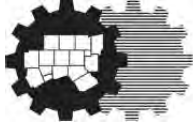
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For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

About Air North Texas

The Air North Texas is a regional air quality partnership and general public outreach effort. Air North Texas leverages existing resources and program strengths to offer the public a comprehensive resource for air quality information. Collaborative efforts focus on reducing harmful emissions, protecting public health and welfare, motivating residents to make choices that improve air quality and preserving the economic vitality of the region. Learn more at www.airnorthtexas.org.

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North Central Texas
Council of Governments



PRESS RELEASE

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RTC Approves \$25.6 Million East Bear Creek Road Expansion

Project is part of strategic partnerships initiative

June 15, 2018 (Arlington, Texas) – The Regional Transportation Council on Thursday approved \$15.46 million in federal funding toward the reconstruction and widening of a two-mile stretch of East Bear Creek Road in Glenn Heights from two lanes to four lanes with sidewalks.

The \$25.6 million project is part of round two of a strategic partnerships program funded through a combination of local, State and federal funds. The RTC-approved federal funding will come through a combination of the Congestion Mitigation Air Quality Improvement Program and the Surface Transportation Block Grant Program.

This project, which includes the stretch of East Bear Creek Road between South Hampton Road and Interstate Highway 35E, also involves multiple partners contributing more than the standard 20 percent project match. For the road's expansion, the Texas Department of Transportation, the City of Glenn Heights and Dallas County will contribute approximately 40 percent of the funding.

The expansion will also include bicycle-pedestrian facilities built adjacent to the road and intersection improvements.

Mayor Leon Payton Tate said he is grateful to TxDOT, the RTC and Dallas County for their invaluable partnership on this exciting city-changing infrastructure project.

Mayor Tate stated, "East Bear Creek Road is a major gateway into our City; expanding this road from two to four lanes will serve as an economic catalyst that will provide amenities, and the quality of life our citizens expect as the City of Glenn Heights turns 50 years old next year."

Mayor Pro Tem Tony Bradley said, "Increased capacity for vehicles is important as our city grows, and constructing a bicycle-pedestrian trail alongside East Bear Creek Road is equally important as we continue to improve the transportation and recreational options within the City of Glenn Heights."

The engineering phase of the project is scheduled to commence in fiscal year 2019. Construction of the project is slated to begin in FY 2022.

In all, the RTC approved almost \$50 million in federal funding for seven projects as part of the strategic partnerships initiative. Combined with local and state funding, the projects are worth an estimated \$72 million. For a list of all projects awarded funding, visit <https://www.nctcog.org/trans/committees/rtc/2018/06Jun/Ref.ltm> 6.1.rtc061418.pdf.

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G4910-9X

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments under the Consolidated Appropriations Act, 2018

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) ("FY 2018 Appropriations Act" or the "Act") appropriated \$1.5 billion to be awarded by the Department of Transportation ("DOT" or the "Department") for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"). This program was previously known as the Transportation Investment Generating Economic Recovery, or "TIGER Discretionary Grants," program and is now known as the Better Utilizing Investments to Leverage Development, or "BUILD Transportation Discretionary Grants," program. Funds for the FY 2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact. The purpose of this Final Notice is to solicit applications for BUILD Transportation Discretionary Grants.

DATES: Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the BUILD Transportation program staff via e-mail at

BUILDgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at www.transportation.gov/BUILDgrants.

SUPPLEMENTARY INFORMATION: Many of the selection criteria of BUILD Transportation grants overlap with previous rounds of National Infrastructure Investments discretionary grants, though the program is refocused on infrastructure investment that will make a positive impact throughout the country. The FY 2018 BUILD Transportation program will continue to give special consideration to projects located in rural areas. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. Each section of this notice contains information and instructions relevant to the application process for these BUILD Transportation Discretionary Grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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A. Program Description

The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) (“FY 2018 Appropriations Act” or the “Act”) appropriated \$1.5 billion to be awarded by the Department of Transportation (“DOT” or the “Department”) for National Infrastructure Investments. Since this program was first created, \$5.6 billion has been awarded for capital investments in surface transportation infrastructure over nine rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact.

The Department is committed to addressing the unmet transportation infrastructure needs of rural areas. Rural America is home to many of the nation’s most critical transportation infrastructure assets, including 444,000 bridges, 2.98 million miles of roadways, and 30,500 miles of Interstate highways. More than 55 percent of all public road miles are locally-owned rural roads. While only 19 percent of the nation’s population lives in rural areas, 49 percent of all traffic fatalities occur on rural roads (2015). In addition, Americans living in rural areas and on Tribal lands continue to disproportionately lack access to basic broadband service. The Department believes that underinvestment in rural transportation systems has allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the county. New investment is necessary to grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and

enhance health access and safety for residents. To address these rural transportation infrastructure needs, DOT intends to award a greater share of BUILD Transportation Discretionary Grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

B. Federal Award Information

1. Amount Available

The FY 2018 Appropriations Act appropriated \$1.5 billion to be awarded by DOT for the BUILD Transportation program. The FY 2018 BUILD Transportation Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. Additionally, the Act allows for up to \$15 million (of the \$1.5 billion) to be awarded as grants for the planning, preparation or design of eligible projects. DOT is referring to any such awarded projects as BUILD Transportation Planning Grants. The FY 2018 Appropriations Act also allows DOT to retain up to \$25 million of the \$1.5 billion for award, oversight and administration of grants and credit assistance made under the BUILD Transportation program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2018 Appropriations Act allows up to 20 percent of available funds (or \$300 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) program, if that use of the FY 2018 BUILD funds would further the purposes of the BUILD Transportation program.

2. Award Size

The FY 2018 Appropriations Act specifies that BUILD Transportation Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the minimum BUILD Transportation Discretionary Grant size is \$1 million. There is no statutory minimum grant size, regardless of location, for BUILD Transportation Planning grants.

3. Restrictions on Funding

Pursuant to the FY 2018 Appropriations Act, no more than 10 percent of the funds made available for BUILD Transportation Discretionary Grants (or \$150 million) may be awarded to projects in a single State. The Act also directs that not less than 30 percent of the funds provided for BUILD Transportation Discretionary Grants (or \$450 million) shall be used for projects located in rural areas. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2018 Appropriations Act requires that FY 2018 BUILD Transportation Discretionary Grants funds are only available for obligation through September 30, 2020. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. All FY 2018 BUILD funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2025. After this date, unliquidated funds are no

longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. No waiver is possible for these deadlines.

5. Previous TIGER Awards

Recipients of TIGER Discretionary Grants may apply for funding to support additional phases of a project awarded funds in the TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has been able to meet estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

C. Eligibility Information

To be selected for a BUILD Transportation Discretionary Grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for BUILD Transportation Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and also identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

2. Cost Sharing or Matching

Per the FY 2018 Appropriations Act, BUILD Transportation Discretionary Grants may be used for up to 80 percent of a project located in an urban area¹ and the Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

For a project located in an urban area, the Federal share of the costs for which an expenditure is made under a BUILD Transportation grant may not exceed 80 percent. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a non-Federal source. Unless otherwise authorized by statute, State or local cost-share may not be counted as the non-Federal share for both the BUILD Transportation grant and another Federal grant program. The Department will not consider previously-incurred costs or previously-expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds.

3. Other

i. Eligible Projects

Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under

¹ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.² The FY 2018 Appropriations Act allows up to \$15 million for the planning, preparation or design of projects eligible for BUILD Transportation funding. Activities eligible for funding under BUILD Transportation Planning Grants are related to the planning, preparation, or design—including environmental analysis, feasibility studies, and other pre-construction activities—of surface transportation projects. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii. Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. Rural/Urban Definition

For purposes of this notice, DOT defines “rural area” as an area outside an Urbanized Area³ (UA) as designated by the U.S. Census Bureau. In this notice, an “urban area” is defined as an area inside a UA as designated by the U.S. Census Bureau.⁴

The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. Costs incurred on an Urbanized Area border, including an intersection with an Urbanized Area, will be considered urban for the purposes of the

² Please note that the Department may use a BUILD Transportation Discretionary Grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for BUILD Transportation Discretionary Grants to pay for the surface transportation components of these projects.

³ Updated lists of UAs as defined by the Census Bureau are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/.

⁴ See www.transportation.gov/BUILDgrants for a list of UAs.

FY 2018 BUILD Transportation Program. Rural and urban definitions differ in some other DOT programs, including TIFIA and the Nationally Significant Freight and Highway Projects Program (FAST Act §1105; 23 U.S.C. 117).

This definition affects three aspects of the program. The FY 2018 Appropriations Act directs that (1) not less than \$450 million of the funds provided for BUILD Transportation Discretionary grants are to be used for projects in rural areas; (2) for a project in a rural area the minimum award is \$1 million; and (3) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application

must demonstrate a relationship or connection between them. (See Section D.2.iv. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested BUILD Transportation funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

iv. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

v. Program of Projects

Applicants that demonstrate the ability to generate additional non-Federal revenue for transportation infrastructure investment as described in Section E.1.i.h. of this notice may apply for multiple projects, exceeding the three application limit, that collectively constitute a “program of projects”. A program of projects consists of independent

projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually. For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes a program. Each project application within a program of projects must meet eligibility criteria described in Section C of this notice, demonstrate independent utility, and individually address the merit criteria within this notice. DOT will evaluate each application within a program of projects in the same manner in which it evaluates individual project applications. Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State. Only applicants that generate additional non-Federal revenue as described in Section E.1.i.h. may submit applications exceeding the three application limit for consideration as a program of projects, and only one program of projects may be submitted by each eligible applicant.

D. Application and Submission Information

1. Address

Applications must be submitted to Grants.gov. Instructions for submitting applications can be found at www.transportation.gov/BUILDgrants along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the Project Narrative

follows. Applicants should also complete and attach to their application the “BUILD 2018 Project Information” form available at www.transportation.gov/BUILDgrants.

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Merit Criteria	See D.2.iv.(1)
V. Project Readiness	See D.2.iv.(2) and E.1.ii

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant to supplement data in its application, but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman,

with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to an operating administration in support of a different DOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive file names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor, and, if applicable, how it will benefit communities in rural areas.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. If the project is located within the boundary of a Census-designated UA, the application should identify the UA.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. This budget should not include any previously incurred expenses. At a minimum, it should include:

- (A) Project costs;
- (B) For all funds to be used for eligible project costs, the source and amount of those funds;
- (C) For non-Federal funds to be used for eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application;
- (D) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds;
- (E) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; BUILD; and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each

phase. The budget detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2;

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

iv. Criteria

This section of the application should demonstrate how the project aligns with the Criteria described in Section E.1 of this notice. The Department encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested below, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Merit Criteria is in

Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Merit Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities among transportation users, or how the project will eliminate unsafe grade crossings or contribute to preventing unintended releases of hazardous materials.

(b) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(b) of this notice), including the project's current condition and how the proposed project will improve it, and any estimation of impacts on long-term cost structures or impacts on overall life-cycle costs. If the project will contribute to a state of good repair of transportation infrastructure that supports border security, the applicant should describe how.

(c) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(c) of this notice). The applicant

should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global economy, reduces burdens of commuting, and improves overall well-being. The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(d) Environmental Protection

This section of the application should describe how the project addresses the environmental protection criterion (described in Section E.1.i.(d) of this notice). Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, or achieve other benefits for the environment such as brownfield redevelopment.

(e) Quality of Life

This section should describe how the project increases transportation choices for individuals, expands access to essential services for people in communities across the United States, improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities, or otherwise addresses the quality of life criterion (described in Section E.1.i.(e) of this notice). If construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service, the applicant should describe those activities and how

they support quality of life. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

(f) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.i.(f) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

If an applicant is proposing to use SEP-14 or SEP-15 (as described in section E.1.i.(f) of this notice) the applicant should describe that proposal. The applicant should also provide sufficient information for evaluators to confirm that the applicant's proposal would meet the requirements of the specific experimental authority program.⁵

⁵ SEP-14 information is available at https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm. SEP-15 information is available at https://www.fhwa.dot.gov/ipd/p3/tools_programs/sep15_procedures.aspx.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

(g) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.i.(g) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

If an applicant generates additional non-Federal revenue (as described in Section E.1.i.(h) of this notice), this section should provide evidence of newly secured and committed revenue for transportation infrastructure investments and identify the source of the revenue. If new revenue for transportation infrastructure investments has not already been secured, the applicant should explain necessary steps to securing revenue and provide a timeline of key milestones leading to its commitment. To ensure new revenue does not supplant existing sources, applications should provide estimates of future revenue levels absent and, separately, with the new revenue. If applicable, this section should describe any fiscal or legal constraints that affect the applicant's ability to generate non-Federal revenue.

(2) Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in Section E.1.ii of this notice. Applicants also should review that section when considering how to organize their application.

(a) Technical Feasibility

The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the BUILD application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a

detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

(b) Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

(1) all necessary activities will be complete to allow BUILD Transportation funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 for FY 2018 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of BUILD Transportation funds, and that the grant funds will be spent expeditiously once construction starts, with all BUILD Transportation funds expended by September 30, 2025; and

(3) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary.

(c) Required Approvals

(1) Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies⁶, indicate the status of such actions, and provide detailed

⁶ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.

(d) A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all

BUILD Transportation projects,⁷ including intermodal projects located at airport facilities.⁸ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration.

⁷ Under 23 U.S.C. § 134 and § 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a BUILD Transportation grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive a BUILD Transportation grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

⁸ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

Because projects have different schedules, the construction start date for each BUILD Transportation grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(d) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/BUILDgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

BUILD Transportation Planning Grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

(3) Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio and calculating the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-discounted present values of these benefits to the project's estimated costs.

The primary economic benefits from projects eligible for BUILD Transportation Grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these

additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the BUILD Transportation program (see www.transportation.gov/BUILDgrants/additional-guidance).

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an

active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make a BUILD Transportation grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make a BUILD Transportation grant, the Department may determine that the applicant is not qualified to receive a BUILD Transportation grant and use that determination as a basis for making a BUILD Transportation grant to another applicant.

4. Submission Dates and Times

i. Deadline

Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018. The Grants.gov "Apply" function will open by June 4, 2018.

To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at www.SAM.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

ii. Consideration of Applications:

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

iii. Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact BUILDgrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number";
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;

- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and
- (6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After the Department reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

This section specifies the criteria that DOT will use to evaluate and award applications for BUILD Transportation Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. Projects will also be evaluated for demonstrated project readiness and benefits and costs.

i. Merit Criteria:

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider

any merit criterion more important than the others. BUILD Transportation Planning Grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2018 Appropriations Act allows funding solely for pre-construction activities, the Department will prioritize FY 2018 BUILD Transportation funding for projects which demonstrate the ability to move into the construction phase within the period of obligation. The selection criteria, which will receive equal consideration, are:

(a) Safety

The Department will assess the project's ability to foster a safe transportation system for the movement of goods and people. The Department will consider the projected impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the project's contribution to the elimination of highway/rail grade crossings, or the project's contribution to preventing unintended releases of hazardous materials.

(b) State of Good Repair

The Department will assess whether and to what extent: (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth; (3) the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs; (5)

maintain or improve transportation infrastructure that supports border security functions; and (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair. The Department will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth.

(c) Economic Competitiveness

The Department will assess whether the project will (1) decrease transportation costs and improve access, especially for rural communities, through reliable and timely access to employment centers and job opportunities; (2) improve long-term efficiency, reliability or costs in the movement of workers or goods; (3) increase the economic productivity of land, capital, or labor; (4) result in long-term job creation and other economic opportunities; or (5) help the United States compete in a global economy by facilitating efficient and reliable freight movement.

Projects that address congestion in major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in rural areas, and projects that attract private economic development, all support local or regional economic competitiveness.

(d) Environmental Protection

The Department will consider the extent to which the project improves energy efficiency, reduces dependence on oil, reduces congestion-related emissions, improves water quality, avoids and mitigates environmental impacts and otherwise benefits the environment, including through alternative right of way uses demonstrating innovative ways to improve or streamline environmental reviews while maintaining the same

outcomes. The Department will assess the project's ability to: (i) reduce energy use and air or water pollution through congestion mitigation strategies; (ii) avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or (iii) provide environmental benefits, such as brownfield redevelopment, ground water recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation.

(e) Quality of Life

The Department will consider the extent to which the project: (i) increases transportation choices for individuals to provide more freedom on transportation decisions; (ii) expands access to essential services for communities across the United States, particularly for rural communities; and (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities. Americans living in rural areas and on Tribal lands continue to disproportionately lack access and connectivity, and the Department will consider whether and the extent to which the construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service.

(f) Innovation

The Department will assess the extent to which the applicant uses innovative strategies, including: (i) innovative technologies, (ii) innovative project delivery, or (iii) innovative financing.

(i) Innovative Technologies

DOT will assess innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety

risks. When making BUILD Transportation award decisions, the Department will consider any innovative safety approaches proposed by the applicant, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative safety approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system.

Innovative technologies include: broadband deployment and the installation of high-speed networks concurrent with the project construction; connecting Intelligent Transportation System (ITS) infrastructure; and providing direct fiber connections that support surface transportation to public and private entities, which can provide a platform

and catalyst for growth of rural communities. The Department will consider whether and the extent to which the construction of the transportation project will allow concurrent broadband deployment and the installation of high-speed networks.

(ii) Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance.

The Department also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. The Department's objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery. While BUILD Transportation award recipients are not required to employ innovative approaches, the Department encourages BUILD Transportation applicants to describe innovative project delivery methods for proposed projects.

Additionally, DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or expedite project delivery by using FHWA's Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15). Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a

manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

When making BUILD Transportation award decisions, the Department will consider the applicant's proposals to use SEP-14 or SEP-15, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results. The Department is not replacing the application processes for SEP-14 or SEP-15 with this notice or the BUILD Transportation program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an BUILD Transportation award, the applicant would need to satisfy the relevant programs' requirements and complete the appropriate application processes. Selection for a BUILD Transportation award does not mean a project's SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs' processes on the appropriateness of a waiver.

(iii) Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

(g) Partnership

The Department will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and

local governments, other public entities, and private or nonprofit entities. DOT will consider rural applicants that partner with State, local, or private entities for the completion and operation of transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions, including neighboring rural areas, to achieve local or regional benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, housing, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

The Administration believes that attracting significant new, non-Federal revenue streams dedicated to transportation infrastructure investment is desirable to maximize investment in transportation infrastructure. The Department will assess the extent that applications provide evidence that the applicant will secure and commit new, non-Federal revenue to transportation infrastructure investment.

New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset

recycling, tolling, tax-increment financing, or sales or gas tax increases. New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds. The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018. Among otherwise similar applications, applicants that generate more new non-Federal revenue for future transportation infrastructure investment will be more competitive. The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects.

ii. Demonstrated Project Readiness

During application evaluation, the Department may consider project readiness to assess the likelihood of a successful project. In that analysis, the Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iii. Project Costs and Benefits

The Department may consider the costs and benefits of projects seeking BUILD Transportation funding. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio and net quantifiable benefits based on the applicant-supplied BCA described in Section D.2.vi.

iv. Additional Considerations

The FY 2018 Appropriations Act requires the Department to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities when selecting BUILD Transportation projects.

2. Review and Selection Process

DOT reviews all eligible applications received by the deadline. The BUILD Transportation grants review and selection process consists of at least Technical Review and Senior Review. In the Technical Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects based on how well the projects align with the selection criteria. The Senior Review Team, which includes senior leadership from OST and the operating administrations determines which projects to advance to the Secretary as Highly Rated. The FY 2018 Appropriations Act mandated BUILD Transportation grant awards by December 18, 2018. To ensure the Department meets the statutory deadline specified in the FY 2018 Appropriations Act, the Department may revise the evaluation process based

on the number of applications received. The Secretary selects from the Highly Rated projects for final awards.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.205. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/BUILDgrants. Notice of selection is not authorization to begin performance. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R. part 200, as adopted by DOT at 2 C.F.R. part 1201. Additionally, applicable

Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive BUILD Transportation Discretionary Grants awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply. For an illustrative list of the applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a BUILD Transportation project administered by the FHWA, please see

https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/fy2016_gr_exhbt/index.htm For BUILD Transportation projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with BUILD Transportation Discretionary Grants funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply. For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with BUILD Transportation Discretionary Grant funds, other Federal funds, or non-Federal funds.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for BUILD Transportation Discretionary Grants funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the BUILD Transportation program.

ii. System Performance Reporting

Each applicant selected for BUILD Transportation Discretionary Grant funding must collect information and report on the project's observed performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the project. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes for an agreed-upon timeline, and will be used to evaluate and compare projects and monitor the results that grant funds achieve to the intended long-term outcomes of the BUILD Transportation program are achieved. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E. Performance reporting continues for several years after project construction is completed, and DOT does not provide BUILD Transportation Discretionary Grant funding specifically for performance reporting.

iii. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the BUILD Transportation program staff via e-mail at BUILDgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at www.transportation.gov/BUILDgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties,

with questions. DOT staff may also conduct briefings on the BUILD Transportation Discretionary Grants selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission “Contains Confidential Business Information (CBI)”; (2) mark each affected page “CBI”; and (3) highlight or otherwise denote the CBI portions. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

Issued On:

April 20, 2018



Elaine L. Chao

Secretary



BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Source: USDOT BUILD Discretionary Grants - <https://www.transportation.gov/BUILDgrants>

June 14, 2018

Regional Transportation Council (RTC)
Information Item – Program Overview and Notice of Funding Availability

BUILD Discretionary Grant Program

Program Overview

2

- **BUILD** – **B**etter **U**tilizing **I**nterests to **L**everage **D**evelopment
- Replaces the pre-existing TIGER Discretionary Grant Program
- **\$1.5 Billion** available (Consolidated Appropriations Act of 2018):
 - ▣ Maximum Grant Award = **\$25 Million**
 - ▣ Minimum Grant Award = **\$5 Million** (Urban); **\$1 Million** (Rural)
 - ▣ No more than **\$150 Million** may be awarded to a single State
 - ▣ At least 30% (\$450 Million) to be designated for projects in rural areas
- Project Eligibility:
 - ▣ Highway, bridge, or other road projects (Title 23, US Code)
 - ▣ Public transportation projects (Ch. 53 of Title 49, US Code)
 - ▣ Passenger and freight rail transportation projects
 - ▣ Port infrastructure investments (including inland port/land ports of entry)
 - ▣ Intermodal projects

BUILD Discretionary Grant Program *(cont.)*

Submittal, Selection, and Funding Details/Deadlines

3

- **Application Submittal Deadline – July 19, 2018 @ 7:00pm CDT**
- Eligible Applicants:
 - ▣ State, U.S. territory, local, or tribal governments
 - ▣ Government subdivisions including transit agencies, port authorities, and metropolitan planning organizations (MPOs)
- No more than 3 applications may be submitted by each applicant
- USDOT project awards to be announced by December 18, 2018
- **Obligation Deadline – September 30, 2020**
 - ▣ Signed/executed agreement between USDOT and Grant Recipient
 - ▣ Execution formally obligates BUILD Grant funding for the awarded project
 - ▣ Completed environmental clearance, design, and ROW acquisition required
- **Expenditure Deadline – September 30, 2025**

BUILD Discretionary Grant Program (cont.)

Funding Shares

4

- Maximum cost share for BUILD Grants up to 80% in urban areas and up to 100% in rural areas
- Total Federal funds may not exceed 80% of project cost (urban)
- Non-Federal cost sharing:
 - ▣ State, local, or private-sector funding
 - ▣ Other funds may include right-of-way contributions, toll credits, or recycled revenue from competitive sales/leases of publicly-owned/operated assets
- Consideration of ability to generate new non-Federal revenue:
 - ▣ Asset recycling, tolls, tax-increment financing, or sales/gas-tax increases
 - ▣ New actions applicable after January 1, 2015 (max. time period = 10 years)
 - ▣ If revenue generated through a “program of projects”, applicants may exceed 3-application limit (each project subject to maximum grant award)

BUILD Discretionary Grant Program (cont.)

Merit Criteria Evaluation

5

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation (Technology Applications/Project Delivery Methods)
- Partnership
- Non-Federal Revenue for Transportation Investment
- Project Readiness
- Benefit-Cost Analysis



BUILD Discretionary Grant Program *(cont.)*

Regional Project Selection Methodology

6

- Select projects in both the East and West Sub-Regions
- Identify partnership opportunities with TxDOT, other transportation providers, and/or local governments
- Review recent discretionary grant project submittals (TIGER, FASTLANE, INFRA, etc.) for possible BUILD Grant compatibility
- Analyze locations with potential to maximize non-Federal revenue leverage
- Determine significant economic development opportunities with needed transportation catalysts



BUILD Discretionary Grant Program (cont.)

Timeline

7

April 20, 2018	BUILD Grant Notice of Opportunity Announced
May 10, 2018	RTC – Director’s Report
May 25, 2018	STTC Information (Identity of Candidate Projects)
June 14, 2018	RTC Information (Identity of Candidate Projects)
June 22, 2018	STTC Action
June 29, 2018	Request Deadline for Letters of Support (send to Rebekah Hernandez – rhernandez@nctcog.org)
July 12, 2018	RTC Action
July 19, 2018	BUILD Application Deadline (www.grants.gov)
July 26, 2018	Executive Board Action

BUILD – Proposed Candidate Projects

IH 635 (LBJ) East Project

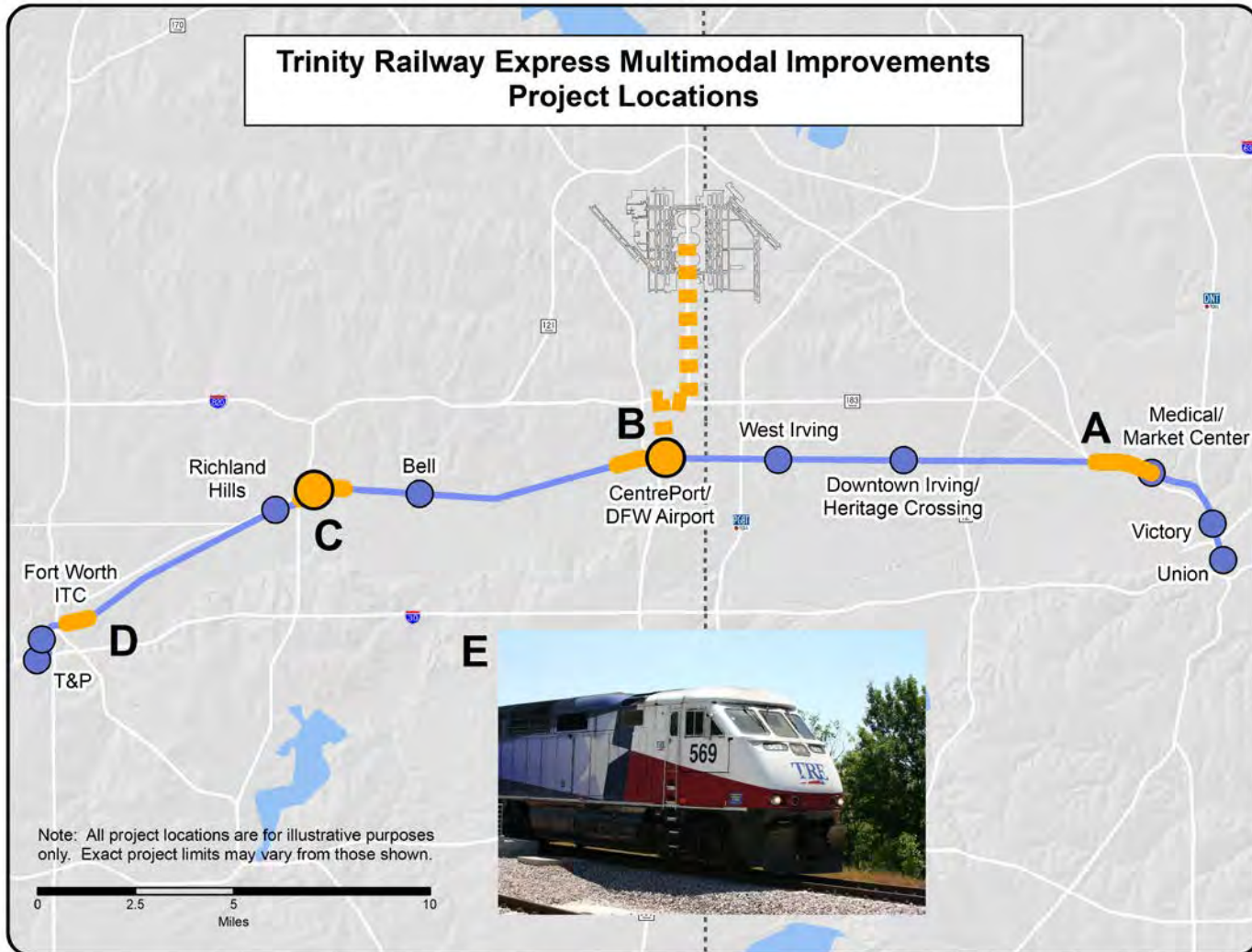
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BUILD – Proposed Candidate Projects (cont.)

Trinity Railway Express (TRE) Multimodal Improvements

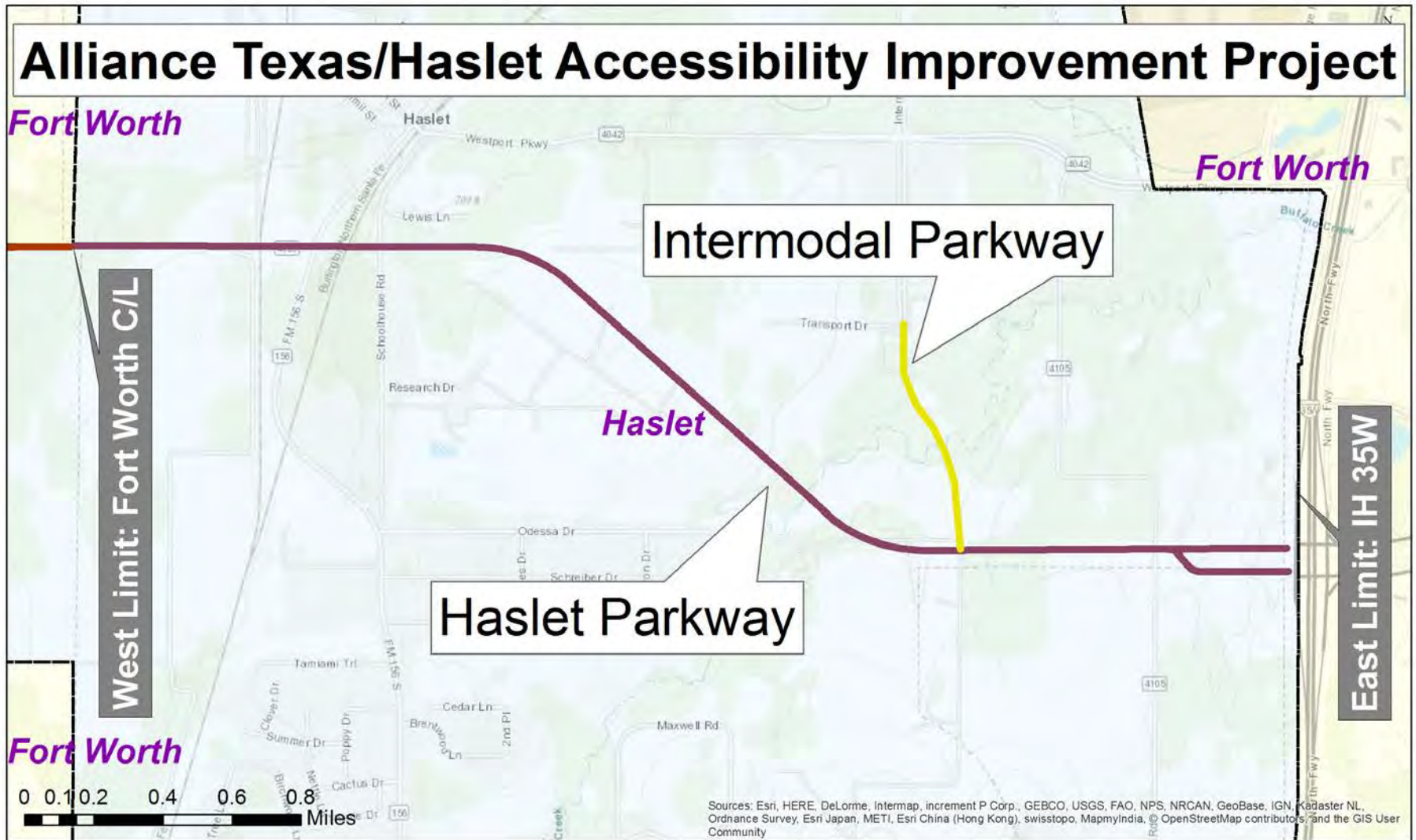
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BUILD – Proposed Candidate Projects (cont.)

Alliance Texas/Haslet Accessibility Improvement Project

10



Contact Information:

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June 14, 2018

Regional Transportation Council (RTC)
Information Item – Program Overview and Notice of Funding Availability



BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Source: USDOT BUILD Discretionary Grants - <https://www.transportation.gov/BUILDgrants>

July 12, 2018

Regional Transportation Council (RTC)
Action Item – Program Overview and Proposed Projects for Submittal

BUILD Discretionary Grant Program

Program Overview

2

- **BUILD – Better Utilizing Investments to Leverage Development**
- Replaces pre-existing TIGER Discretionary Grant Program
- **\$1.5 Billion** available (Consolidated Appropriations Act of 2018):
 - ▣ **Awards:** Max. = **\$25 Million**; Min. = **\$5 Million (Urban)/\$1 Million (Rural)**
 - ▣ **Geography:** No more than **\$150 Million** may be awarded to a single State
 - ▣ **Diversity:** At least 30% (\$450 Million) to be designated for rural projects
- **Funding Proportions:**
 - ▣ BUILD Grant – 80% (Urban)/100% (Rural)
 - ▣ Total Federal funds may not exceed 80% of project cost (Urban)
- **Application Submittal Deadline – July 19, 2018 @ 7:00pm CDT**
- **Obligation Deadline – September 30, 2020**
 - ▣ Signed/executed agreement between USDOT and Grant Recipient(s)
 - ▣ Completed environmental clearance, design, and ROW acquisition required
- **Expenditure Deadline – September 30, 2025**

BUILD Discretionary Grant Program (cont.)

Merit Criteria Evaluation

3

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation (Technology Applications/Project Delivery Methods)
- Partnership
- **Non-Federal Revenue for Transportation Investment – NEW**
 - ▣ Asset recycling, tolls, tax-increment financing, or sales/gas-tax increases
 - ▣ New actions applicable after January 1, 2015 (maximum time period = 10 years)
- Project Readiness
- Benefit-Cost Analysis



BUILD Discretionary Grant Program *(cont.)*

Regional Project Selection Methodology

4

- Select projects in both the East and West Sub-Regions
- Identify partnership opportunities with TxDOT, other transportation providers, and/or local governments
- Review recent discretionary grant project submittals (TIGER, FASTLANE, INFRA, etc.) for possible BUILD Grant compatibility
- Analyze locations with potential to maximize non-Federal revenue leverage
- Determine significant economic development opportunities with needed transportation catalysts



BUILD Discretionary Grant Program (cont.)

Proposed NCTCOG Projects

5

- Staff proposes the following projects for submittal by the Regional Transportation Council (RTC)/North Central Texas Council of Governments (NCTCOG):

Project	Proposed BUILD Request Amount	Total Project Cost
IH 635 (LBJ) East	\$25 Million	\$1.8 Billion \$1.6 Billion¹
AllianceTexas/Haslet Accessibility Improvement Project	\$20 Million \$25 Million²	\$59 Million
Trinity Railway Express (TRE) Multimodal Improvements	\$25 Million	\$100 Million

Changes following June 22nd STTC Action:

1. Reflects total project cost as identified in May 2018 RTC Action and supporting documentation for the IH 635 (LBJ) East Project.
2. Reflects desire for all proposed candidate projects to be evaluated consistently with respect to all merits.

BUILD Discretionary Grant Program *(cont.)*

RTC Action Requested

6

- Recommend approval of projects proposed for submittal by RTC/NCTCOG for BUILD Grant funding (with noted changes following June 22nd STTC Action)
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include the BUILD projects, if selected

BUILD Discretionary Grant Program (cont.)

Timeline

7

April 20, 2018	BUILD Grant Notice of Opportunity Announced
May 25, 2018	STTC Information
June 14, 2018	RTC Information
June 22, 2018	STTC Action
July 12, 2018	RTC Action
July 19, 2018	BUILD Application Deadline (www.grants.gov)
July 26, 2018	Executive Board Action
December 18, 2018	BUILD Awards Announcement by USDOT

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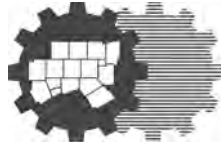
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July 12, 2018

Regional Transportation Council (RTC)

Action Item – Program Overview and Proposed Projects for Submittal



North Central Texas Council of Governments

June 12, 2018

Mr. David Brymer, MC 206
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Dear Mr. Brymer:

The Regional Transportation Council, serving as the Metropolitan Planning Organization for Dallas-Fort Worth (DFW) is responsible for conducting transportation conformity on the region's long-range mobility plan to ensure transportation development in our region does not negatively impact air quality. The North Central Texas Council of Governments (NCTCOG) staff develops and provides emission inventories to the Texas Commission on Environmental Quality (TCEQ) for inclusion in the State Implementation Plan (SIP). These emission inventories are developed using inputs from NCTCOG's Travel Demand Model along with other local inputs, which results in accurate inventories based on our region's parameters. TCEQ uses these inventories to create Motor Vehicle Emissions Budgets (MVEB) for our region, which once found adequate by the Environmental Protection Agency (EPA), must be used as the test to determine if NCTCOG's long-range transportation plan conforms to the region's SIP.

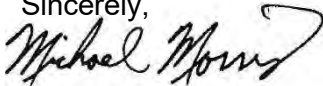
The DFW region has an existing long-range plan with transportation investments totaling \$135 billion dollars. Consequences are too significant to alter the traditional structure of the emission inventories used to create budgets for improvements needed for our region. There is too much at risk for a region the size of DFW to allow another entity to develop NCTCOG's emission inventories. In order for another agency to create emission inventories specific for our region, they would need our data inputs and be willing to run EPA's Motor Vehicle Emission Simulator without the need for national defaults. The upcoming Maintenance SIP inventories will lead to set MVEBs depending on the outcome of the U.S. Court of Appeals for the District of Columbia Circuit Case No. 15-115 *South Coast Air Quality Management District v. Environmental Protection Agency, et al.* We are not providing information to a third party who will develop emission inventories in a manner not consistent with past and future inventories used for transportation conformity.

NCTCOG has the staff, resources, and knowledge required for developing the Maintenance SIP inventories. With the rapid development of our region, it is imperative NCTCOG continue to be responsible for developing emission inventories for the TCEQ to ensure both SIP development and ultimately conformities for local investments are successful.

Mr. David Brymer
Page Two

June 12, 2018

We look forward to our continued relationship with the TCEQ working together to develop emission inventories and various projects and programs implemented in our region. If you have any questions, or need additional information, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

JPL:ch

cc: Greg Winfree, J.D., Texas A&M Transportation Institute
Bill Hale, P.E., Texas Department of Transportation
Mo Bur, P.E., Texas Department of Transportation, Dallas District
Loyl C. Bussell, P.E. Texas Department of Transportation, Fort Worth District
Jamie Zech, Texas Commission on Environmental Quality
Mike Eastland, North Central Texas Council of Governments

Bryan W. Shaw, Ph.D., P.E., *Chairman*
Toby Baker, *Commissioner*
Jon Niermann, *Commissioner*
Stephanie Bergeron Perdue, *Interim Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

June 27, 2018

Michael Morris, P.E.
North Texas Council of Governments (NCTCOG)
P.O. Box 5888
Arlington, Texas 76005-5888

Subject: Air Emissions Inventory Development

Dear Mr. Morris:

As your June 12, 2018 letter indicates, emissions inventories are an important component of the state implementation plan (SIP) and are used to establish motor vehicle emissions budgets (MVEB) for transportation conformity purposes. The SIP emissions inventory is also used to meet other Federal Clean Air Act (FCAA) requirements, such as photochemical modeling to determine and demonstrate attainment of the ozone National Ambient Air Quality Standard (NAAQS) and demonstrate compliance with reasonable further progress requirements. The TCEQ takes its authority and responsibility to develop air emissions inventories seriously, and is committed to ensuring its inventories are developed in the most accurate, timely, and reproducible (transparent) means possible.

Your June 12, 2018 letter stated that the NCTCOG would not provide "information to a third party who would develop an emissions inventory in a manner not consistent with past and future inventories used for transportation conformity." We understand the importance of these inventories and the potential difficulties that could arise if, for example, a MVEB were set using one mobile emissions model while another model was used to demonstrate conformity.

The letter presents two potential options for expediently moving forward with developing emissions inventories for the upcoming Dallas-Fort Worth (DFW) redesignation and maintenance SIP revision. When the TCEQ develops SIP emissions inventories- either internally or with outside assistance- it ensures these inventories are created using methods and data that not only meet FCAA and United States Environmental Protection Agency (EPA) requirements, but meet stringent data quality standards. The TCEQ ensures the robustness of these inventories through established policies and processes, including: project planning and related documentation, developing quality assurance plans, developing data quality objectives, and multiple reviews. It is not the TCEQ's intent to alter the structure of emissions inventory development or make significant changes to the general methodology used to create the MVEB.

TCEQ's established processes and policies for developing emissions inventories ensure consistent inventory development robust enough for use in SIP revisions no matter whether TCEQ or an outside entity develops the inventories. In particular, the TCEQ has extensively used TTI-developed mobile source emissions inventories to create MVEBs for the majority of other ozone nonattainment areas' SIP revisions, including the Houston-Galveston-Brazoria area, which also has one of the largest and most complex metropolitan transportation networks in the country. The budgets as well as the SIP revisions have been successfully approved by the EPA. This is in large part due to the detailed processes, documentation, and data that TCEQ requires and TTI provides for the SIP emissions inventories, resulting in reproducible estimates.

Mr. Michael Morris, P.E.
Page 2
June 27, 2018

Your June 12, 2018 letter also states that another agency would need NCTCOG's data inputs and "be willing to run EPA's Motor Vehicle Emission Simulator without the need for national defaults" to create emissions inventories specific to your region. As part of TCEQ's established emissions inventory development processes and policies, the TCEQ avoids the use of default emissions inventory data within reason. For large source categories such as mobile sources, the TCEQ sponsors studies and/or emissions inventory improvement projects to develop region- or state-specific data and inputs. Examples of these projects include fuel studies and heavy-duty truck idling studies.

The TCEQ requires the use of representative region- or Texas-specific data in mobile source emissions inventory development, and TTI would use your locality- and region-specific data to develop mobile source inventories, having used these data for previous TCEQ emissions inventory development projects. We recognize that without NCTCOG data inputs, the DFW redesignation SIP revision would potentially be delayed and/or be less detailed, which could impact EPA approvability and the quality of any resultant MVEB.

For all of these reasons, the TCEQ believes that NCTCOG can safely share its data and information with the TCEQ and TTI and be assured that not only will the resulting budgets be approvable by the EPA, but that the inventory development methods used by TTI will be able to be reproduced when creating future emissions inventories for transportation conformity purposes.

The TCEQ chose TTI to develop on-road mobile source emissions inventories for all areas in Texas for these impending redesignation submittals to ensure the consistency of development methods while meeting very tight timelines given the circumstances surrounding these SIP revisions. Therefore, we ask NCTCOG to provide TTI with all necessary information (see Attachment 1) to support TTI developing SIP-quality DFW area on-road mobile source emissions inventories no later than July 6, 2018, to ensure TCEQ's redesignation efforts for the DFW area are not unnecessarily delayed.

However, if NCTCOG prefers to generate complete on-road mobile source emissions inventories internally, the TCEQ will consider use of NCTCOG-generated emissions inventories in this DFW area redesignation SIP revision. For the TCEQ to consider using NCTCOG emissions inventories, the TCEQ will enlist a third party to perform a quality assurance/quality control (QA/QC) review of the mobile source emissions inventories. To support the QA/QC effort, NCTCOG would need to:

- submit all necessary information for SIP-quality DFW area on-road mobile source emissions inventory development to a third party specified by the TCEQ (see Attachment 1), and
- also meet the terms of the attached emissions inventory development plan to ensure that on-road mobile sources emissions inventories used for this DFW-area SIP revision are accurate, timely, and reproducible (transparent) (see Attachment 2).

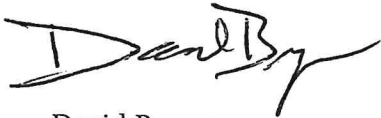
This review will provide additional assurance not only regarding the quality of the data but also help address any issues about an entity independently developing a MVEB and subsequently independently demonstrating conformity with that budget. NCTCOG will need to work

Mr. Michael Morris, P.E.
Page 3
June 27, 2018

expeditiously to ensure the requested data is provided by the specified deadlines to prevent delaying the commission's proposal of the DFW redesignation request.

I look forward to working with NCTCOG to ensure that accurate, timely, and reproducible emissions inventories are developed to meet the TCEQ's SIP schedule. We respectfully request that NCTCOG provide their response no later than July 5, 2018 to not delay this project. If NCTCOG cannot respond by the deadline, please contact me as soon as possible, since a late response or no response may result in a significant delay to the current DFW redesignation SIP revision.

Sincerely,



David Brymer
Director, Air Quality Division
Texas Commission on Environmental Quality

DB/DN/KH

Attachments

cc: Greg Winfree, J.D., Executive Director, Texas Transportation Institute

Bill Hale, P.E., Chief Engineer, Texas Department of Transportation

Carlos Swonke, P.G., Director, Environmental Affairs Division, Texas Department of Transportation

Mo Bur, P.E., District Engineer, Texas Department of Transportation, Dallas District

Loyl C. Bussell, P.E., District Engineer, Texas Department of Transportation, Fort Worth District

Jamie Zech, General and Transportation Conformity Specialist, Texas Commission on Environmental Quality

Mike Eastland, Executive Director, North Central Texas Council of Governments

Attachment 1: Information Necessary to Develop, Quality Assure, and Document On-Road Mobile Source Emissions Inventories

As part of any emission inventory development project, files and documents are required to provide future reference for how the emissions were estimated and for performing standard quality assurance procedures. The following 18 items represent the set of files and documents required to document development of, and perform quality assurance of, the on-road emissions inventories being developed to support redesignation and maintenance state implementation plan revisions.

No later than July 6, 2018, the TCEQ asks the North Texas Council of Governments (NCTCOG) to provide TTI with all of the information described in Items 1 through 8 below to support the Texas Transportation Institute (TTI) developing state implementation (SIP)-quality Dallas-Fort Worth (DFW) area on-road mobile source emissions inventories and to ensure TCEQ's redesignation efforts for the DFW area are not unnecessarily delayed. TTI would be responsible for providing Items 9 through 18.

However, if NCTCOG prefers to generate complete on-road mobile source emissions inventories internally, the TCEQ will consider use of NCTCOG-generated emissions inventories in this DFW area redesignation SIP revision. For the TCEQ to consider using NCTCOG emissions inventories, the TCEQ will enlist a third party to perform a quality assurance/quality control (QA/QC) review of the mobile source emissions inventories. To support the QA/QC effort, NCTCOG would provide all items, Items 1 through 18. NCTCOG would also need to meet the terms of the attached emissions inventory development plan (see Attachment 2).

Item 1: Travel demand model (TDM) HPMS Factor

Date Requested: July 6, 2018

Item 2: Origin-Destination (O-D) trip matrix (total trips only), by time period, for the four redesignation and maintenance analysis years (2014, 2020, 2026, 2032), or closest years available

Date Requested: July 6, 2018

Item 3: Loaded travel demand model network and flow data, by time period, with centroid connectors included, for the four redesignation and maintenance analysis years (2014, 2020, 2026, 2032), or closest years available

Date Requested: July 6, 2018

Item 4: Speed/capacity look-up table used in the TDM development, for the four redesignation and maintenance analysis years (2014, 2020, 2026, 2032), or closest years available

Date Requested: July 6, 2018

Item 5: List of functional class/facility type codes used in the TDM and their descriptions, for the four redesignation and maintenance analysis years (2014, 2020, 2026, 2032), or closest years available

Date Requested: July 6, 2018

Item 6: List of area type codes used in the TDM and their descriptions, for the four redesignation and maintenance analysis years (2014, 2020, 2026, 2032), or closest years available

Date Requested: July 6, 2018

Item 7: List of time periods and their descriptions, for the four redesignation and maintenance analysis years (2014, 2020, 2026, 2032), or closest years available
Date Requested: July 6, 2018

Item 8: ATR and vehicle population data
Date Requested: August 13, 2018

Item 9: County and scenario MOVES inputs
Date Requested: August 13, 2018

Item 10: Activity files including VMT, VMT mix, and off-network activity
Date Requested: August 13, 2018

Item 11: MySQL scripts used to load county and scenario MOVES inputs into MOVES2014a county database files
Date Requested: August 13, 2018

Item 12: MOVES2014a county database files
Date Requested: August 13, 2018

Item 13: MOVES run specification (MRS) files
Date Requested: August 13, 2018

Item 14: Inventory-mode MOVES county database files
Date Requested: August 13, 2018

Item 15: Inventory summary files in tab-delimited format
Date Requested: September 21, 2018

Item 16: Inventories in EPA's Consolidated Emissions Reporting Schema (CERS) written in Extensible Markup Language (XML) format, for upload into TCEQ's Texas Air Emissions Repository (TexAER) system
Date Requested: September 21, 2018

Item 17: Draft Project Report
Date Requested: September 21, 2018

Item 18: Final Project Report
Date Requested: October 1, 2018

Attachment 2: On-Road Mobile Source Emissions Inventory Development Plan

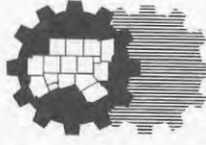
Specifications for the Development of On-Road Mobile Source Redesignation Request and Maintenance Plan (RDM) Emissions Inventories for the Dallas-Fort Worth Counties in either the Four-County Area (DFW4) and/or the Nine-County Area (DFW9) Previously Designated as Nonattainment for the One-Hour and/or the 1997-Eight-Hour Ozone National Ambient Air Quality Standards (NAAQS)

The redesignation and maintenance emissions inventories must include link-based on-road mobile source emissions estimates for the Dallas-Fort Worth (DFW) area counties previously designated as nonattainment for either the one-hour and/or the 1997 eight-hour ozone NAAQS for four analysis years: 2014, 2020, 2026, and 2032. For the DFW4 and DFW9 RDM inventories to be consistent with EPA state implementation plan (SIP) and transportation conformity inventory development guidance, the most recent activity information, based upon current travel demand modeling, and the most recent version of the EPA's on-road mobile source emission model, will be used to complete this task. The RDM inventories shall be produced based on methods agreed upon in consultation with the TCEQ's Emissions Assessment Section of the Air Quality Division.

The development of the emissions inventory must adhere to the following:

- Use the most recent version of the EPA's on-road emissions model, MOVES2014a, released in December 2015, second update November 2016, third update December 2017, as the emissions factor model for developing inventories for this task.
- Use the most recent version of the TTI Emissions Inventory Estimation Utilities developed for use with MOVES2014a, available August 2016, to develop inventories for this task.
- The geographic scope for the summer weekday emissions shall be the nine-county DFW9 area previously designated as nonattainment for 1997 eight-hour ozone NAAQS: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant Counties. A subset of the results will be used for the DFW4 area previously designated as nonattainment for the one-hour NAAQS: Collin, Dallas, Denton, and Tarrant Counties.
- The analysis years shall include: 2014, 2020, 2026, and 2032.
- The inventories shall include the following criteria pollutants and ozone precursors: volatile organic compounds (VOC), carbon monoxide (CO), nitrogen oxides (NO_x), sulfur dioxide (SO₂), ammonia (NH₃), carbon dioxide (CO₂), particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), and particulate matter with an aerodynamic diameter equal to or less than 10 microns (PM₁₀).
- Use summer weekday as the day type for inventories. Adjust average annual daily activity levels to account for both seasonal differences for summer months and for weekday.
- Use average summer 2014 temperatures. The temperature information will be provided by the TCEQ. (TCEQ provided the temperature inputs via e-mail on June 7, 2018)

- Use average summer 2014 humidity. The humidity information will be provided by the TCEQ. (TCEQ provided the temperature inputs via e-mail on June 7, 2018)
- Use average summer 2014 barometric pressure. The barometric pressure information will be provided by the TCEQ. (TCEQ provided the temperature inputs via e-mail on June 7, 2018)
- Use the most current vehicle miles traveled (VMT) mixes. The VMT mixes will be consistent with the EPA MOVES source use types.
- Use regional registration data as input for locality-specific age distributions. For historical years, use registration data for each historical year. For future analysis years, use the most recent year vehicle registration distributions.
- A link-based, time-of-day emissions analysis methodology will be used for all DFW counties.
- Use most recently available data for the off-network activity development. Develop 2014 and future year off-network activity inputs based on current Texas on-road inventory development processes and document the process for development in the pre-analysis plan.
- Use the project results from the Heavy-Duty Vehicle Idle Activity Study to determine long term idle and auxiliary power unit (APU) activity.
- Control program parameters, including Reid vapor pressure (RVP) and fuel settings, will be determined based upon DFW control strategies in effect for each analysis year.
- Use MOVES individual fuel parameter inputs consistent with CFR Title 40: Protection of the Environment, Part 80: Regulation of Fuels and Fuel Additives, Section 27: Controls and Prohibitions on Gasoline Volatility (40 CFR § 80.27). The TCEQ shall provide 2014 and 2017 fuel property survey data including RVP to be used for developing model inputs.
- Model the effects of all the federal motor vehicle control programs.
- Model the DFW4 reformulated gasoline program.
- Model the Texas Regional Low RVP Rule for applicable DFW9 counties.
- Model either federally regulated gasoline and diesel sulfur levels or latest available fuel survey data as appropriate for historical and future years.
- Model the Dallas-Fort Worth inspection and maintenance program.
- Post-process the diesel vehicle NO_x emission factors to account for the Texas Low Emission Diesel (TxLED) program, consistent with 30 Texas Administrative Code (TAC) Sections 114.312-114.319. Use year-specific TxLED adjustment factors developed using the benefit information described in the EPA Memorandum on Texas Low Emission Diesel Fuel Benefits, and the method as documented in previous Texas on-road inventory development reports. Inventory reports documenting the TxLED methodology are available upon request from the TCEQ's Air Quality Division.



North Central Texas Council Of Governments

July 5, 2018

Mr. David Brymer, MC 206
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Dear Mr. Brymer:

This letter is in response to your June 27, 2018, correspondence. I believe both the Texas Commission on Environmental Quality (TCEQ) and the North Central Texas Council of Governments (NCTCOG) understand the importance of accuracy, timeliness, and transparency in development of State Implementation Plans (SIP) and emissions inventories used to create Motor Vehicle Emission Budgets (MVEBs). Twenty years of historical practice is changing without our involvement, without concerns on the quality of our work, and without a risk assessment on Transportation Conformity. NCTCOG understands that the TCEQ takes development of emissions inventories seriously, just as NCTCOG upholds the responsibility of Air Quality Conformity under federal law. To maintain consistency with the historical development of all emissions inventories for the NCTCOG nonattainment region and minimize risk of a conformity lapse, this work must remain with NCTCOG staff.

Since issuance of the original nonattainment status over two decades ago, NCTCOG has provided emissions inventories for the Dallas-Fort Worth (DFW) region to your agency for inclusion into SIPs. We have a history of partnership between our agencies in development of SIPs which have always led to emission budget approval for our region. We also work closely with the Texas Department of Transportation (TxDOT), Texas Department of Motor Vehicles, and the Texas Department of Public Safety. As you are aware, during the development of NCTCOG's emissions inventories, all deliverables were consistently met and any data requested by your agency was provided in a timely manner.

You mention it is not the TCEQ's intent to alter the structure of emissions inventory development; however, the request for NCTCOG to provide Texas A&M Transportation Institute (TTI) with all necessary information to support TTI developing SIP-quality DFW area on-road mobile source emissions inventories is a departure from the historical process that has successfully provided emissions inventories used as the Environmental Protection Agency approved MVEBs. Maintaining consistency in this process allows DFW to ensure conformity analyses are performed on projects in the long- and short-range plan with the same methodology NCTCOG used to develop the MVEBs. Conformity needs to measure the latest planning assumptions and the emission impact on proposed transportation projects and cannot include differences in emission inventory methods which will mask conformity findings.

As referenced in your letter, NCTCOG understands these emissions inventories have very stringent timelines. As a result, our staff began all model runs for development of on-road mobile source emissions inventories to be used in the redesignation and maintenance plans

July 5, 2018

after the first coordination meeting held by your staff on June 6, 2018. This coordination meeting was held a month after our staff was notified TTI was contracted to conduct these emissions inventories, without disclosure to the Metropolitan Planning Organizations (MPOs). Unfortunately, no meetings or discussions have occurred among the TCEQ, TTI, and NCTCOG staff since the June 6, 2018, meeting. Regardless, NCTCOG continues to develop the emissions inventories which will be ready by July 27, 2018, (slightly under 60 days ahead of the schedule referenced in the TCEQ's Attachment 1). In keeping with our commitment to deliver these emissions inventories in a timely fashion and consistent with previous efforts, enclosed is a monthly progress report for June.

Having a third-party agency, using methods inconsistent with Air Quality Conformity brings forth risks which all parties, including the public, should be made aware. Conformity determinations are analyses specific to projects contained in the Metropolitan Transportation Plan and Transportation Improvement Program, not against inaccuracies, inconsistencies, and/or ambiguities with MVEBs. These risks may have unacceptable unintended consequences. We are currently working with TxDOT in fixing methodology issues on the "100 Most Congested Facilities in Texas" and we wish emissions budgets to not follow the same pattern.

Our position on this issue, including risks, will be brought to the Regional Transportation Council's July 12, 2018, meeting for policy direction. In addition, in an effort to encourage transparency and preservation of the MPO's responsibility under federal law, we are also requesting a meeting among the TCEQ, TxDOT and NCTCOG staff.

We look forward to working with the TCEQ to ensure that accurate, timely, and reproducible emissions inventories are developed to meet the TCEQ's SIP schedule. In the meantime, your emission inventories are nearing completion. If you have any questions, or need additional information, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Michael Morris, P.E.
Director of Transportation

JN:ch
Attachment

cc: Greg Winfree, J.D., Texas A&M Transportation Institute
Bill Hale, P.E., Texas Department of Transportation Headquarters
Brian Barth, P.E., Texas Department of Transportation Headquarters
Mo Bur, P.E., Texas Department of Transportation, Dallas District
Loyl C. Bussell, P.E., Texas Department of Transportation, Fort Worth District
Carlos Swonke, P.E., Director Environmental Affairs, Texas Department of Transportation
Jamie Zech, Texas Commission on Environmental Quality
Mike Eastland, North Central Texas Council of Governments

MONTHLY PROGRESS REPORT

Proposal for Grant Activities under the Grant Umbrella from TCEQ to
North Central Texas Council of Governments (NCTCOG)

Grant Number: N/A

Proposal for Grant Activities Number: N/A

Project Name: Dallas-Fort Worth Motor Vehicle Emissions Simulator 2014a (MOVES2014a)-
Based Re-designation Maintenance On-Road Mobile Emissions Inventories for 2014, 2020,
2026, and 2032

TCEQ Tracking Number: N/A

Invoice Number: N/A

Reporting Period: June 1, 2018 – June 30, 2018

- 1) Activities and Progress for Reporting Period
 - Developed demographics
 - Developed/Modified networks
 - Completed full model runs (Travel Demand Model) required to perform emission analysis
 - Developed the Automatic Traffic Recorder (ATR) factors
 - Developed MySQL Script Used to Load County and Scenario MOVES Inputs into MOVES2014a County Database Files; and
 - Began development of MOVES2014a County Database files
 - Began development of VMT, VMT Mix, Off-Network Activity
- 2) Deliverables Submitted During Reporting Period
 - None
- 3) Activity Planned for Next Reporting Period
 - Finalize MOVES2014a County Database files
 - Finalize VMT, VMT Mix, Off-Network Activity
 - Development of MOVES Run Specification (MRS) files
 - Complete MOVES2014a emission rate runs with County Database files
 - Develop the required inputs for TTI utilities to estimate emissions for each county for each scenario and analysis year in tab-delimited format, SCC format, XML format etc.
 - Run TTI utilities and finalize emissions estimate in tab-delimited format, SCC format, XML format etc.
 - Complete Draft Quality Control Report
- 4) Problems Encountered During Reporting Period and Recommendations for Solutions Period
 - None
- 5) Issues awaiting TCEQ approval
 - None

- 6) Schedule of work and project milestones
 - Demographics (Complete)
 - Networks (Complete)
 - Full model runs (Travel Demand Model) (Complete)
 - Automatic Traffic Recorder (ATR) factors (Complete)
 - MySQL Scripts Used to Load County and Scenario MOVES Inputs into MOVES2014a County Database Files (Complete)
 - MOVES2014a County Database Files (On Schedule)
 - Activity Files: VMT, VMT Mix, Off-Network (On Schedule)
 - MOVES Run Specification (MRS) Files (On Schedule)
 - Inventory Summary Files in Tab Delimited Format based upon the MOVES Source Use Types (On Schedule)
 - Inventory Summary Files in Tab Delimited Format based upon the EPA's Source Classification Codes (SCCs) (On Schedule)
 - Inventories in EPA's Consolidated Emissions Reporting Scheme (CERS) Extensible Markup Language (XML) format for upload into the TCEQ's Texas Air Emissions Repository System (On Schedule)
 - Draft Quality Control Report (On Schedule)

- 7) Cost and Expenditures for the reporting period
 - PGA Budget: N/A
 - Amount invoiced to date: N/A
 - Percent invoiced: N/A
 - Hours allocated for PGA: N/A
 - Hours used to date: 80
 - Percent hours used to date: N/A - amount of labor hours not specified in agreement

- 8) Cost and Expenditures for the Preparation of the Grant Activity Plan Description and Quality Assurance Project Plan
 - GAD/QAPP Preparation Budget: N/A
 - Amount invoiced to date: N/A
 - Percent invoiced: N/A
 - Hours allocated for PGA: N/A
 - Hours used to date: N/A
 - Percent hours used to date: N/A – amount of labor hours not specified in agreement

- 9) Other issues for this reporting period
 - None

EMISSIONS INVENTORY DEVELOPMENT ASSOCIATED WITH TRANSPORTATION CONFORMITY

Regional Transportation Council

July 12, 2018

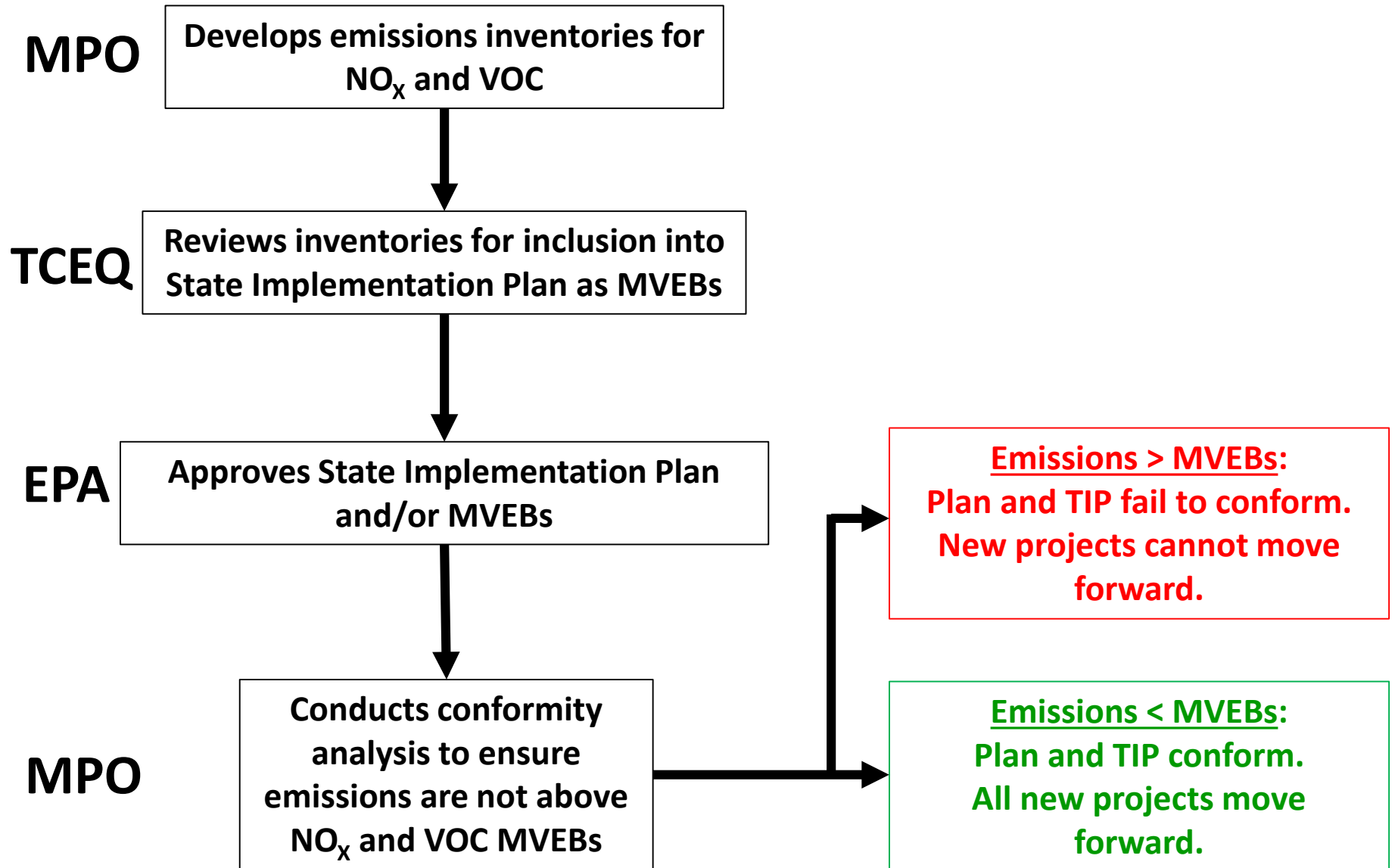


North Central Texas
Council of Governments



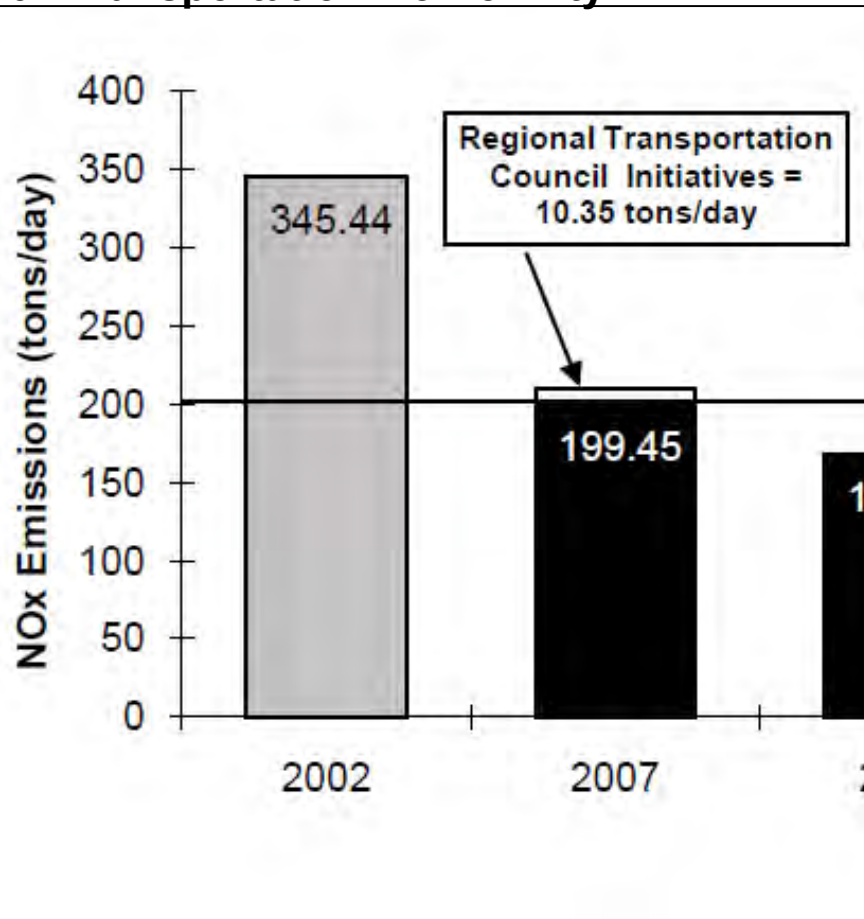
ELECTRONIC ITEM 5.4

MOTOR VEHICLE EMISSION BUDGETS (FROM DEVELOPMENT TO USE IN CONFORMITY)

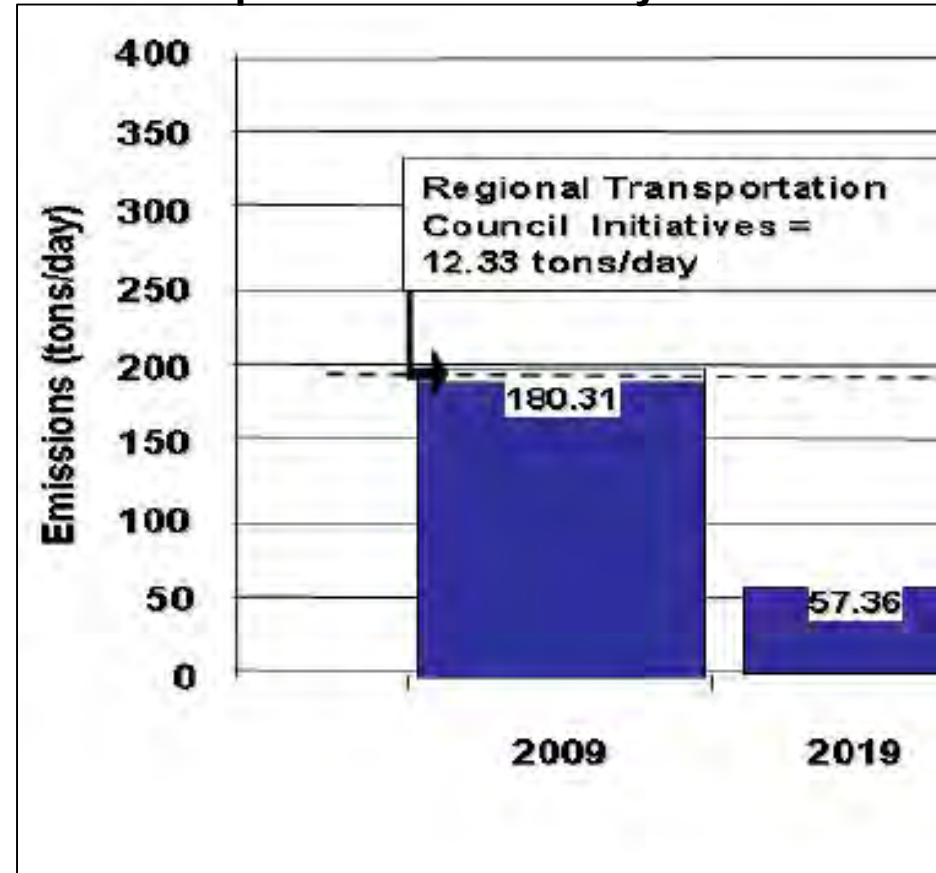


PREVIOUS CONFORMITY CHALLENGES (NO_x)

2007 Transportation Conformity:

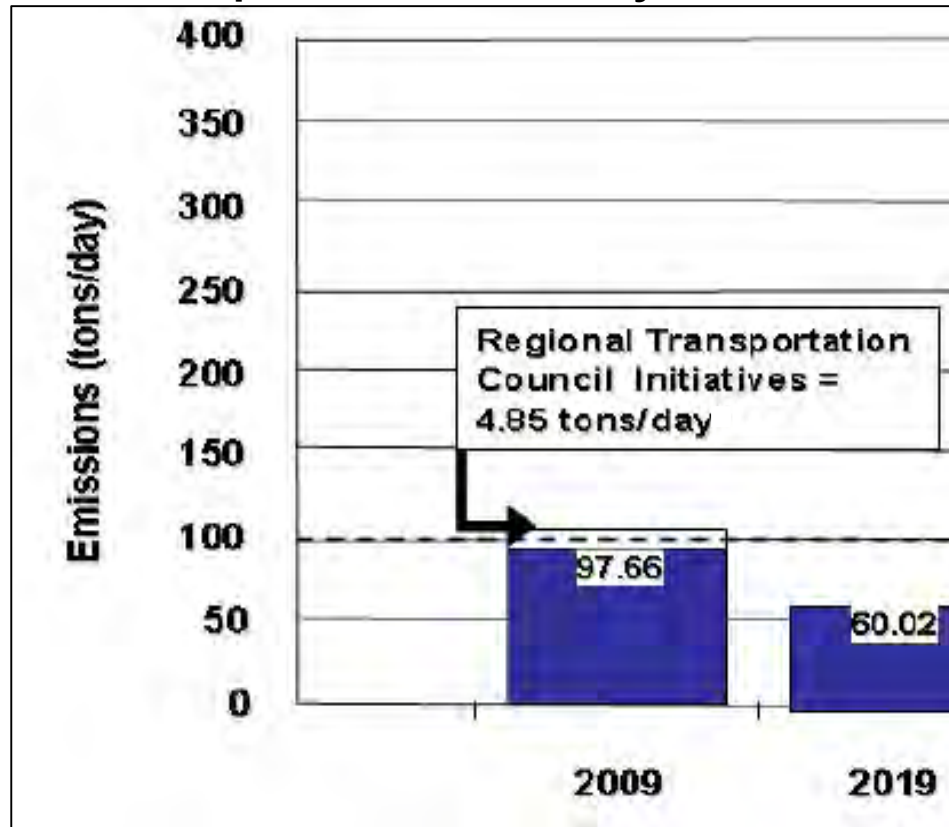


2009 Transportation Conformity:



PREVIOUS CONFORMITY CHALLENGES (VOC)

2009 Transportation Conformity:



2013 Transportation Conformity:

First analysis year emissions results exceeded MVEB

Original approach was amend existing 2035 Metropolitan Transportation Plan

Staff had to modify direction and make major revisions to develop 2035 Metropolitan Transportation update

REQUEST FOR ACTION

RTC Approval of:

Staff maintaining development of emissions inventories for Motor Vehicle Emissions Budgets that may later be used in Transportation Conformity analyses in an effort to protect consistency and ensure same methodologies are used.

Staff meeting with TCEQ, TxDOT, and TTI to discuss risks and determine quality assurance on emissions inventories needed by TCEQ.

Staff ensuring transparency on developments of emissions inventories and Transportation Conformity analyses with all interagency consultation partners.

CONTACTS

Chris Klaus
Senior Program Manager
(817) 695-9286
cklaus@nctcog.org

Jenny Narvaez
Principal Air Quality Planner
(817) 608-2342
jnarvaez@nctcog.org

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C	
												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,277,198,400	\$2,539,278,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380 (Prosper)	Widen two lane rural highway to four lane divided; Realign intersection at FM 1461; Six lane ultimate	Jun-2017	Sep-2020	2021		\$34,793,244	\$34,793,244 \$32,600,000		\$34,793,244 \$32,600,000									C
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen two lane rural highway to four lane divided; Six lane ultimate; Realign intersection of FM 1461	Jun-2017	Sep-2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550		\$3,985,550 \$2,162,341									C
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	Apr-2018	Apr-2021	2021		\$11,167,795	\$11,167,795 \$9,546,278		\$11,167,795 \$9,546,278									C
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	Apr-2018	Apr-2021	2021		\$20,179,763	\$20,179,763 \$17,249,746		\$20,179,763 \$17,249,746									C
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170 (Allen/Lucas/Parker)	Reconstruct and widen 2 lane rural to 6 lane urban divided	Nov-2010	Jan-2020	2020		\$44,570,571	\$44,570,571 \$38,099,111		\$44,570,571 \$38,099,111									C
Collin	TBD		North/South Arterials Roadways	West and East of Lake Lavon			Aug-2025	2025	Feasibility study being done by NCTCOG	TBD	\$250,000,000 \$200,000,000		\$150,000,000 \$100,000,000				\$100,000,000					C
Collin			Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to North/South Roadways and US 380 project	\$0	\$0 \$100,000,000		\$0 \$100,000,000									A
Collin			Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	\$0	\$0 \$50,000,000		\$0 \$50,000,000									A
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	Feb-2018	Sep-2020	2021		\$59,106,924	\$50,329,445				\$50,329,445							C
Collin	55073	0451-03-013	SH 205	North of John King to SH 78 SH-78 to Rockwall Co. Line	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	May-2019	Sep-2020	2021		\$33,000,000	\$28,654,950		\$28,654,950									C
Collin	13010	0047-09-034	SH 5	Frisco Rd (N of FM 1378) to Spur 399	Reconstruct 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	Dec-2019	Feb-2023	2028		\$14,000,000	\$10,000,000		\$10,000,000									C
Collin	13026	0047-05-054	SH 5	Spur 399 to FM 546 SH 121	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	Dec-2019	Sep-2022	2023		\$75,900,000	\$75,900,000 \$26,000,000		\$75,900,000 \$26,000,000									C
Collin			SH-5	FM 546 to SH 121					Project combined into TIP 13026	\$0	\$0 \$44,000,000		\$0 \$44,000,000									C
Collin	TBD		US 380	Denton County Line to Hunt County Line		Dec-2021	Aug-2026	2026	Portion of Category 2 funding reduced due to the Merritt Road swap; Received Category 2 funds from Regional Outer Loop project	\$350,000,000	\$350,000,000 \$252,000,000		\$168,000,000 \$70,000,000		\$150,000,000		\$32,000,000					C
Collin	13044	0047-06-161	US 75	At Ridgeview SRT (SH 124) (\$)-to Exchange Pkwy	Reconstruct interchange (at Ridgeview)	Mar-2019	Jun-2022	2022	TxDOT to request regular Category 12 from the State	\$27,000,000	\$25,000,000						\$0 \$25,000,000	\$25,000,000				A
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370 CR 370 (Rosamond Pkwy)-Interchange	Construct interchange	Jun-2012	Jan-2018	2018	Low bid amount of \$19,863,387	\$19,863,387	\$19,863,387 \$22,000,000		\$19,863,387 \$22,000,000									A
Collin	35004	0816-04-101	US-75 FM 455	At FM 455 in Anna US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	Feb-2018	Jun-2018	2019	Funds are Proposition 1, Category 4	\$2,300,000	\$2,300,000		\$0 \$2,300,000		\$2,300,000							A
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Also has \$2,000,000 RTR and \$1,202,000 CMAQ	\$16,802,000	\$13,600,000		\$13,600,000									A
											Total Funding - Collin County									\$940,344,705		
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road, Duncanville Rd. to US 67	Construct 0 to 4 lane frontage road		Dec-2021	2022		\$20,000,000	\$20,000,000		\$20,000,000									A
Dallas	13030	0009-11-181	IH 30	IH 35E to Central Expressway IH 45	Reconstruct and widen 6 to 12 mainlanes and reconstruct and widen 0/2 lane discontinuous to 2/8 lane continuous frontage roads	Jun-2020	Sep-2022	2023		\$25,000,000	\$25,000,000 \$12,500,000						\$25,000,000 \$12,500,000					B
Dallas			IH-30	Central Expressway to IH 45					Project combined into TIP 13030	\$0	\$0 \$12,500,000						\$0 \$12,500,000					B
Dallas	13043	0009-11-129	IH 30	IH 45 to US 80 Bass Pro Drive	Reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to US 80: Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635: Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 1 reversible managed lane; IH 635 to Bass Pro: Operational improvements	Jun-2020	Sep-2023	2024		\$1,341,000,000	\$25,000,000						\$25,000,000					B

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FY 2017 - FY 2028

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												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,277,198,400	\$2,539,278,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to East-of-Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	Sep-2018	Mar-2021	2021	Requesting Category 12 funds from the TTC; If request is not granted, project will be funded with Category 4 funds	\$127,574,879	\$127,574,879 \$120,574,879					\$0	\$127,574,879		\$120,574,879			B
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	Dec-2016	Jun-2018	2018	Low bid amount of \$24,549,664; Leave excess funding on project for change orders	\$27,000,000	\$27,000,000					\$27,000,000						A
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	Dec-2016	Jun-2018	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000					\$11,000,000						A
Dallas	13018	0581-02-146	IH 30	At SL 12	Construct direct connectors (Phase 1)		Sep-2026	2028		\$50,000,000	\$50,000,000							\$0	\$50,000,000	\$50,000,000		A
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161 Great-Southwest-Parkway to PG&T Western-Extension (SH-161)	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections		Jan-2021	2021	Portion of Fort Worth's Category 4 funds to be used	\$9,000,000	\$9,000,000 \$10,000,000		\$0	\$10,000,000		\$9,000,000						A
Dallas	55094	0442-02-159	IH 35E	US 67 to IH-20 Laureland Drive	Construct 0 to 1 reversible express lane		Jan-2024	2028		\$60,000,000	\$60,000,000 \$55,000,000					\$23,000,000	\$55,000,000	\$37,000,000				A
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 general purpose lanes (IH 635 to SH 121); Reconstruct 6 to 8 collector distributor lanes (SH 121 to Denton C/L) (IH 35E Phase 2)		Aug-2026	2026		\$683,905,520	\$262,044,414		\$262,044,414									A
Dallas	55067	0092-14-088	IH 45 (near US-175) - SM Wright Phase 2B	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	Mar-2017	Apr-2019	2019		\$26,327,302	\$26,327,302 \$20,956,260		\$26,327,302	\$20,956,260								A
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	Jun-2015	Aug-2019	2019	Project has Category 12 funds from the MPO Revolver Swap; \$9,049,174 of Category 2 funds being used for ENG	\$69,377,000	\$69,377,000 \$65,000,000		\$65,000,000					\$4,377,000				A
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads		Jul-2020	2020	\$63,071,347 of Category 12 funds being used for ENG and UTIL	\$385,988,661	\$385,988,661 \$50,000,000		\$0	\$50,000,000			\$385,988,661					B
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes		Jul-2020	2020	\$6,646,521 of Category 2 funds being used for ENG; Project split out from TIP 55165.1/CSJ 2374-01-183	\$50,956,661	\$50,956,661		\$50,956,661									B
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads		Jul-2020	2020	\$34,821,750 of Category 2 funds and \$2,044,646 of Category 4 funds being used for ENG and UTIL	\$230,221,536	\$230,221,536 \$262,738,800		\$34,821,750		\$175,000,000		\$20,399,786	\$262,738,800				B
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 express to 2 managed lanes		Jul-2020	2020	\$4,650,021 of Category 2 funds being used for ENG; Project split out from TIP 55060.1/CSJ 2374-01-137	\$35,650,161	\$35,650,161		\$35,650,161									B
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads		Jul-2020	2020	Construction also funded with \$25M CMAQ, \$92,857,142 STBG, \$108,338,878 TxDOT PE/ROW, and \$6,550,925 Category 11; \$58,797,257 of Category 2 funding being used for ENG and UTIL	\$323,358,493	\$90,147,610 \$450,000,000		\$58,797,257	\$100,000,000	\$0	\$200,000,000	\$31,350,353	\$150,000,000				B
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 express to 2 managed lanes		Jul-2020	2020	Construction also funded with \$7,142,858 STBG; \$24,276,492 of Category 2 funding being used for ENG; Project split out from TIP 55075.1/CSJ 2374-02-053	\$186,119,772	\$178,976,914		\$178,976,914									B
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange		Jul-2020	2020	Construction also funded with \$25,000,000 STBG, \$91,661,122 TxDOT PE/ROW, and \$150,000,000 in toll revenue; \$46,837,523 of Category 2 funding used for ENG and UTIL; Project split out from TIP 55075.1/CSJ 2374-02-053	\$278,620,856	\$58,797,257		\$58,797,257									B
Dallas	54119	2964-10-005	SL 9	IH 35E to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6)	Sep-2017		2045	10-Year Plan funds moved to TIP 54119.1/CSJ 2964-10-008, TIP 54119.2/CSJ 2964-10-009, TIP 54119.3/CSJ 2964-12-001, and TIP 54119.4/CSJ 2964-12-002; This project now represents the ultimate project	\$0	\$0					\$0	\$93,000,000					
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Project split out from TIP 54119/CSJ 2964-10-005	\$94,333,544	\$55,133,040 \$93,000,000		\$16,563,966					\$38,569,074				A
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Project split out from TIP 54119/CSJ 2964-10-005	\$59,795,622	\$60,423,423		\$18,153,388					\$42,270,035				A
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	Jan-2018	Jun-2018	2018	Project let in June 2018 for \$20,927,948; Leave excess funds on project for change orders	\$20,927,948	\$25,000,000 \$62,000,000				\$25,000,000		\$0	\$62,000,000				A

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												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,277,198,400	\$2,539,278,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)		Aug-2023	2023	Moving funding from SH 183 corridor to this project	\$210,000,000	\$210,000,000							\$210,000,000			A	
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)		Aug-2023	2023	Moving funding from SH 183 corridor to this project	\$210,000,000	\$210,000,000							\$210,000,000			A	
Dallas			SH 183	PGBT Western Extension (SH 161) to SL 12					Funding moved to TIP 53003 and 11527	\$0	\$0		\$0									A
Dallas			SH 183	SL 12 to SH 114					Funding moved to TIP 11527	\$0	\$0		\$0									A
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge SH 114 to Empire-Central	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		Aug-2027	2027	Funding moved to TIP 11527	\$0	\$0		\$0									A
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E Empire-Central to IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		Aug-2027	2027	Funding moved to TIP 11527	\$0	\$0		\$0									A
Dallas	55065	0092-01-059	SH 310 (near US 175) /SM Wright Phase 2B Interchange	North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	Mar-2017	Mar-2019	2019		\$10,063,900	\$10,100,000		\$10,100,000									A
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	May-2019	Aug-2021	2022	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000		\$1,000,000									C
Dallas	55120	0197-02-124	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications	Nov-2018	Apr-2019	2019		\$2,163,200	\$2,163,200		\$2,163,200									A
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road IH-635 to Kaufman County Line	Reconstruct and widen 4 to 6/8 mainlanes and 2/6 to 4/6 lane frontage roads and reconstruct IH 635 interchange	Jun-2019	Jun-2021	2021		\$386,214,458	\$105,000,000		\$105,000,000									B
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads		Jun-2021	2023	Project split out from TIP 53109	\$163,960,872	\$100,000,000							\$100,000,000				B
Dallas			Dallas County Contingency						Contingency for Dallas County projects		\$300,000,000							\$300,000,000				A/B
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements		Apr-2019	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments: Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap	\$10,726,868	\$9,915,000		\$7,900,000					\$2,015,000				A
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation as a single point urban interchange (SPUI)		Jan-2022	2022	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments: Project also has \$1,116,185 of Category 1 funds	\$18,316,185	\$17,200,000				\$17,200,000							A
											Total Funding - Dallas County									\$2,841,997,058		
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	Feb-2018	May-2021	2021		\$42,817,890	\$42,817,890		\$42,817,890									C
Denton			Greenbelt/Regional Outer Loop	At FM 428						\$50,000,000	\$50,000,000		\$50,000,000									A
Denton	TBD	0196-01-109	IH 35E	At Mayhill Road	Reconstruct interchange		May-2021	2021	Split from TIP 25033.2/CSJ 0196-02-125	\$46,212,969	\$46,212,969		\$46,212,969									A
Denton	25033.2	0196-02-125	IH 35E	Corinth Parkway Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May-2028	2028		\$663,409,414	\$84,847,031		\$84,847,031									A
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		Aug-2026	2026		\$957,611,088	\$164,000,000		\$164,000,000									A
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	Jun-2018	May-2021	2021	Also has \$95,000 local and \$665,000 CMAQ	\$18,448,040	\$17,839,014		\$17,839,014									C

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												\$1,277,198,400	\$2,539,278,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000			
Denton	20096	0135-10-050	US 380	US 377 to CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	Jun-2018	May-2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$129,360,761	\$51,250,941 \$87,650,941		\$51,250,941 \$87,650,941									C	
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements		Jul-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$12,156,936 2MP1, \$10,471,047 4P1, & \$2,901,189 CMAQ	\$26,627,983	\$1,098,811		\$1,098,811									A	
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)		Jul-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1 & \$4,019,642 of 4P1	\$7,788,890	\$1,500,000		\$1,500,000									A	
Denton	51060	0353-02-053	SH 114	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage		Nov-2018	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000		\$7,500,000									A	
Denton	20120	0081-03-048	US 377	From Henrietta Creek Rd. to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban		Nov-2018	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$863,844 of Category 1 & \$1,922,275 of CMAQ	\$14,836,119	\$12,050,000		\$12,050,000									A	
Total Funding - Denton County																							\$479,116,656
Ellis	13020	1397-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	Dec-2019	Dec-2022	2023		\$70,000,000	\$25,000,000		\$25,000,000									C	
Ellis	13034	0442-03-042	IH 35E FM 664	At IH 35 FM 664	Reconstruct interchange	Jun-2019	Sep-2021	2022		\$29,246,463	\$29,246,463 \$25,000,000		\$29,246,463				\$0 \$25,000,000					A	
Ellis	13029	0092-03-053	IH 45 FM 664	At IH 45 FM 664	Construct interchange	Jun-2019	Sep-2021	2022		\$40,419,966	\$34,000,000						\$0 \$34,000,000	\$34,000,000				A	
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	Jun-2020	Sep-2023	2024		\$32,145,761	\$32,145,761 \$25,000,000		\$32,145,761 \$25,000,000									C	
Ellis	13035	1051-01-051	FM 664	IH 35E to IH 45	Widen 2/4 lane rural highway to 6 lane urban	Jun-2019	May-2023	2023		\$197,275,168	\$25,000,000		\$25,000,000									C	
Ellis	55092	0048-04-090	IH-35E	US-77 North to US-77 South (IH-35E Waxahachie CAP/MAIN Phase 2)	Reconstruct 5 interchanges (Bus-287/US-287 Bypass/Lofland/Butcher (FM 387)/Sterret Rd.) and frontage roads and ramp modifications	Feb-2019	Aug-2022	2022	Funding moved to TIP 13042/CSJ 0048-04-094	\$0 \$263,055,677	\$0 \$42,000,000		\$0 \$42,000,000									A	
Ellis	35001	0172-05-115	US 287	at Walnut Grove Road	Reconstruct intersection	Apr-2017	Jun-2019	2019		\$26,700,000	\$26,700,000 \$21,800,000		\$26,700,000 \$21,800,000									A	
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 Category 7; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000		\$17,100,000									A	
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Construct grade separation and reconstruct 4/6 lane frontage roads		Sep-2020	2021	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000		\$42,000,000									A	
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$2.5M CMAQ	\$9,513,170	\$7,013,170		\$1,291,900						\$5,721,270			A	
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$2.5M CMAQ	\$10,393,729	\$10,370,367		\$3,930,746						\$6,439,621			A	
Total Funding - Ellis County																							\$248,575,761
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	Jun-2017	Aug-2018	2018	Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$41,000,000 \$37,000,000		\$41,000,000 \$37,000,000									A	
Total Funding - Hood County																							\$41,000,000
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	Jan-2020	May-2024	2024		\$15,000,000	\$15,000,000		\$15,000,000									C	
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	Sep-2019	Sep-2022	2022	Project also has \$11,485,840 of Category 7 funds	\$17,035,840	\$5,550,000		\$5,550,000									C	
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	Dec-2019	Jun-2022	2022	Project was awarded Category 12 funds by the TTC; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000 \$15,550,000		\$0 \$15,550,000							\$22,000,000		B	

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C	
												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,277,198,400	\$2,539,278,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Hunt	13053		SH 24/SH 11	University Drive to Jackson Street Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements					\$4,900,000	\$4,900,000			\$4,900,000								C
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane		Apr-2020	2020		\$9,000,000	\$9,000,000			\$9,000,000								C
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$30,000,000	\$30,000,000										\$30,000,000	
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Construct overpass		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000										\$25,000,000	
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000										\$25,000,000	
Hunt	55223	0009-13-900	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches		Jun-2022	2022	Project also has \$6,450,000 of Category 7 funds	\$22,000,000	\$15,550,000			\$15,550,000								
											Total Funding - Hunt County										\$152,000,000	
Johnson	54053	0747-05-035	FM 157	BU 287P (S of Mansfield) to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	Jan-2020	Aug-2026	2026		\$78,000,000	\$78,000,000	\$78,000,000										C
Johnson	13041	0747-05-042	FM 157	US 67 to 7th St 8th Street	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	Sep-2019	Aug-2022	2022		\$2,800,000	\$2,800,000 \$2,948,505	\$2,800,000 \$2,948,505										C
Johnson	13040	0747-05-043	FM 157	8th Street to North of CR 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks	Sep-2019	Aug-2021	2021	Project split out from TIP 13041/CSJ 0747-05-042	\$1,375,000	\$1,375,000	\$1,375,000										C
Johnson	11955	1181-02-033	FM 917	Eddy Avenue to South Main Street BNSF RR in Joshua to SH 174	Construct railroad grade separation and realign FM 917	Mar-2019	Feb-2022	2022		\$11,569,023	\$11,569,023 \$13,000,000	\$11,569,023 \$13,000,000										C
Johnson	TBD	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	Mar-2019	Feb-2022	2022	Project split out from TIP 11955/CSJ 1181-02-033	\$3,490,748	\$3,490,748	\$3,490,748										C
Johnson	13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange at FM 917 and convert frontage roads to one way	Dec-2019	Aug-2020	2020		\$17,039,216	\$15,000,000			\$15,000,000								A
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	Jul-2017	Aug-2018	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$21,506,795	\$3,950,000	\$3,950,000										A
											Total Funding - Johnson County										\$116,184,771	
Kaufman	55111	2588-01-017	FM 548	North of US 80 at Walmart to SH 205 SH-205 (Reckwall Co. Line) to North of US 80	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	Jun-2019	Mar-2023	2023		\$84,650,269	\$84,650,269 \$41,720,000	\$84,650,269 \$41,720,000										C
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	Jul-2018	Jun-2020	2020		\$12,925,617	\$12,925,618 \$11,100,000	\$12,925,618 \$11,100,000										A
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications	Nov-2018	Apr-2019	2019		\$2,163,200	\$2,163,200 \$2,000,000	\$2,163,200 \$2,000,000										A
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct 4 lane discontinuous frontage roads to 4 lane continuous frontage roads	Jun-2019	Sep-2021	2022		\$139,515,095	\$133,000,000 \$116,982,076				\$133,000,000 \$116,982,076							B
											Total Funding - Kaufman County										\$232,739,087	
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive At Walnut Creek	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	Oct-2018	Dec-2018	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$19,450,000	\$14,900,000 \$12,000,000	\$14,900,000 \$12,000,000										C
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May-2019	Dec-2018	2019	Project split out from TIP 14012/CSJ 0313-02-057	\$1,900,000	\$1,900,000	\$1,900,000										C
Parker	13054	0314-07-061	IH 20	FM 2552 to Centerpoint Dr. Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads	Mar-2020	Sep-2021	2022		\$24,241,602	\$21,000,000			\$21,000,000								A
Parker	TBD	1068-05-014	IH 20/IH 30	IH 20 FM 1187/FM 3325 to Walsh Ranch Parkway	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	Sep-2020	Jul-2021	2021		\$6,000,000	\$6,000,000 \$27,800,000			\$6,000,000 \$27,800,000								A
Parker	TBD	0008-03-094	IH 20	FM 1187 to Parker/Tarrant County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	Sep-2019	Jan-2021	2021	Project split out from CSJ 1068-05-014	\$21,800,000	\$21,800,000			\$21,800,000								A
											Total Funding - Parker County										\$65,600,000	

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C		
												1	2	3	4	5	6	7	8	9			
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt			
												\$1,277,198,400	\$2,539,278,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000			
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205 SH-205 to Rockwall County Line	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	Jun-2019	Mar-2023	2023		\$6,200,000	\$6,200,000 \$1,000,000		\$6,200,000 \$1,000,000									C	
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition for Dalrock interchange		Mar-2021	2021	Project split out from TIP 55169/CSJ 0009-11-241	\$7,000,000	\$7,000,000						\$7,000,000					B	
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications	Mar-2019	Nov-2021	2023		\$232,000,000	\$232,000,000				\$32,000,000		\$200,000,000					B	
Rockwall	55074	0451-04-021	SH 205/John King Blvd	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line) Collin Co. Line to SH 66/IH 30	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)		Sep-2020	2021		\$2,702,009	\$2,702,009 \$32,115,673		\$2,702,009 \$32,115,673									C	
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway		Aug-2022	2022	Project split out from TIP 55074	\$29,413,664	\$29,413,664		\$29,413,664									C	
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,250,063	\$8,325,063		\$8,325,063									A	
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		Apr-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18	\$768,731	\$719,165		\$719,165									A	
Rockwall	2998	1290-02-017	SH 276	From SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		Apr-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ	\$16,547,045	\$14,900,000		\$14,900,000									A	
Total Funding - Rockwall County																							\$301,259,901
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	Jul-2018	Aug-2018	2018	Project also has \$13,109,245 of Category 7	\$53,000,000	\$40,000,000	\$40,000,000										C	
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	Jan-2025	Sep-2027	2028		\$31,085,095	\$31,085,095	\$31,085,095										A	
Tarrant	13027	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line Matlock Rd. to SH-360	Reconstruct freeway from 8 to 10 lanes and 4/6 lane continuous frontage roads	Sep-2021	Jan-2024	2022	Split from IH 20 from US 287 to Park Springs Blvd	\$300,000,000	\$50,000,000	\$50,000,000			\$0 \$50,000,000							B	
Tarrant	55043	2374-05-066	IH 20	Anglin Drive to Park Springs IH 820 to US-287	Reconstruct and widen 8/10 to 10/12 general purpose lanes, 8 collector distributor lanes, and reconstruct and widen 4/6 continuous frontage roads to 4/8 discontinuous frontage roads		Sep-2021	2022	Split from IH 20 from US 287 to Park Springs Blvd	\$355,000,000	\$278,000,000 \$228,000,000	\$125,000,000			\$153,000,000 \$103,000,000							B	
Tarrant			IH 20	US 287 to Park Springs Blvd					Project split into TIP 13027/CSJ 2374-05-084 and TIP 55043/CSJ 2374-05-066	\$0	\$50,000,000				\$50,000,000						B		
Tarrant	TBD	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct freeway, construct frontage roads	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$165,000,000												B	
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	Jun-2019	Aug-2024	2024		\$23,000,000	\$23,000,000				\$23,000,000							B	
Tarrant	13002	1068-01-213	IH 30	IH 820 to Camp Bowie Blvd	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	Sep-2021	Mar-2023	2023		\$637,144,167	\$150,000,000	\$150,000,000										B	
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) Linkcrest Dr to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	Apr-2020	Jan-2023	2023		\$81,000,000	\$81,000,000 \$72,000,000				\$81,000,000 \$72,000,000							A	
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line Cooper St to Great Southwest Pkwy	Reconstruct and widen 6 to 8 general purpose lanes; 2 concurrent express lanes and construct 0 to 4 continuous frontage road lanes	Mar-2019	Jan-2023	2023		\$75,000,000	\$75,000,000 \$80,000,000				\$75,000,000 \$80,000,000							A	
Tarrant	55041	0008-13-125	IH 820 (SE)	Meadowbrook Dr. to US-287 IH 20	Reconstruct freeway from 4/8 to 8/14 lane facility	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$656,000,000	\$440,202,000 \$234,174,200	\$100,000,000					\$340,202,000 \$134,174,200					B	
Tarrant			IH 820 (SE)	US-287 to IH 20					Project combined with above entry	\$0	\$0 \$150,000,000						\$0 \$150,000,000					B	
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to IH 820 Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	Jan-2023	Sep-2025	2026	Project has a \$10,000,000 commitment from City of Fort Worth	\$47,500,000	\$37,500,000 \$50,000,000	\$37,500,000 \$50,000,000										C	

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

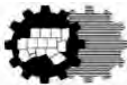
FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C				
												1	2	3	4	5	6	7	8	9					
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt					
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	Jan-2023	May-2025	2025	Split from TIP 13056, Lancaster Ave/SH 180 IH 35W to IH 820 project	\$12,500,000	\$12,500,000	\$12,500,000											C		
Tarrant	13006	0353-03-100	SH 114	FM 1938 (Davis Blvd) to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood and construct 0 to 2 lane westbound and 0 to 2 lane eastbound frontage roads from Solana/Kirkwood to Dove	Oct-2019	Sep-2021	2022		\$33,000,000	\$33,000,000 \$20,000,000	\$33,000,000 \$20,000,000											A		
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	Apr-2009	Mar-2018	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000 \$70,000,000												\$370,000,000 \$70,000,000	A	
Tarrant			SH 121	FM 2499 to IH 635					Project combined with above entry (TIP 13007)	\$0	\$0 \$150,000,000												\$0	\$150,000,000	A
Tarrant			SH 121	IH 635 to SH 114					Project combined with TIP 13007	\$0	\$0 \$150,000,000												\$0	\$150,000,000	A
Tarrant	13049	0364-01-148	SH 121	Hall Johnson Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	Jul-2018	Sep-2018	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds	\$28,400,000	\$25,000,000	\$25,000,000													B
Tarrant	55176	0171-04-050	SH 199	South of FM 1886 to South end of Lake Worth Bridge	Reconstruct and widen 0 lane to 6 lane freeway; Reconstruct 4 lane to 6 lane frontage roads; Construct bridges over Lake Worth & traffic management system	Feb-2019	Feb-2020	2020		\$113,999,400	\$113,999,400 \$115,000,000	\$45,006,400			\$68,993,000										B
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Widen roadway from 4 lanes to 6 lanes, and reconstruct 4/6 lane to 4/6 lane frontage roads	Feb-2019	Feb-2020	2020		\$22,000,000	\$22,000,000				\$22,000,000										B
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 freeway main lanes; Construct 0 to 4/6 lane continuous frontage lanes, and interchange at IH 820	Feb-2020	Feb-2024	2024		\$250,594,593	\$200,000,000	\$200,000,000													B
Tarrant	13037	0171-05-094	SH 199	IH 820 to West Fork of Trinity River	Reconstruct 4/6 to 4/6 lane divided urban	Aug-2020	Aug-2023	2023		\$100,000,000	\$100,000,000	\$100,000,000													C
Tarrant	13058	2266-02-150	SH 360	SH 183 to Post and Paddock Rd.	Operational improvements	Jun-2020	Jul-2020	2020		\$22,718,955	\$20,000,000	\$20,000,000													B
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad through girder bridge and 4/8 lane to 4/8 lane continuous frontage roads	Apr-2016	Sep-2020	2021	Project is split out from TIP 51346	\$53,012,000	\$50,000,000	\$50,000,000													B
Tarrant	51346	2266-02-086	SH 360	IH 30 North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	Feb-2016	Feb-2018	2018	Project has let with a low bid amount of \$53,391,000; Leave excess funding on the project for change orders	\$53,391,000	\$55,000,000 \$95,000,000	\$55,000,000 \$95,000,000													B
Tarrant			SH 360	South of IH 20				2018	Delete from the 10-Year Plan per TxDOT as funding is no longer needed		\$20,000,000	\$20,000,000													B
Tarrant	55044	0172-06-080	US 287	IH 820 to Bishop Street	Reconstruct 6 to 6 main lanes with 4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$40,000,000	\$40,000,000				\$40,000,000										B
Tarrant	55042	0172-09-028	US 287	IH 20 to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$30,000,000	\$30,000,000				\$30,000,000										B
											Total Funding - Tarrant County									\$2,277,286,495					
Wise	13004	2418-01-013	FM 1810	East of Public Road 1122 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation and retaining walls at realigned intersection at US 81/287 and BU 81D	Jan-2023	Jan-2025	2025		\$13,000,000	\$13,000,000 \$30,000,000	\$13,000,000 \$30,000,000													C
Wise	13004.1	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainline grade separation at relocated FM 1810 and US81D, with addition of ramps and frontage roads	Jan-2023	Jan-2025	2025	Split from TIP 13004/CSJ 2418-01-013	\$16,700,000	\$16,700,000	\$16,700,000													C
Wise	13004.2	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realign and widen roadway	Jan-2023	Jan-2025	2025	Split from TIP 13004/CSJ 2418-01-013	\$600,000	\$600,000	\$600,000													C
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	Aug-2019	Aug-2035	2035	Original Prop 1 project	\$14,000,000	\$14,000,000				\$14,000,000										A
											Total Funding - Wise County									\$44,300,000					
Total Proposed Funding											\$7,740,404,434	\$7,740,404,434	\$1,263,376,266	\$2,173,551,581	\$50,000,000	\$570,793,000	\$957,775,908	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000				
Total Amount Remaining for Programming											\$532,807,283	\$532,807,283	\$13,822,134	\$365,726,445	\$0	(\$20,273,000)	\$173,531,704	\$0	\$0	\$0	\$0	\$0			
Total Allocation											\$8,273,211,717	\$8,273,211,717													

2019 UNIFIED TRANSPORTATION PROGRAM AND UPDATES TO THE REGIONAL 10-YEAR PLAN

Regional Transportation Council

July 12, 2018



North Central Texas
Council of Governments
Transportation Department

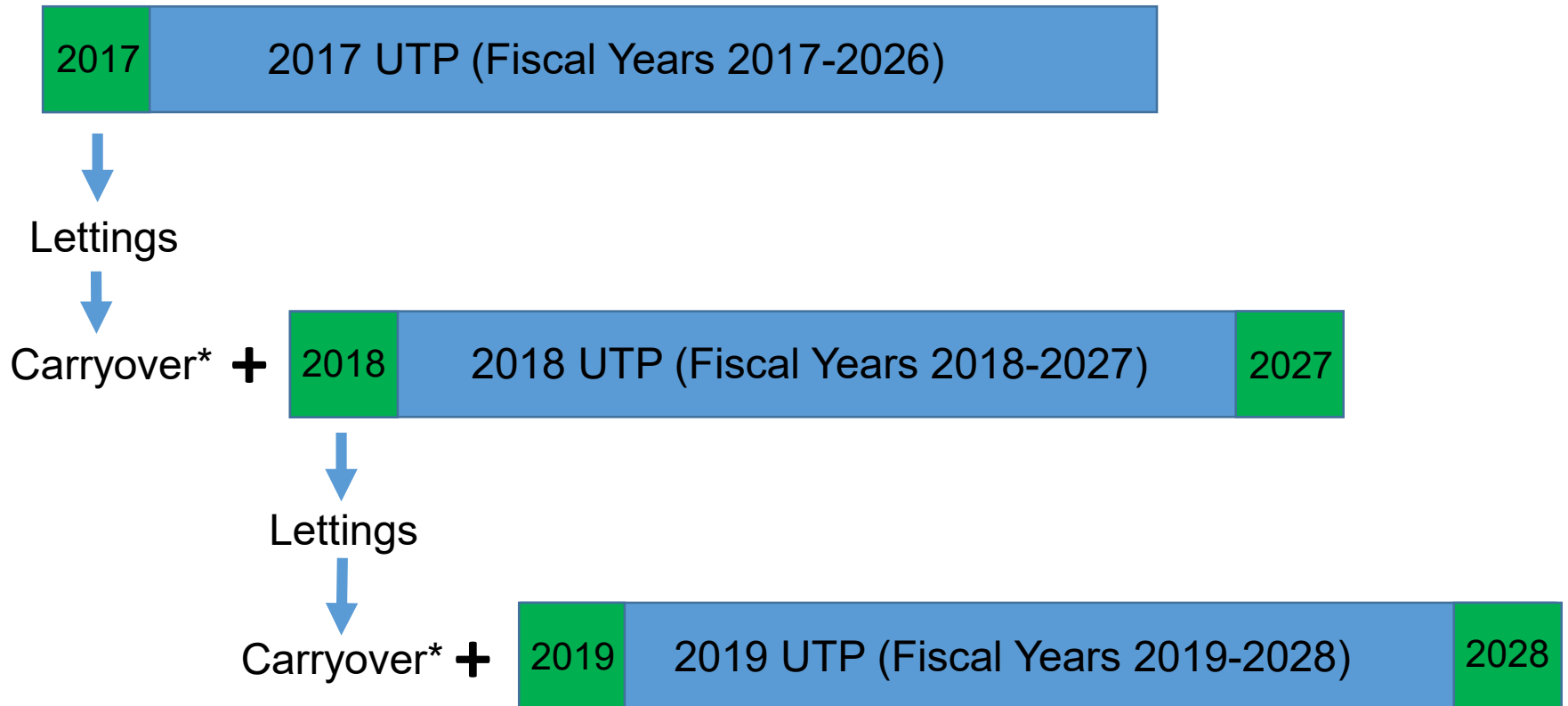
2019 UTP & 10-YEAR PLAN

2019 UPDATES

Ongoing Activities

- Review Funding Allocation changes since initial target setting **(Still underway)**
- Make Year-of-Expenditure/Total Project Cost updates **(Done)**
- Make adjustments due to revised construction costs **(Done)**
- Make adjustments due to changes in funding allocations **(Still underway)**
- Update with recent Regional Transportation Council (RTC) action on projects such as LBJ East and SH 183 **(Done)**
- Review project status and timing **(Done)**

REGIONAL 10-YEAR PLAN ALLOCATION PROGRESSION

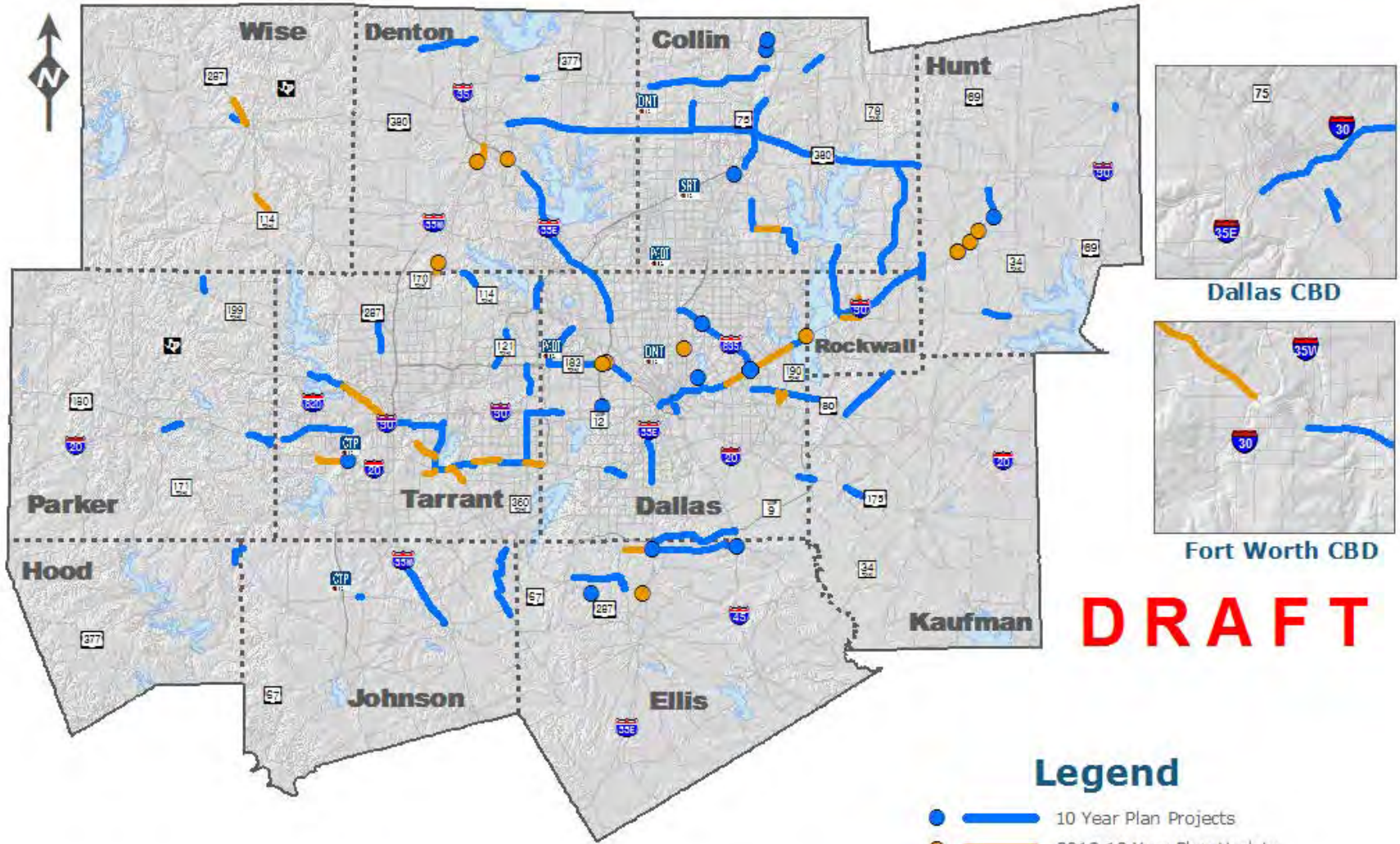


*Funds not obligated should carry over

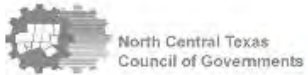
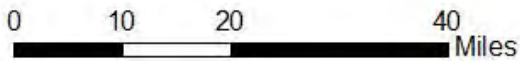
Breakdown of allocations and carryover amounts will be provided at the time of the meeting

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2028



DRAFT



Legend

- — 10 Year Plan Projects
- — 2018 10 Year Plan Update
- Mobility 2045 Roadways
- County Boundary
- Lakes

Date: 7/5/2018

TIMELINE

MEETING/TASK	DATE
STTC Information	May 25, 2018
RTC Information	June 14, 2018
STTC Status Update	June 22, 2018
Public Meetings	July 2018
RTC Action*	July 12, 2018
TTC Action	July 26, 2018

* Coordinating with TxDOT to see if deadline can be extended

CONTACT/QUESTIONS?

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DRAFT**First Reading****BYLAWS AND OPERATING PROCEDURES
REGIONAL TRANSPORTATION COUNCIL**

April 2014 August 2018

STATEMENT OF PRINCIPLES

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.
2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.
3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.

4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council (RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, ~~and~~ mass transit improvements, **and ground access to air carrier aviation**. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.
5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.
6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.
7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for

regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

- A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

- B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (**MTP**) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

- C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.
- D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.
- E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, **but are not limited to**, are **highways and streets, parking and intermodal terminals, tollways, fixed-guideway transit lines, bus routes, taxi services, paratransit and ridesharing services, railroad facilities, and general aviation the Regional Highway System, Regional Public Transportation System, Regional Aviation System**, and air carrier airports.
- F. Regional Highway System. The regional highway system **includes, but is not limited to**, is those freeways, principal and minor arterials, tollways, **managed lanes, truck-intermodal**

terminals, parking facilities, and ~~ridesharing~~ **autonomous passenger vehicle** services which make up the system for travel by automobile or truck.

- G. Regional Public Transportation System. The regional public transportation system includes, **but is not limited to, all ~~fixed-guideway facilities,~~ light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express bus routes;** personal rapid transit;; paratransit, and ~~taxi~~ **ridesharing** services operated by public or private entities, **and taxi or other for-hire transportation services.**
- H. Regional Aviation System. The regional aviation system includes, **but is not limited to,** the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.
- I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).
- J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.
- K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.

- L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

- A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.
- B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.
- C. Technical Committees. The Surface Transportation Technical Committee shall provide 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.

REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

- A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be 27; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 44 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 44. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

Cities

City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6
Cities of Denton, Sanger, Corinth, and Lake Dallas	1 (urbanized area)
Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins	1
City of Fort Worth	3
City of Garland	1
City of Grand Prairie	1
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, and Azle , Keller, and Sansom Park	1
Cities of Irving and Coppell	1
Cities of Lewisville, Flower Mound, and Highland Village	1 (urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Keller , Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1 (urbanized area)
City of Plano	1
Cities of Richardson and Addison	1
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village	1
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy	<u>1</u>
Subtotal	27

Other

Collin County	1
Dallas County	2
Denton County	1
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1
Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua and Hood County and the City of Granbury	1
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1

Parker County and the Cities of Weatherford and Mineral Wells and Wise County and the Cities of Decatur and Bridgeport	1
Tarrant County	2
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1
Board Member, Dallas Area Rapid Transit	1
Board Member, Fort Worth Transportation Authority	1
Board Member, Denton County Transportation Authority	1
Board Member, North Texas Tollway Authority	1
Board Member, Dallas /Fort Worth International Airport	<u>1</u>
Subtotal	<u>17</u>
TOTAL	44

The representatives of the Dallas/ Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas/ Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas/ Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the

governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term beginning in ~~June~~ ~~July~~ of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). The person representing a group of several cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in ~~June~~ ~~July~~ of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster. For clusters consisting of both counties and cities, the counties are eligible to hold the RTC membership seat for the cluster, and the counties should strongly consider rotation of the seat among the counties. The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its

alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. **For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed.** A best practice **for city-only clusters** may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

- C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. Teleconferencing for member participation will not be permitted; members must be in attendance to vote. No proxy or absentee voting will be allowed.
- D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff **in writing (i.e., letter, email)** of an alternate member's attendance ~~prior to the beginning of a meeting~~ **at least two hours in advance of the commencement of the meeting**, the alternate member will not be able to participate in the meeting as a voting member.

F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.

G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The nominating committee, in its deliberations,

shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. **If the State delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments,** the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.

- H. Meetings. At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director

to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

- I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.

- J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

- K. Council Functions. Functions of the Regional Transportation Council shall be as follows:
 - 1. Provide direction to the regional transportation planning process.
 - 2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
 - 3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.

4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.

a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In ~~extreme~~**extraordinary** circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

- (1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:
 - Surface Transportation **Block Grant** Program (**STBG**)—~~Metropolitan Mobility (STP-MM)~~
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Metro Corridor (jointly selected by TxDOT and the RTC)
 - Transportation Alternatives **Set-Aside (TA Set-Aside) Program (TAP)**
 - Texas Mobility Fund (jointly selected by TxDOT and the RTC)
 - Proposition 12 (jointly selected by TxDOT and the RTC)
- (2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.
- (3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues

are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.

b. RTC Procedures for Calls for Projects/Funding Initiatives

- (1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.
- (2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.
- (3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.
- (4) The Regional Transportation Council will not accept any late applications.
- (5) The Regional Transportation Council will not accept any incomplete applications.
- (6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. **The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.**
- (7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.
- (8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules **may** apply when projects are selected using toll revenues.

6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.

7. Review the limits of the Metropolitan Area and make revisions considered appropriate.
8. Authorize transit planning technical assistance to transit operating agencies at their request.
9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.
10. Identify the kinds of consultant projects eligible for federal transportation funding.
11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.
12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.
13. Maintain a set of public involvement procedures to optimize public participation and periodically review these procedures for possible enhancements.

TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

1. Surface Transportation Technical Committee (STTC)
2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.

- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2	
TxDOT Dallas District	2	
TxDOT Paris District	1	
TxDOT TP&P (Austin)	1	
Dallas Area Rapid Transit	2	
Fort Worth Transportation Authority	2	
Denton County Transportation Authority	1	
North Texas Tollway Authority	2	
Texas Commission on Environmental Quality	1	(non-voting)
Dallas/ Fort Worth International Airport	1	

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all

Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

- D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the

represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.

- E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.

- F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.

- G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting

and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

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APPENDIX A

2018 RTC Membership Structure

<u>City</u>	<u>2018 Population</u>	<u>2014 Employment</u>	<u>Maximum of Population & Employment</u>	<u>Percent of Total Based on Maximum</u>	<u>Share of RTC Seat(s)</u>	<u>% of RTC Seat By Grouping</u>	<u>RTC Seats</u>
City Membership							
Plano	281,390	274,623	281,390	4.51	1.171	1.171	1
McKinney	179,970	58,005	179,970	2.88	0.749		
Anna	13,690	534	13,690	0.22	0.057		
Princeton	10,560	1,645	10,560	0.17	0.044		
Fairview	9,520	1,968	9,520	0.15	0.040		
Melissa	9,580	1,325	9,580	0.15	0.040	0.930	1
Allen	96,870	39,278	96,870	1.55	0.403		
Lucas	7,710	2,101	7,710	0.12	0.032		
Wylie	49,500	19,940	49,500	0.79	0.206		
Rowlett	58,830	13,289	58,830	0.94	0.245		
Sachse	58,830	1,960	58,830	0.94	0.245		
Murphy	20,010	3,623	20,010	0.32	0.083	1.215	1
Frisco	172,940	74,099	172,940	2.77	0.720		
Prosper	22,650	3,077	22,650	0.36	0.094		
Little Elm	42,040	4,486	42,040	0.67	0.175		
The Colony	42,090	8,576	42,090	0.67	0.175		
Celina	13,090	1,820	13,090	0.21	0.054		
Providence Village	6,550	322	6,550	0.10	0.027	1.246	1
Dallas	1,286,380	1,126,984	1,286,380	20.60	5.356		
University Park	22,890	13,536	22,890	0.37	0.095		
Highland Park	8,520	5,272	8,520	0.14	0.035	5.486	6
Garland	236,030	101,932	236,030	3.78	0.983	0.983	1
Addison	15,760	66,566	66,566	1.07	0.277		
Richardson	110,140	130,960	130,960	2.10	0.545	0.822	1
Irving	237,490	288,487	288,487	4.62	1.201		
Coppell	41,100	42,084	42,084	0.67	0.175	1.376	1
Mesquite	143,350	61,034	143,350	2.30	0.597		
Balch Springs	24,660	6,183	24,660	0.39	0.103		
Seagoville	16,180	5,666	16,180	0.26	0.067		
Sunnyvale	5,540	5,155	5,540	0.09	0.023	0.790	1
Grand Prairie	189,430	84,554	189,430	3.03	0.789	0.789	1
Duncanville	39,470	16,227	39,470	0.63	0.164		
DeSoto	52,870	19,240	52,870	0.85	0.220		
Cedar Hill	47,480	16,201	47,480	0.76	0.198		
Lancaster	37,880	13,267	37,880	0.61	0.158		
Glenn Heights	11,680	1,114	11,680	0.19	0.049		
Hutchins	5,950	4,084	5,950	0.10	0.025	0.813	1
Carrollton	132,330	107,662	132,330	2.12	0.551		
Farmers Branch	31,590	78,393	78,393	1.26	0.326	0.877	1
Denton	130,990	76,474	130,990	2.10	0.545		
Sanger	8,400	4,287	8,400	0.13	0.035		
Corinth	21,030	6,429	21,030	0.34	0.088		
Lake Dallas	7,260	1,811	7,260	0.12	0.030	0.698	1
Lewisville	104,780	68,798	104,780	1.68	0.436		
Flower Mound	73,130	34,187	73,130	1.17	0.304		
Highland Village	15,540	5,396	15,540	0.25	0.065	0.805	1
Fort Worth	829,560	504,040	829,560	13.28	3.454	3.454	3
Arlington	383,950	212,737	383,950	6.15	1.598	1.598	2
N. Richland Hills	67,530	27,093	67,530	1.08	0.281		
Richland Hills	7,920	6,055	7,920	0.13	0.033		
Haltom City	42,740	23,793	42,740	0.68	0.178		
Watauga	23,610	5,813	23,610	0.38	0.098		
White Settlement	17,380	9,029	17,380	0.28	0.072		
River Oaks	7,310	1,880	7,310	0.12	0.030		
Lake Worth	4,730	6,125	6,125	0.10	0.025		
Westworth Village	2,620	1,097	2,620	0.04	0.011		
Saginaw	21,730	10,131	21,730	0.35	0.090		
Azle	12,140	4,554	12,140	0.19	0.051		
Sansom Park	5,050	857	5,050	0.08	0.021		
Keller	44,940	15,242	44,940	0.72	0.187	1.079	1
Grapevine	49,240	92,774	92,774	1.49	0.386		
Southlake	29,580	32,998	32,998	0.53	0.137		
Colleyville	25,010	10,358	25,010	0.40	0.104		
Westlake	1,380	6,360	6,360	0.10	0.026		
Trophy Club	11,370	1,173	11,370	0.18	0.047		
Roanoke	8,330	8,135	8,330	0.13	0.035		
Hurst	38,410	21,743	38,410	0.62	0.160		
Euless	55,170	20,205	55,170	0.88	0.230		
Bedford	48,600	30,660	48,600	0.78	0.202	1.328	1
Mansfield	65,660	31,353	65,660	1.05	0.273		
Benbrook	22,760	7,238	22,760	0.36	0.095		
Forest Hill	12,840	3,749	12,840	0.21	0.053		
Crowley	14,660	5,648	14,660	0.23	0.061		
Everman	6,090	1,766	6,090	0.10	0.025		
Kennedale	7,420	4,006	7,420	0.12	0.031	0.539	1
Total	6,021,400	4,009,266	6,245,137	100	26	26.000	
Allocation for City Seats Seat Threshold Based on Combined Higher of Population or Employment Resulting RTC City Seats					26		
					240,198	RTC City Members	27

2018 RTC Membership Structure (Continued)

2018 Population by County Grouped By RTC Seats

County Membership	2018 Population	
<u>Collin County</u>	969,730	1
<u>Dallas County</u>	2,529,150	2
<u>Denton County</u>	844,260	1
<u>Tarrant County</u>	1,989,810	2
<u>Ellis County</u>	183,360	
Ennis	18,910	
Waxahachie	35,550	
Midlothian	30,400	
Red Oak	12,790	
<u>Kaufman County</u>	119,670	
Forney	20,280	
Kaufman	6,730	
Terrell	<u>16,650</u>	
Combined Ellis and Kaufman Population	303,030	1
<u>Johnson County</u>	168,890	
Burleson	44,860	
Cleburne	30,230	
Keene	6,290	
Joshua	6,770	
<u>Hood County</u>	65,060	
Granbury	<u>9,520</u>	
Combined Johnson and Hood Population	233,950	1
<u>Hunt County</u>	95,960	
Commerce	8,260	
Greenville	27,060	
<u>Rockwall County</u>	97,990	
Rockwall	43,750	
Heath	8,180	
Royse City	12,060	
Fate	<u>13,240</u>	
Combined Hunt and Rockwall Population	193,950	1
<u>Parker County</u>	131,210	
Weatherford	27,900	
Mineral Wells	16,790	
<u>Wise County</u>	62,700	
Decatur	6,600	
Bridgeport	<u>6,150</u>	
Combined Parker and Wise Population	193,910	1
County Membership Total		RTC County Members 10
DART		1
DCTA		1
FWTA		1
DFW Airport		1
TxDOT Dallas		1
TxDOT Fort Worth		1
NTTA		1
Transportation Providers		RTC Transportation Provider Members 7
Total Members		Total RTC Members 44

Data Based on NCTCOG 2018 Population Estimates and 2014 Employment Estimates

APPENDIX A

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APPENDIX A

2018 RTC Membership Structure

<u>City</u>	<u>2018 Population</u>	<u>2014 Employment</u>	<u>Maximum of Population & Employment</u>	<u>Percent of Total Based on Maximum</u>	<u>Share of RTC Seat(s)</u>	<u>% of RTC Seat By Grouping</u>	<u>RTC Seats</u>
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Princeton	10,560	1,645	10,560	0.17	0.044		
Fairview	9,520	1,968	9,520	0.15	0.040		
Melissa	9,580	1,325	9,580	0.15	0.040	0.930	1 (Designated)
Allen	96,870	39,278	96,870	1.55	0.403		
Lucas	7,710	2,101	7,710	0.12	0.032		
Wylie	49,500	19,940	49,500	0.79	0.206		
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Garland	236,030	101,932	236,030	3.78	0.983	0.983	1
Addison	15,760	66,566	66,566	1.07	0.277		
Richardson	110,140	130,960	130,960	2.10	0.545	0.822	1
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Highland Village	15,540	5,396	15,540	0.25	0.065	0.805	1 (Designated)
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Allocation for City Seats					26		
Seat Threshold Based on Combined							
Higher of Population or Employment					240,198		
Resulting RTC City Seats						RTC City Members	27

2018 RTC Membership Structure (Continued)

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Waxahachie	35,550	
Midlothian	30,400	
Red Oak	12,790	
<u>Kaufman County</u>	119,670	
Forney	20,280	
Kaufman	6,730	
Terrell	<u>16,650</u>	
Combined Ellis and Kaufman Population	303,030	1
<u>Johnson County</u>	168,890	
Burleson	44,860	
Cleburne	30,230	
Keene	6,290	
Joshua	6,770	
<u>Hood County</u>	65,060	
Granbury	<u>9,520</u>	
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TxDOT Dallas		1
TxDOT Fort Worth		1
NTTA		1
Transportation Providers		RTC Transportation Provider Members 7
Total Members		Total RTC Members 44

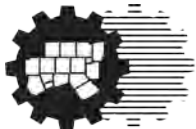
Data Based on NCTCOG 2018 Population Estimates and 2014 Employment Estimates

TRANSIT IMPLEMENTATION IN THREE AREAS OF THE REGION

Regional Transportation Council

July 12, 2018

Michael Morris, P.E.
Director of Transportation

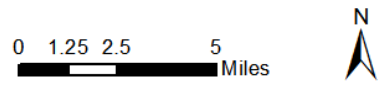
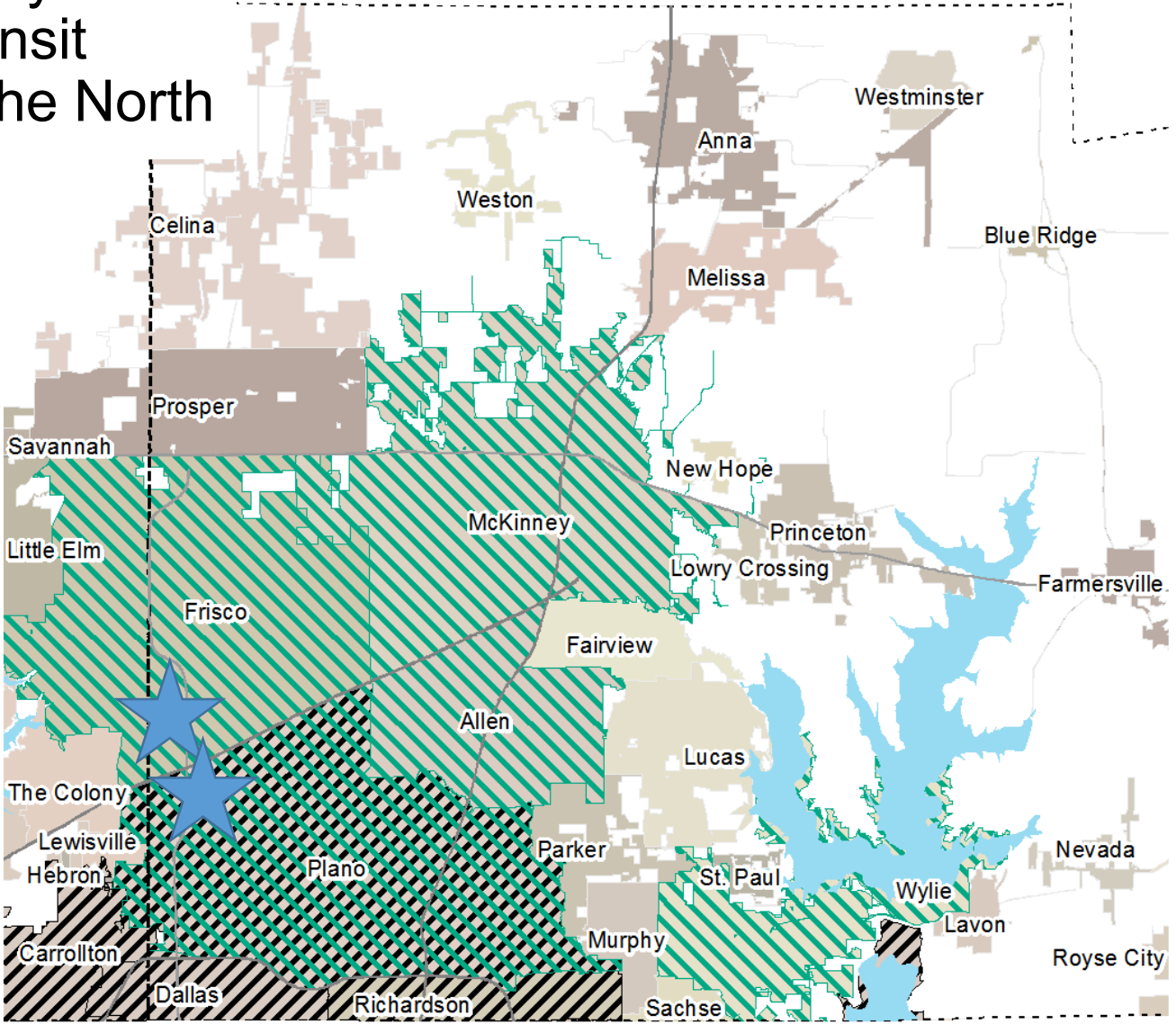


North Central Texas
Council of Governments



Collin County: Moving Transit Further to the North

-  Dallas Area Rapid Transit (DART)
-  Cities Requesting Planning Assistance
-  Transportation Management Association (TMA)

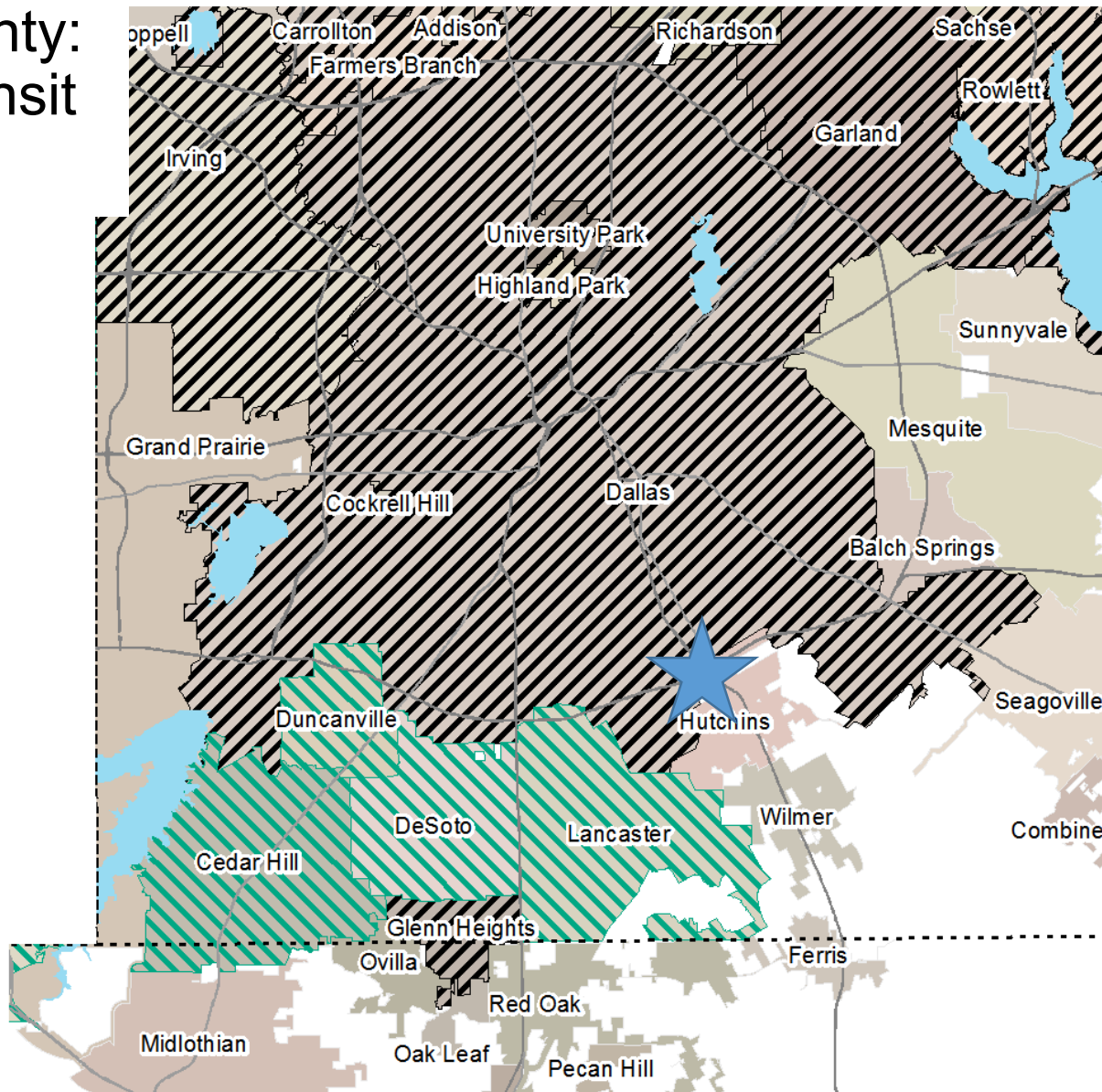


Dallas County: Infilling Transit Service


Dallas Area
Rapid Transit
(DART)


Cities
Requesting
Planning
Assistance


Potential
Transportation
Management
Association
(TMA)



0 1.25 2.5 5
Miles



Tarrant County: Comprehensive Approach



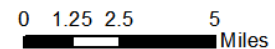
Fort Worth
Transportation
Authority (FWTA)



Cities
Requesting
Planning
Assistance



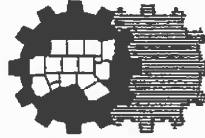
Pilot Cities with
RTC funding



Elements Considered in Transit Implementation Initiative

	Collin County	Dallas County	Tarrant County	Include in Combined Effort?
Internal and regional connections	✓	✓	✓	Yes
Focus on strategic implementation	✓	✓	✓	Yes
Near term (now to 10 years)	✓	✓	✓	Yes
Increase transportation options and innovation	✓	✓	✓	Yes
Funding options	✓	✓	✓	Yes
Private sector involvement	✓	✓	✓	Yes
People and goods	?	✓	?	Yes

Preliminary cost estimate of \$2M+



North Central Texas Council Of Governments

April 6, 2018

Mr. Paul Ballard
 President/CEO
 Trinity Metro
 801 Cherry Street, Suite 850
 Fort Worth, TX 76102

Mr. Sean Donohue
 CEO, DFWIA Airport Board
 DFW International Airport Board
 PO Box 619248
 DFW Airport, TX 75261

Mr. Gary Thomas
 President
 Dallas Area Rapid Transit
 PO Box 660163
 Dallas, TX 75266

Dear Mssrs. Ballard, Donohue and Thomas:

RE: Discontinuation of TRE Shuttle Service

In August 2015, the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) awarded the Dallas/Fort Worth International Airport (DFW Airport) \$2,375,650 in federal funds, through NCTCOG's Fiscal Year (FY) 2015 Transit Call for Projects, for the continued implementation of a Job Access/Reverse Commute (JARC) project, *Trinity Railway Express (TRE) Centreport Shuttle Service*, under the Federal Transit Administration's (FTA) Urbanized Area Formula Program. The award includes operating funds to provide service between the TRE Centreport Station and the Remote South Parking Lot, and capital funds for preventive maintenance and the purchase of transit vehicles to be used in service. The table below summarizes the funding awarded to DFW Airport.

Eligible Activities	Federal	Local	Total
Capital – Vehicles	\$1,047,413	\$ 184,838	\$1,232,251
Capital – Preventive Maintenance	\$ 36,480	\$ 9,120	\$ 45,600
Operating	\$1,291,757	\$1,291,757	\$2,583,514
Total Award	\$2,375,650	\$1,485,715	\$3,861,365

With assistance from Dallas Area Rapid Transit (DART) and Trinity Metro through an existing partner agreement, DFW Airport has successfully operated this service and has provided an average of approximately 10,300 monthly trips, facilitating access to jobs and other employment-related activities.

April 6, 2018

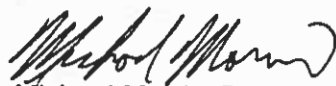
However, via email notification on March 7, 2018, DFW Airport notified NCTCOG of its intention to return capital vehicle funds and discontinue the *TRE Centreport Shuttle* once operating funds are fully expended; Preventive Maintenance funds have been fully expended. In this notification, DFW Airport indicated that existing and future rail service from DART's Orange Line and Trinity Metro's TEXRail would decrease ridership to the point that the cost of service will be prohibitive. Nonetheless, with the termination of existing *TRE Centreport Shuttle*, NCTCOG estimates nearly half the users, including those living within the center of the metropolitan area, will not have their transportation needs met and would be impacted with a circuitous trip to arrive at DFW Airport if they elected to switch to either DART's Orange line or Trinity Metro's TEXRail line.

Prior to taking this to the RTC for action, NCTCOG requests the following information to ensure that involved partners are in agreement on the future of this service:

1. Confirmation from each of your respective agencies of the position to discontinue the TRE Shuttle Service project.
2. Confirmation to operate the service with remaining operating funds and to return capital funds intended for the purchase of transit vehicles.
3. Provide a transition plan for discontinuing the service, including a timeline for ending service, and full expenditure or return of federal funds.
4. Provide a communication plan outlining the methods for notifying riders and other affected stakeholders of the discontinuation of the service.

Thank you in advance for your cooperation and attention to this matter. Should you have any questions, please do not hesitate to contact me at (817) 695-9241.

Sincerely,



Michael Morris, P.E.
Director of Transportation

GG/KM:tmb

cc: Dan Lamers, PE, Senior Program Manager, NCTCOG
Christie Gotti, Senior Program Manager, NCTCOG
Karina Maldonado, Senior Transportation Planner, NCTCOG

April 26, 2018

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

RE: Discontinuation of TRE Shuttle Service

Dear Mr. Morris:

Thank you for your letter of April 6, 2018. We greatly appreciate NCTCOG's financial support of this service for many years.

We are in agreement with DFWIA's Vice President Michael Plemister's email to Senior Transportation Planner Karina Maldonado of March 7, 2018, terminating this service and its funding when the TEXRail commuter rail line to the airport from Fort Worth enters passenger service in January.

We will coordinate with all concerned as to the precise date that TEXRail service will begin. We currently envision a VIP inspection train on New Year's Eve, and regularly scheduled service to begin the following Saturday, January 5, 2019.

Best regards,



Paul J Ballard
President/CEO



Burnett Plaza | 801 Cherry Street | Suite 850 | Fort Worth, Texas 76102
817.215.8700 | trinity-metro.org

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MAY 01 2018

TRANSPORTATION



May 7, 2018

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

Dear Mr. Morris:

RE: Discontinuation of TRE Shuttle Service

Thank you for your letter dated April 6, 2018, subject as above. The following is provided as a summary of actions developed and agreed on by DFW Airport (DFW), DART, and Trinity Metro transportation professionals.

- DFW has informed the NCTCOG that we will continue to operate the service until such time as TexRail service is fully established. DFW conducted several service reviews along with possible service reductions and termination options in discussions with representatives of DART and the Trinity Metro (T) during February and March 2018.
- DFW will continue to operate service with remaining operating funds along with local funds provided by the transit partners. DFW will return any capital funds intended for the purchase of new transit vehicles.
- TRE daily service will be reduced from two (2) buses to one (1) effective Monday, June 4. TRE termination of service is currently planned for January 2019 once the TexRail service is fully established, exact date to be determined. DFW will continue to request reimbursement of eligible operating costs until the service is discontinued. However, it is likely that there will be operating funds remaining when service is terminated, at which point any remaining funds would be returned.
- DFW, DART, and Trinity Metro communication's plan has been coordinated. Such communication plans include overhead signs placed in buses, "seat drop" information flyers, and posted changes at CentrePort TRE station, DFW South Remote Parking, and on the TRE website. Details and timelines of the service termination will be disseminated to stakeholders a minimum of 30 days in advance.

Sincerely,



Sean Donohue

cc: Ken Buchanan, EVP DFW

Sean Donohue
Chief Executive Officer

sdonohue@dfwairport.com
T (972) 973 5200
F (972) 973 5751

RECEIVED
MAY 11 2018
TRANSPORTATION

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428

Regional Transportation Council Attendance Roster
July 2017-June 2018

RTC MEMBER	Entity	7/13/17	8/10/17	9/14/17	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
Tennell Atkins (09/17)	Dallas	--	--	A	P	P	P	P	P	A	P	A	P	A
Richard E. Aubin (06/18)	Garland	--	--	--	--	--	--	--	--	--	--	--	--	A(R)
Sue S. Bauman (10/17)	DART	--	--	--	P	P	P	A	P	P	E(R)	P	E(R)	P
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	--	--	P
Carol Bush (01/15)	Ellis Cnty	P	P	E	P	P	P	P	E(R)	A	P	A	P	P
Loyl Bussell (05/17)	TxDOT, FW	E(R)	P	P	P	P	P	P	P	P	E(R)	P	P	P
Rickey D. Callahan (09/17)	Dallas	--	--	A	P	E	P	P	P	E	P	P	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	A	E	P	P	P	E	--	--	P	P
David L. Cook (05/16)	Mansfield	E	P	P	P	E(R)	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	P	P	P	E	P	P	P	P	P	E	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	P	A	P	P	P	E	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	E(R)	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	A	P	P	P	P
George Fuller (07/17)	McKinney	P	P	A	P	A	A	A	A	A	E(R)	P	E(R)	P
Sandy Greyson (11/11)	Dallas	A	P	P	P	P	P	P	E	P	P	P	P	P
Jim Griffin (06/18)	Bedford	--	--	--	--	--	--	--	--	--	--	--	--	P
Mojoy Haddad (10/14)	NTTA	P	P	P	P	A	A	P	E	P	P	A	E	E
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	P	E(R)	E	P	A(R)	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	E	E	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	A(R)	E(R)	P	P	P	P	P	P	P	P	P	A
Jungus Jordan (4/07)	Fort Worth	P	P	E(R)	P	P	E(R)	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	A	P	P	P	P	P	E(R)	P	E	P	P	P	P
Harry LaRosiliere (06/17)	Plano	P	E(R)	P	E(R)	P	P	P	E(R)	P	E(R)	E(R)	P	E(R)
David Magness (06/13)	Rockwall Cnty	P	P	P	P	E	P	P	P	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	E(R)	P	E(R)	P	P	P	E(R)	P	P	P
B. Adam McGough (07/16)	Dallas	P	P	P	P	P	P	P	P	E	P	P	P	A
William Meadows (02/17)	DFW Airport	E	A	P	A	P	E	A	E(R)	E	E(R)	P	P	A
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	A	P	P	E(R)	P	P	P	P	P	P	P	E(R)	E(R)
Stan Pickett (06/15)	Mesquite	P	P	P	P	E	P	P	P	P	E	E(R)	P	P
Mark Riley (1/09)	Parker Cnty	P	E	P	P	P	P	P	P	P	P	A	P	A
John Ryan (05/18)	Denton	--	--	--	--	--	--	--	--	--	--	--	P	P
Will Sowell (10/17)	Frisco	--	--	--	P	E(R)	P	P	P	E(R)	P	A	P	E(R)
Stephen Terrell (6/14)	Allen	P	A	P	P	P	E(R)	E(R)	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	E(R)	E(R)	P	P	E(R)	A(R)	P	E(R)	E	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
July 2017-June 2018**

RTC MEMBER	Entity	7/13/17	8/10/17	9/14/17	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
William Tsao (3/17)	Dallas	P	E(R)	P	P	P	P	P	P	P	P	P	P	P
Oscar Ward (6/14)	Irving	P	P	E	E	P	P	P	P	P	P	P	E(R)	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	A(R)	P	E(R)	E	E	E	P	E(R)	A	P	E
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	P	P	P	E(R)	P	P	P	P	P	P	P	P
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
May 2017-May 2018

STTC MEMBERS	Entity	5/26/17	6/23/17	7/28/17	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
Antoinette Bacchus	Dallas County	A	P	A	P	A	P	A	P	P	P	A	A
Micah Baker	Dallas County	P	A	A	A	P	A	P	A	A	A	A	P
Bryan Beck	Fort Worth	--	--	--	--	--	P	P	P	P	P	P	A(R)
Katherine Beck	Fort Worth	P	A	P	P	P	P	P	P	P	P	P	A
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	A	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	P	P	P	A	A	A	A	P	A	A	A
Mohammed Bur	TxDOT, Dallas	A	P	P	A	P	P	P	P	P	P	E	P
Dave Carter	Richardson	A	P	P	P	P	P	P	P	P	P	A	P
Curt Cassidy	Mesquite	--	--	--	--	--	--	--	P	P	P	P	P
Season Clemens	TxDOT, Dallas	--	--	--	P	A	P	P	A	P	P	P	A
Robert Cohen	Southlake	--	--	R	P	A	R	P	R	P	A	A	A
Kent Collins	Coppell	A	P	P	A	A	P	P	P	R	A	R	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	A	P	P	P	P	P
Hal Cranor	Eules	P	P	R	P	P	A	P	P	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	R	P	P
Chad Davis	Wise County	A	P	P	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	R	R	R	R	A	R	R	R	R	R	A	A(R)
David Disheroon	Johnson County	P	A	P	A	P	A	P	A	A	A	A	P
Phil Dupler	FWTA	--	--	--	--	--	P	P	P	P	P	P	P
Chad Edwards	DART	P	A	P	P	P	A	P	P	P	P	P	A
Claud Elsom	Rockwall County	P	P	A	P	P	A	A	P	P	P	P	P
Keith Fisher	Cleburne	P	P	P	A	R	P	P	R	P	A	A	A(R)
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	P	P	P	A
Gary Graham	McKinney	R	P	R	P	P	P	R	P	P	P	P	A
Tom Hammons	Carrollton	A	A	A	A	P	A	A	A	P	P	A	P
Ron Hartline	The Colony	R	R	A	R	A	R	R	R	R	R	A	P
Kristina Holcomb	DCTA	P	P	P	A	R	R	R	R	P	R	E	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	E	A
Kirk Houser	Dallas	P	P	P	P	P	P	A	P	P	P	P	P
Terry Hughes	Weatherford	P	P	P	A	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	P	A	R	P	P	P	P	P	P	R	P
Paul Iwuchukwu	Arlington	P	P	P	P	P	A	P	P	P	P	P	A
Kelly Johnson	NTTA	A	P	A	A	A	A	A	A	A	A	A	A
Sholeh Karimi	Grand Prairie	A	P	P	P	A	P	P	P	A	P	A	A
Paul Knippel	Frisco	A	A	A	P	P	P	A	A	P	P	P	A
Chiamin Korngiebel	Dallas	P	P	P	R	R	A	A	P	A	A	P	P
Alonzo Liñán	Keller	P	P	P	P	P	P	P	P	P	P	P	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	P	P	P	R	R	P	P	A	P	P
Alberto Mares	Ellis County	--	--	P	A	P	P	P	R	P	P	P	P

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

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jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster
May 2017-May 2018

STTC MEMBERS	Entity	5/26/17	6/23/17	7/28/17	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
Laura Melton	Burleson	P	P	P	P	P	A	A	P	P	A	P	P
Brian Moen	Frisco	A	P	P	P	A	A	P	P	P	A	P	A
Cesar Molina, Jr.	Carrollton	A	P	R	A	A	P	P	P	P	A	A	A
Mark Nelson	Denton	A	P	P	P	R	P	P	P	P	P	P	P
Corey Nesbit	Mesquite	--	--	--	--	--	--	--	P	A	A	R	P
Jim O'Connor	Irving	P	P	P	P	A	P	A	P	P	P	P	P
Kenneth Overstreet	Bedford	P	A	A	A	R	A	A	A	A	A	A	A
Kevin Overton	Dallas	P	A	P	P	P	P	P	P	P	P	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	P	P	P	A
Shawn Poe	Rowlett	P	P	P	P	P	P	P	P	P	P	R	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	P	P	A	A	P	P	P	A	P	P	P
Lisa Pyles	Addison	P	P	A	P	A	P	A	A	A	A	A	A
Bryan G. Ramey II	Duncanville	--	--	--	--	--	--	--	--	R	P	R	P
William Riley	Tarrant County	P	P	P	P	A	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	A	A	A	A	P	P	A	A	P	A	P
Moosa Saghian	Kaufman County	P	A	A	P	P	P	P	P	P	P	P	A
David Salmon	Lewisville	R	A	P	P	P	A	P	P	R	P	P	A(R)
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	--	--	--	--	--	--	--	--	P
Walter Shumac, III	Grand Prairie	P	A	P	A	P	A	A	P	P	P	P	P
Tom Simerly	Fort Worth	A	P	A	P	P	P	A	P	A	P	A	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	P	P	P	P	A	P	P	A	E	E
Chelsea St. Louis	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Caleb Thornhill	Plano	A	P	P	P	A	P	A	A	P	P	A	P
Matthew Tilke	McKinney	--	--	--	--	--	--	--	P	P	P	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	A	P	P	P	P	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	R	P	P	P	P	P	A	P	P	A
Daniel Vedral	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	P	A	P	P	P	A	P	P	A	P	A	A
Bill Wimberley	Hood County	P	P	P	P	P	P	R	P	P	P	A	A(R)
Robert Woodbury	Cedar Hill	--	--	--	--	--	P	P	P	R	P	P	P
John Wright	Greenville	--	--	--	--	--	--	--	--	--	--	A	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

May 25, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 25, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Rich Larkins (representing Bryan Beck), David Boski, Mohammed Bur, Dave Carter, Curt Cassidy, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Claud Elsom, Jeremy Hutt (representing Keith Fisher), Eric Fladager, Chris Flanigan, Tom Hammons, Ron Hartline, Kristina Holcomb, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Mark Nelson, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, William Riley, Greg Royster, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, David Timbrell, Mark Titus, Daniel Vedral, Caroline Waggoner, Joe Atwood (representing Bill Wimberley), Robert Woodbury, and John Wright.

Others present at the meeting were: Monsur Ahmed, Nick Ataie, Gustavo Baez, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Emily Beckham, Natalie Bettger, Ron Brown, Angie Carson, Lori Clark, Michael Copeland, Brian Crooks, Brian Darby, Kevin Feldt, Andrea Gardner, Gypsy Gavia, Dorothy Gilliam, Christie Gotti, Clint Hail, Clifton Hall, Tom Hartmann, Victor Henderson, Rebekah Hernandez, Amy Hodges, Tim James, Amy Johnson, Dan Kessler, Dan Lamers, Travis Liska, Michael Morris, Jenny Narvaez, Jeff Neal, Evan Newton, Greg Peters, Vercie Pruitt-Jenkins, Chris Reed, Sam Simmons, Shannon Stevenson, Amanda Wilson, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of April 27, 2018, Minutes:** The minutes of the April 27, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Approval of Mobility 2045 Recommendations and Associated Transportation Conformity Results:** Kevin Feldt presented recommendations for Mobility 2045. Partner comments received since presented at the April 27 meeting were highlighted and included requests for consistency with local government plans. As a result, in the City of Rowlett the extension of Princeton Road and the widening of Elm Grove Road have been removed. In addition, capacity has been added to Dalrock Road. In Richardson, widening projects on Campbell Road, Main Street, and Belt Line Road have been removed. The new arterial capacity improvement projects map was highlighted. In addition, Mr. Feldt noted the draft Mobility 2045 document and recommendations were available for review at www.nctcog.org/mobility2045. Mr. Feldt also highlighted the new Toll Managed Lane System policy included in the recommendations. He noted the North Central Texas Council of Governments has completed an environmental justice analysis on the proposed recommendations. Analysis of job access by auto and transit for both protected and non-protected populations were completed and demonstrate protected populations are not

adversely or disproportionately impacted by the recommendations. Mr. Feldt reminded members the public comment period for Mobility 2045 would remain open until June 7.

Jenny Narvaez presented the 2018 Transportation Conformity analysis for Mobility 2045 and the Transportation Improvement Program, which covers the 9- and 10-county ozone nonattainment areas. She noted that 2015 8-hour ozone standard determinations have not been released. However, staff has incorporated the 2015 ozone standards into its analysis. Mobility 2045 recommendations are tested against Motor Vehicle Emission Budgets (MVEB) established for the region. Results for the 9- and 10-county nonattainment areas were highlighted and indicate that the region is passing for both nitrogen oxides and volatile organic compound emissions. The schedule for the Mobility 2045 development effort and associated air quality conformity analysis was highlighted. If approved by the RTC at its June 14, 2018, meeting, the air quality conformity consultation process will begin with a United States Department of Transportation determination anticipated by November 23, 2018. Mobility 2045 recommendations meet financial constraint and environmental justice requirements, and have no disproportionately high or adverse impacts on protected populations. In addition, 2018 conformity objectives have been met by successfully passing the MVEB test, timely implementation of transportation control measures, and the analysis is consistent with air quality goals of the State Implementation Plan. A motion was made to endorse the projects, programs, and policies contained in Mobility 2045 and to recommend Regional Transportation Council approval of Mobility 2045 and the associated 2018 Transportation Conformity. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.

4. **Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Natalie Bettger presented recommendations for the regional application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program. A total of \$60 million is available for five to ten awards of up to \$12 million each. Application requirements for fiscal year 2018 were highlighted and detailed in the Notice of Funding Opportunity provided in Electronic Item 4.1. Funding is available for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment with a minimum 50 percent non-federal cost share requirement. Applications are due June 18, 2018. Eligible uses of funds were detailed in Electronic Item 4.2. The United States Department of Transportation is particularly interested in deployment programs and projects that include multimodal integrated corridor management, connected vehicle technologies at intersections, unified fare collection, improvement of the freight community system, technologies that support connected communities, infrastructure maintenance/monitoring/condition assessment, and rural technology deployment. In 2016, both the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation submitted a project. NCTCOG's project focused on wrong way drivers, traffic signals, ramp meters, and low-water crossings, but was not selected. NCTCOG proposed that for 2018, a Next Generation Platform for Regional Multimodal Transportation Management project be submitted. Examples of the project modes and data elements to be incorporated into the application were highlighted. Examples included: arterials (traffic signals, construction, low water crossings, grade crossing, routes, etc.), freeway/toll road/managed lanes (operations, construction, auto occupancy detection, routes, etc.), transit (real-time status, signal priority, smart shelters, mobility on demand), bike/pedestrian (detection, cycle tracks, classification of facility purpose, textured pavements, etc.), freight (parking and routes), vehicle emissions monitoring, and connected/autonomous vehicles. Ms. Bettger presented a high-level overview of the proposed project. The goal is creation of a data/information hub to integrate

various modes and data elements to facilitate the sharing of information with partner agencies to better operate the traffic management system. Necessary elements will include establishing new processes, standards, and policies. In addition, integration of existing data and new software/data will be necessary. Staff is also aware that partner agency hardware and technology deployments may be need to be updated to collect data. There is interest in testing technology so pilot corridors will be identified as part of the project to test proof of concept for new technologies to determine which technologies may be applicable in the region. The proposed application will request \$10 million. Additional funding will include approximately \$20 million in Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds and approximately \$20 million in Local Initiative Project funds as the local match. Ms. Bettger noted that NCTCOG would like letters of support for its proposed application and requested that letters be provided by June 13, 2018. NCTCOG will also release a Request for Partners on June 1 to solicit participation interest from private-sector and research partners. Entities interested in submitting individual applications were asked to request letters of support by June 8, 2018. A motion as made to recommend Regional Transportation Council approval of the regional application for the 2018 Transportation and Congestion Management Technologies Deployment Initiative Grant Program and to permit NCTCOG to provide letters of support to other entities for non-RTC projects. Kirk Houser (M); Matthew Tilke (S). The motion passed unanimously.

5. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Program (Round 2)**: Christie Gotti presented the proposed projects to be funded through the Strategic Partnerships Program: Round 2 in the 2017-2018 Congestion Mitigation and Air Quality Improvement program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The 11 CMAQ/STBG funding programs, including additional rounds of some programs, were highlighted. The goal of the Strategic Partnerships Program effort is to identify projects that partner with local agencies and the Texas Department of Transportation (TxDOT) and that help fund high-priority projects, leverage local and State funds, and advance project development. Ms. Gotti noted that a Round 3 is being developed and will be the last opportunity for entities interested in submitting projects through this program. The selection criteria was noted and details were provided in Electronic Item 5.2. Proposed projects included: 1) East Bear Creek Rd. in partnership with the City of Glenn Heights, Dallas County, and TxDOT Dallas, 2) Merritt/Sachse Rd. in partnership with the City of Sachse, Collin County, and Dallas County, 3) SH 66 at Dalrock in partnership with the City of Rowlett, 4) IH 635/LBJ at Belt Line in partnership with the Cities of Dallas, Irving, and Coppell and TxDOT Dallas, 5) Meandering Road in partnership with the City of Fort Worth, 6) ramp relocations on IH 20 at the Veterans Administration Hospital in partnership with TxDOT Fort Worth, and 7) the DFW Connector (u-turn lane project) in partnership with TxDOT Fort Worth. Project recommendations total approximately \$49.83 million in proposed Regional Transportation Council (RTC) funding and \$22.09 million in non-RTC funding. Details of the recommended projects were provided in Electronic Item 5.1. The timeline for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships Program (Round 2). Action also included a recommendation to allow staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other documents such as the Unified Planning Work Program and Metropolitan Transportation Plan to incorporate the changes. Randy Skinner (M); Kristina Holcomb (S). The motion passed unanimously.

6. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** Amy Hodges presented projects proposed to be funded through the first round of the Clean Fleets North Texas 2018 Call for Projects. This program is funded by the Environmental Protection Agency's (EPA) National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) funds. Eligible entities include local governments and private companies that contract with local governments. All applicants must adopt the Regional Transportation Council Clean Fleet Policy or similar policy. Funding is available for replacement of on-road heavy-duty diesel vehicles and non-road diesel equipment that is operated more than 500 hours per year. The funding threshold for each vehicle/equipment type was highlighted, and the timeline for the effort was reviewed. An overview of the call for projects was provided in Electronic Item 6.1. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. The first deadline was April 27, 2018, and the funding recommendations presented were from this deadline. A summary of the applications and recommended funding were provided in Electronic Item 6.2. Five applications were received and staff recommended funding for all applicants, with total funding of \$1,133,123. Staff will continue to accept applications until remaining funding is expended. Ms. Hodges noted that the next deadline was 5 pm the date of the meeting. Staff will continue to evaluate and recommend funding to exhaust available dollars and submit remaining projects to the EPA to request additional funding. A motion was made to recommend Regional Transportation Council approval of staff funding recommendations detailed in Electronic Item 6.2 and that award of additional Texas Commission on Environmental Quality SEP funds received be awarded to recommended school bus projects. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
7. **Traffic Signal Data Sharing and 511DFW/Waze Grant Programs (Round 2) Awards:** Clint Hail presented recommendations for Round 2 awards of the Traffic Signal Data Sharing and 511DFW/Waze Grant Programs. A total of 15 applications were received; 9 applications for the 511/Waze DFW Grant Program and 6 applications for the Traffic Signal Data Sharing Grant Program. Through the programs, staff has learned that integrating the Waze feed into 911 call centers/dispatches and ensuring two-way communication is of high value, powerful solution. In addition, finding solutions that provide visualization of Waze data in traffic management systems is also valuable. Automated Vehicle developers have also indicated that cities that are sharing data are more attractive to developers. An overview of the eligibility requirements and evaluation criteria for each grant program was presented and also provided in Electronic Item 7.1 and Electronic Item 7.2. The list of applicants and the proposed funding amounts for the Traffic Signal Data Sharing Grant Program were highlighted, and also provided in Electronic Item 7.3. The list of applicants and the proposed funding mounts for the 511DFW/Waze Grant Program were highlighted, and also provided in Electronic Item 7.4. The scheduled for this effort was also highlighted. Mr. Hail noted that following the meeting, a brief survey would be provided to members that would help give North Central Texas Council of Governments staff learn more about data sharing coverage in the region. A motion was made to recommend Regional Transportation Council approval of the proposed awards for the 511DFW/Waze and Traffic Signal Data Sharing grant programs. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.
8. **Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal provided an overview of the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. In April 2016, the United States Department of Transportation (US DOT) announced the replacement of the Transportation

Investment Generating Economic Recovery (TIGER) program with BUILD. The Notice of Funding Opportunity, provided in Electronic Item 8.1, detailed the \$1.5 billion available for fiscal year 2018. Mr. Neal highlighted project application requirements including minimum/maximum grant awards, project eligibility, and eligible applicants. The application submittal deadline is July 19, 2018, and projects will be announced December 18, 2018. Details of funding obligation and expenditure deadlines were also highlighted. It was noted that an entity must have completed environmental clearance design and right-of-way acquisition for the project being submitted. The maximum cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Mr. Neal noted that an important aspect of the program is the consideration of the ability for a project to generate new non-federal revenue such as asset recycling, tolls, tax increment financing districts, sales or gas tax increases, new bond programs. In addition, if the revenue is generated through a program of projects applicants may exceed the three application limit and provide multiple applications for each project within the program of projects. Mr. Neal also highlighted the merit criteria evaluation which include safety, state of good repair, project readiness, benefit-cost analysis, and others. In addition, the methodology for regional project selection was reviewed. Staff identified projects in both the eastern and western subregions, projects with potential partnership opportunities, recent project submittals, locations with potential to maximize non-federal revenue leveraging, and those with significant economic development opportunities that needed specific transportation catalysts. A list of recent North Central Texas Council of Governments (NCTCOG) projects submitted for previous US DOT discretionary grant programs was provided in Electronic Item 8.2. The timeline for this effort was reviewed. For entities submitting their own applications, letters for support should be requested by June 29, 2018. NCTCOG staff has identified three candidate projects for the BUILD grant program: 1) Trinity Railway Express double tracking/multimodal connectivity enhancements, 2) Alliance Texas/Haslet accessibility improvements, and 3) South Dallas County Inland Port capacity enhancements. Clarence Daugherty asked staff to clarify the deadline for environmental clearance. Mr. Neal noted that environmental clearance for a project must be completed by the obligation deadline. Applicants must provide within the application that environmental clearance, final design, and right-of-way acquisition will be completed by the obligation deadline. Mr. Daugherty also discussed the requirement that bond programs for non-federal matches must be new bond funds and whether this will mean new bond funds annually. Mr. Neal noted that bond program funds must be generated after January 2018 for fiscal year 2018, but that staff will need to clarify requirements for future years. John Polster requested that a copy of the presentation be provided to members following the meeting. Mo Bur discussed right-of-way acquisition and that some of the money could go to credit right-of-way acquisition. Mr. Neal noted that this was correct, but he would need to find out the appropriate mechanism.

9. **Air Quality Update:** Jenny Narvaez provided an update on the current ozone season. To date, the region has experienced eight exceedance days. At this time last year, the region had only experienced three exceedance days. However, the current design value is 73 parts per billion (ppb), which is lower than the 77 ppb at this time last year. She noted that Air Quality Handbooks were available to members at the meeting. Ms. Narvaez also provided an update on items pertaining to efforts in complying with the National Ambient Air Quality Standards (NAAQS) for ozone. Regarding the 1997 standard of 85 ppb, as of November 2016 the Environmental Protection Agency (EPA) issued a finding of attainment for the 9-county region. In March 2015, the EPA designated the 10-county region as moderate nonattainment for the 2008 standard of 75 ppb, with an attainment deadline of July 20, 2018. Based on the previous three years of data, the region will not reach attainment of the

standard by the deadline. In addition, the EPA signed a final rule for the 2015 standard of 70 ppb. The final rule classifies 9 counties as marginal for nonattainment. This final rule has not been published in the Federal Register. Electronic Item 9 is a letter from Administrator Pruitt to the Governor of Texas regarding the 2015 standard. Rockwall County is not included as nonattainment in this designation. The classification effective date and the implementation rule are expected to be published in the next few weeks. Staff does not anticipate that there will be a revocation of any previous standard in this implementation rule. Ms. Narvaez also discussed two lawsuits filed against the EPA. The first is South Coast Air Quality Management District versus the EPA. In February 2018, the District of Columbia Circuit partially vacated aspects of EPA's 2008 ozone standards implementation rule. The EPA is seeking a rehearing of the court's interpretation of anti-backsliding requirements, transportation conformity requirements, and certain ozone State Implementation Plan provisions. In April 2008, another lawsuit was filed challenging the EPA's redesignation substitute final rule for the Dallas Fort Worth 1 hour ozone and 1997 8-hour ozone nonattainment areas, as well as the Houston-Galveston Brazoria 1-hour and 8-hour nonattainment areas. Ms. Narvaez noted that as results of these lawsuits are received, staff will continue to provide updates to members.

10. **Recent Transportation Project Progress:** Michael Morris provided an update on recent progress in advancing roadway projects within the region and presented a request for action related to the SH 360/Trinity Blvd. project. Negotiations are moving forward on IH 35W 3C and the DFW Connector at IH 635 projects are proceeding to construction. The Regional Transportation Council (RTC) approved the reprioritization of funding originally allocated for managed lanes to connect with the Trinity Parkway project. Because the Trinity Parkway is not proceeding, funding has been reprioritized to three non-tolled interchanges at SH 183 and Loop 12, SH 114 and Loop 12, and SH 114 and SH 183. On May 24, the Texas Transportation Commission unanimously approved the IH 635 East project moved forward to a Request for Qualifications, then procurement to a design-build procurement. In addition, SH 360 has opened and the City of Fort Worth Bond Program has been approved. Also, Collin County will request its voters consider a \$750 million Bond Program in the fall. Mr. Morris noted that the requested action is for funding for ramp/intersection/signal improvements at SH 360 and Trinity Blvd. American Airlines has hired consultants and is looking at improvements that are needed at its new headquarters location. A total of \$7 million is requested (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds). This amount includes approximately 30 percent in contingency, so not all funds are expected to be used. Improvements must be operational in advance of the opening of the new headquarters. A motion was made to approve \$7 million (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds) to be used for ramp/intersection/signal improvements at SH 360 and Trinity Blvd. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
11. **Briefing on Automated Vehicle Deployment in the Region:** Thomas J. Bamonte provided information on an upcoming automated vehicle deployment in the City of Frisco beginning in July. Drive.ai, in partnership with the Denton County Transportation Authority (DCTA), the City of Frisco, Frisco Station, The Star, and Hall Group will test the feasibility of automated vehicles on a non-fixed scheduled. The six-month pilot program will serve up to approximately 10,000 users. Drive.ai is unique in that it does not attempt to hide that its vehicles are automated. Signage on the sides of its vehicles communicates vehicle intentions to motorists, pedestrians, and bicyclists. Operation will be on low-speed roadways during daylight hours. A video demonstrating how fast automated vehicle technology is evolving was shown. Mr. Bamonte noted that as a result of the deployment in Frisco, the

region has learned that site selection in the region was a result of the region's business friendly reputation and automated vehicle legislation. In addition, the region's reputation for innovation, quality of infrastructure, and cooperation between city departments, ability to deploy the program quickly, and public/private partnership support was important. Kevin Overton asked if it was possible in the future to encourage use of zero emission electric vehicles. Mr. Bamonte noted that at this time developers are using internal combustible engines but do understand the evolution of electric vehicles in the future. Kristina Holcomb noted, regarding zero emissions that the Denton County Transportation Authority have talked with developers that operate electric vehicles. One of the potential problems for the developer community may be the drain on battery of the vehicle technology. Discussion occurred regarding potential charging options that could be used.

12. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan:**

Christie provided an overview of the process for approving projects changes to the Regional 10-Year Plan in association with development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). She noted that North Central Texas Council of Governments (NCTCOG) staff recently received new target allocations from TxDOT Austin for use in developing the 2019 UTP, which subsequently will update the Regional 10-Year Plan. As a reminder, in December 2016 the Regional Transportation Council (RTC) approved the Regional 10-Year Plan provided in Electronic Item 12. In August and November 2017, updates were made to the Plan to handles changes needed on IH 635 East and that impacted other corridors. Anticipated updates include the review of funding allocation changes that have occurred since the initial target setting, year-of-expenditures/total project costs, revised construction costs, adjustments due to changes in funding allocations, adjustments resulting from recent changes made by the RTC to IH 635 and SH 183, and review of project status and timing to ensure that projects are listed in the appropriate year. A map of the projects approved for the Regional 10-Year Plan in December 2016 was shown. She noted that some additions have been made to the map to incorporate Proposition 1 projects that were pulled into the Regional 10-Year Plan. She also noted that staff have been working on this effort through changes in the TIP and TIP modifications, but this specific effort will inventory all efforts in one place. The timeline for this effort was reviewed. Ms. Gotti noted that the projects will be brought directly for action at the June Surface Transportation Technical Committee meeting and the July RTC meeting. Proposed changes will be submitted to TxDOT Austin to be included in the Texas Transportation Commission proposed action on the 2019 UTP in August. Clarence Daugherty requested that staff provide the listing to members as soon as possible, even if it is not able to be included in the June meeting mail out material. Michael Morris requested that members review the projects in Electronic Item 12 and communicate with staff any changes as soon as possible.

13. **Fast Facts:** Amy Hodges highlighted current air quality funding opportunities for vehicles. Approximately \$50 million is available through the Emissions Reduction Incentive Grants Program for on-road heavy-duty vehicles, non-road equipment, marine vessels, locomotives, or stationary engines. Project types include new purchase, lease, replacement, repower, retrofit or add on of emission reduction technologies. The deadline for applications is August 15. In addition, over \$15 million is available through the Texas Natural Gas Vehicle Grant Program for the repower or replacement of heavy-duty or medium-duty vehicles with eligible natural gas vehicles or engines. Additional information is provided in Electronic Item 13.1.

Ms. Hodges also noted upcoming Dallas-Fort Worth Clean Cities events. More information on the EV Charging Infrastructure Webinar on May 31 and the Fleet Funding Workshop Series for School Bus Funding Webinar on June 14 is provided in Electronic Item 3.2.

Lori Clark provided an update on the Volkswagen Settlement. She noted the State anticipates that its draft mitigation plan will be completed in the new few weeks. Additional information was provided in Electronic Item 13.3.

Whitney Vandiver reminded members that next month's meeting, June 22, 2018, was also Clean Air Action Day. Additional details were provided in Electronic Item 13.4 and a save-the-date reminder was also distributed at the meeting.

Carli Baylor noted that Electronic Item 13.5 contained a summary of public meetings held April 9, 10, and 11. Topics included Mobility 2045, Unified Planning Work Program modifications, the 2019-2022 Transportation Improvement Program, air quality, and a regional bicycle opinion survey.

Victor Henderson provided information on the Public Comments Report. The report contains general public comments received from March 20-April 19, 2018, and was provided in Electronic Item 13.6. The majority of the comments received were non-project specific and were related to multimodal transportation in Dallas, regional population growth, toll road sentiments, highway repurposing trends, car care clinics, outreach events, and others.

Jenny Narvaez noted that in March 2018, the United States Air Force notified the North Central Texas Council of Governments (NCTCOG) that it was preparing an Environmental Impact Statement (EIS) to evaluate the replacement of 24 F16 aircraft with F35A aircraft for four potential bases, with the Naval Air Station Fort Worth Joint Reserve Base being the preferred alternative. Staff attended a public scope meeting at the base on April 19 to let the base know that NCTCOG staff are available to provide assistance. As part of the March notification, it was made known that the deadline for comments was May 11. The Regional Transportation Council submitted comments, provided in Electronic Item 13.7, stating that if the results of the EIS do require a need for additional emission offsets staff are available to assist as needed.

The current Local Motion was provided in Electronic 13.8, and transportation partner progress reports were provided in Electronic Item 13.9.

14. **Other Business (Old and New):** Dan Kessler introduced new member Brian Shewski, City of Plano. In addition, he introduced new North Central Texas Council of Governments staff: Tara Bassler and Dorothy Gilliam.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 22, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

July 2018

Inside

Fickes to chair RTC

Tarrant County Commissioner Gary Fickes was elected chair of the Regional Transportation Council in June. Read more about Fickes and the officers who will join him for the next year on page 3.

Calendar

July 12, 1 pm

Regional Transportation Council
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

July 23, 6 pm

Public Meeting
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

July 27, 1:30 pm

Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

RTC approves Mobility 2045 transportation plan

Last month, the Regional Transportation Council approved Mobility 2045, the Metropolitan Transportation Plan for the Dallas-Fort Worth area. The plan outlines \$135.4 billion in spending, including increased highway capacity, infrastructure maintenance, expanded passenger rail, bus, bicycle and pedestrian facilities and technological enhancements to the existing transportation system.

Mobility 2045 reflects the pressures on transportation in North Texas. Demographic forecasts indicate the population will climb from 7.2 million today to approximately 11.2 million people by 2045. In light of these forecasts and transportation funding shortfalls, planners first sought to maximize the existing system through maintenance and operations improvements such as traffic signal retiming. Planners also seek to expand bicycle and pedestrian facilities and programs that encourage commuters to avoid driving to work alone. Then, planners considered ways to strategically invest in the region's infrastructure by adding passenger rail, bus or highway capacity.

While previous mobility plans have incorporated performance-based planning, recent federal requirements have identified new performance measure targets, which formally established goals such as safety and emissions reduction. Another policy initiative establishes a Toll Managed Lane System Policy area. The policy recognizes the need to efficiently manage the region's most congested areas while limiting the use of tolled managed lanes to an area including parts of Collin, Dallas, Denton, Rockwall and Tarrant counties. This area contains only 13 percent of the region's land area, but 79 percent of its vehicle hours of congestion delay. The Federal Highway Administration and Federal Transit Administration will now determine whether Mobility 2045 meets emissions requirements for ozone nonattainment areas. A decision is expected in November. To learn more about Mobility 2045, visit www.nctcog.org/mobility2045.

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.



RTC awards \$50 million to strategic transportation projects



The Regional Transportation Council approved \$50 million in federal air quality and mobility funding in June as part of the second round of a strategic partnerships program.

NCTCOG staff's primary considerations when selecting projects for this program were whether the projects had multiple local government partners and if the local stakeholders were contributing more than the standard 20 percent match typically required with federal funding.

Seven projects throughout the Dallas-Fort Worth area were awarded funds as part of the program, including a stretch of East Bear Creek Road in Glenn Heights, which will receive \$15.46 million in federal funding to help pay for widening of the road between South Hampton Road and Interstate 35E. A bicycle-pedestrian facility will also be added as part of the \$25.6 million project, which received a 40 percent match from partners. The widening of Merritt/Sachse Road from south of Creek Crossing Lane to Pleasant Valley Road was awarded \$10 million in federal funding. This road project, which is receiving \$5 million in local match from partners, is expected to help improve north-south traffic flow through rapidly growing Collin County.

The strategic partnership program also funded \$15 million in improvements to Meandering Road near Naval Air Station Fort Worth Joint Reserve Base. The improvements include the addition of sidewalks and bicycle lanes along that roadway, as well as a roundabout at LTJG Barnett Road and various intersection improvements at Roberts Cutoff to reduce congestion at those locations.

With local and state funding added to the awarded federal funding, the projects in this strategic initiative are worth an estimated \$72 million. For a list of all projects and more details, visit <https://www.nctcog.org/trans/about/committees/regional-transportation-council>.

Progress North Texas 2018 available from Transportation Department

NCTCOG recently published Progress North Texas 2018, the annual transportation state of the region. The theme of this year's report is Healthy Communities: Transportation and the Natural Environment.

The report provides an update on the improvements being made to the region's transportation system and explains how NCTCOG is meeting the current needs of the ever-growing Dallas-Fort Worth area. With 10 counties in the region in nonattainment for ozone pollution, NCTCOG has established multiple programs aimed at improving air quality throughout the region.

Not only does Progress North Texas provide insight to the current transportation system plans, but the report also contains the top illustrations of what a healthy community looks like from the perspective of local Cedar Hill ISD middle school students.

To obtain a copy of Progress North Texas 2018 contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Read the report online at www.nctcog.org/trans/about/publications/progress-north-texas/progress-north-texas-2018.

CLEAN VEHICLES

Rebates available for clean vehicles

The Light-Duty Motor Vehicle Purchase or Lease Incentive Program is offering rebates for the purchase and lease of environmentally friendly vehicles as part of the TCEQ's Texas Emissions Reduction Plan.

The rebates cover vehicles leased or purchased in Texas and powered by compressed natural gas, propane, hydrogen or electricity.

Almost \$8 million is available in rebates until May 31, 2019, but the program will be capped at 1,000 natural gas and propane vehicles, and 2,000 electric or hydrogen vehicles until funds are spent.

Up to \$5,000 is available for natural gas or propane vehicles and up to \$2,500 for electric or hydrogen vehicles. Apply for the rebate at www.terpgrants.org.

Are you a vehicle manufacturer? You can apply to get your vehicles on the eligibility list. As part of this program, TCEQ is accepting Manufacturer Information Request Forms.

The downloadable form and instructions can be found on the grants webpage at www.terpgrants.org.

REGIONALNews

SECO program aims to boost energy efficiency

The State Energy Conservation Office (SECO) announced the Remote Energy Audit Pilot Program earlier this year.

The goal of this voluntary program is to improve energy efficiency in Texas public buildings. Audits are conducted remotely and identify opportunities for capital and energy savings, at no cost to select entities.

SECO has contracted with the consulting firm CLEAResult, which will analyze electric usage to identify energy saving strategies. Eligible entities include public K-12 schools, State agencies, municipalities and State universities. SECO is particularly interested in providing this service to rural public schools. For more information, visit the comptroller's website at <https://comptroller.texas.gov/programs/seco/programs/schools/rea.php>.

Tarrant County's Fickes to lead RTC

Tarrant County Commissioner Gary Fickes is the new chair of the Regional Transportation Council after the 44-member transportation policymaking body elected him in June. Fickes replaces Cedar Hill Mayor Rob Franke, who led the RTC for the past year.

Denton County Commissioner Andy Eads will serve as vice chair, while Johnson County Judge Roger Harmon handles the duties of secretary. Fickes spent the past year as vice chair; Eads served as secretary. The new officers will serve in their positions through June 2019.

Fickes was first elected Precinct 3 commissioner in 2006 and has been a primary member of the RTC since 2010. Prior to his appointment as a primary member, Fickes served as an RTC alternate. Each year, Fickes holds the Northeast Tarrant Transportation Summit, an event he started to help businesses and residents understand the implications of transportation projects. In February, the ninth annual summit, which focused on the future of transportation, was held in Hurst.

Fickes will lead the RTC during the 86th Session of the Texas Legislature, which begins in January. The RTC is currently discussing transportation-related topics it will support during the 140-day session.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
FWTA.org

By the Numbers

\$50 million

The approximate award by the RTC to a series of strategic transportation partnerships across the region.

PUBLIC *Involvement*

Public to get look at regional 10-year plan update

Do you have questions or comments about the RTC 10-year plan for improving mobility in the region?

The North Central Texas Council of Governments is hosting a public meeting at 6 p.m. July 23 to review an updated project list and prioritization process. The meeting will be held at NCTCOG's Arlington offices, 616 Six Flags Drive.

A second presentation will focus on the designation of highway corridors for various alternative fuels, how NCTCOG is involved in the process and what drivers can expect in the future.

Information on proposed modifications to the list of funded projects, AirCheckTexas Drive a Clean Machine and the Regional Smoking Vehicle Program will also be highlighted at the meeting.

Typically, NCTCOG presents topics in series of three public meetings, but in July, there will be one opportunity.

The meeting will be streamed live at www.nctcog.org/trans/involve/meetings/video-recordings, and a recording will be available following the session at www.nctcog.org/trans/involve/meetings.

Got an idea? Tell @NCTCOGtrans on social media

Social media is a valuable tool for the Transportation Department because of its speed and far-reaching capabilities. It is also an effective way to connect with North Texans looking for additional public involvement opportunities.

Do you have questions about programs or projects? Or maybe you have a suggestion that would make a transportation project more effective.

You can let us know now by finding us on social media. Follow us on Twitter and Instagram at @NCTCOGtrans; "like" the NCTCOG Transportation Department on Facebook; and subscribe to the NCTCOGtrans YouTube channel to keep up to date on all things transportation.

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.