

## AGENDA

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

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

**2.1. Transportation Improvement Program Modifications**

Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) will be requested.

Background: May 2018 revisions to the 2017-2020 TIP are provided as [Electronic Item 2.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

**2.2. FY2018 and FY2019 Unified Planning Work Program Modifications**

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested.

Direction for staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.  
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect new initiatives,

project updates and funding adjustments. The proposed amendments were presented to the public through the February 5, 7, and 13, 2018, public meetings and are also included as [Electronic Item 2.2.1](#). Additional information is provided in [Electronic Item 2.2.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its February meeting to recommend Regional Transportation Council approval of the modifications.

Performance Measure(s) Addressed:

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

**2.3. Waze/Traffic Signal Grants: Approval to Advance Second Round**

Presenter: Thomas J. Bamonte, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval for the second round of Waze/511DFW and Traffic Signal Data Sharing grants will be requested.

Background: In 2017, the RTC approved \$250,000 each for grant programs designed to encourage sharing: 1) roadway incident information and 2) traffic signal data with the developer community such as the Waze travel navigation service. Grants of up to \$25,000 were awarded after RTC approval and the programs wrapped up on March 2, 2018. Some of the approved amounts were not awarded initially for lack of interest and some recipients will not take down the full amount of their grant. In light of renewed interest in both programs, staff proposes a second round of grants using substantially the same approach followed in the first round.

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. New Agenda Format
2. Victor Vandergriff Reception
3. Regional Transportation Council (RTC) Member Representation at Events
  - IH 635 Community Meeting, February 15, 2018; B. Adam McGough, Lee M. Kleinman, Douglas Athas, and Michael Morris
4. Status Report on "Big Projects:" IH 35W 3C and IH 635 East Phase 3
5. RTC New Member Orientation, April 12, 2018, 10:30 am
6. Agenda Items 4-5 Postponed from the February 8, 2018, RTC Meeting on the Agenda for Action

7. April Car Care Clinics ([Electronic Item 3.1](#))
8. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
9. Dallas-Fort Worth Clean Cities Events ([Electronic Item 3.3](#))
10. Volkswagen Settlement Update ([Electronic Item 3.4](#))
11. AirCheckTexas Outreach Assistance Request ([Electronic Item 3.5](#))
12. SolSmart Recognition ([Electronic Item 3.6](#))
13. Metropolitan Transportation Plan Policy Bundle Update and Development of a Regional Tire Recycling Program ([Electronic Item 3.7](#))
14. Bicycle Share Update
15. Eno Transportation Weekly Article on the RTC ([Electronic Item 3.8](#))
16. High-Occupancy Vehicle Subsidy Report ([Electronic Item 3.9](#))
17. March Online Comment Opportunity Notice ([Electronic Item 3.10](#))
18. February Public Meeting Minutes ([Electronic Item 3.11](#))
19. Public Comments Report ([Electronic Item 3.12](#))
20. Recent Correspondence ([Electronic Item 3.13](#))
21. Recent News Articles ([Electronic Item 3.14](#))
22. Recent Press Releases ([Electronic Item 3.15](#))
23. Transportation Partners Progress Reports

1:20 – 1:30

4. **Access North Texas**

Action       Possible Action       Information      Minutes: 10

Presenter: Sarah Chadderdon, NCTCOG

Item Summary: Staff will request RTC approval of Access North Texas.

Access North Texas outlines strategies to address the needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. It serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community.

Background: Access North Texas is the public transportation coordination plan for North Central Texas and was last updated in 2013. The Fixing America's Surface Transportation (FAST) Act requires that this plan be developed and Chapter 461 of the Texas Transportation Code requires coordination among public transportation providers. The North Central Texas Council of Governments is the lead agency in developing this plan for the 16-county region. Projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must be included in this plan. A summary presentation is included as [Electronic Item 4.1](#), and the plan document is available in [Electronic Item 4.2](#). Please note, this item was on the February 8, 2018, RTC meeting agenda for information. However, due to time constraints, this item was not presented and will proceed this month as an action item.

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4**

Action       Possible Action       Information      Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the proposed projects to be funded under the Sustainable Development Phase 4 Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that have projects containing Texas Department of Transportation (TxDOT) Turnback, transit-oriented development (TOD), and/or other context-sensitive elements. The proposed list of projects that staff is proposing to fund can be found in [Electronic Item 5.1](#). Additional details on the overall funding program can be found in [Electronic Item 5.2](#). Please note, this item was on the February 8, 2018, RTC meeting agenda for information. However, due to time constraints, this item was not presented and will proceed this month as an action item.

Performance Measure(s) Addressed:

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

1:40 – 1:55

6. **Mobility 2045 Update**

Action       Possible Action       Information      Minutes: 15

Presenter: Kevin Feldt, NCTCOG

Item Summary: Work is nearing completion on the region's next long-range transportation plan, Mobility 2045. Staff will request Regional Transportation Council (RTC) approval to open the official comment period and to conduct public meetings. In addition, staff will present information regarding:

- Draft financial plan
- Draft roadway project recommendations
- Public meeting comments
- Public meeting schedule
- Schedule for completion

Draft roadway and arterial recommendations identified graphically and in tabular format are available at [www.nctcoq.org/trans/mtp/2045.asp](http://www.nctcoq.org/trans/mtp/2045.asp).

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Final work efforts will continue over the next few months. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. North Central Texas Council of Government (NCTCOG) staff will seek RTC action

to permit staff to open the official public comment period as outlined in the NCTCOG Public Participation Plan. The Surface Transportation Technical Committee is expected to take final action on Mobility 2045 in May 2018. The Regional Transportation Council is expected to take final action on Mobility 2045 in June 2018.

Performance Measure(s) Addressed:

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

1:55 – 2:05

7. **Next Steps on High-Speed Rail**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will propose the next steps on advancing high-speed rail from:

- Houston to Dallas
- Dallas/Arlington/Fort Worth
- Fort Worth/Waco/Temple-Killeen/Austin/  
San Antonio/Laredo

Background: Houston to Dallas high-speed rail is in the environmental process. Comments are being received for the environmental clearance. Staff will propose the best way to advance the Dallas/Arlington/Fort Worth project. Action will be sought at the April 12, 2018, RTC meeting. Staff will also present information on recent meetings for high-speed rail between Fort Worth and Laredo. Action will also be sought at the April 12, 2018, RTC meeting. High-speed rail west of Dallas will include the evaluation of next generation magnetic levitation.

Performance Measure(s) Addressed:

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

2:05 – 2:15

8. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Council on the proposed projects to be funded under the Safety, Innovative Construction, and Emergency Projects Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that have projects addressing safety issues, utilize innovative construction methods, or emergency projects that will improve system resilience. Details on the projects that staff is

proposing to fund can be found in [Electronic Item 8.1](#).  
Additional details on the overall funding program can be found  
in [Electronic Item 8.2](#).

Performance Measure(s) Addressed:

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

2:15 – 2:25

9. **2019-2022 Transportation Improvement Program Draft Listings**

Action                       Possible Action     Information                      Minutes:    10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the 2019-2022 Transportation Improvement Program (TIP) development process and present a draft listing of current Regional Transportation Council commitments.

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Planning Area. [Electronic Item 9.1](#) contains an overview of the TIP development process, focus areas, and schedule. The financially constrained draft project listings to be included in the 2019-2022 TIP for council review and comment are provided at [Electronic Item 9.2](#). Local agency comments on the draft listings must be provided by March 16, 2018, in order to be included in the final listings.

Performance Measure(s) Addressed:

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

10. **Progress Reports**

Action                       Possible Action     Information

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

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

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

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

13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, April 12, 2018, at the North Central Texas Council of Governments.**

**MINUTES****REGIONAL TRANSPORTATION COUNCIL**

The Regional Transportation Council (RTC) met on Thursday, February 8, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Tennell Atkins, Sue S. Bauman, Bruce Wood (representing Carol Bush), Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Andy Nguyen (representing Gary Fickes), Robert Franke, Darrell Cockerham (representing Roger Harmon), Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), David Magness, Scott Mahaffey, B. Adam McGough, Eddie Reeves (representing William Meadows), Steve Mitchell, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Stephen Terrell, Tim Welch (representing 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, David S. Arbuckle, Gustavo Baez, John Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, Bryan Beck, Emily Beckam, Natalie Bettger, Alberta Blair, Cal Bostwick, Chuck Branch, Keith Britton, Ron Brown, Pamela Burns, Brian Byrd, Marrk Callier, Drew Campbell, Angie Carson, Sarah Cathcart, Sarah Chadderdon, Lori Clark, Leigh Collins, Mike Curtis, Jennifer Dewitt, Kim Diederich, Bonnie Diehl, David Dryden, Chad Edwards, Kirk Fraser, Mike Galizio, Matt Gaunt, Matt Geske, Bob Golden, Jim Griffin, Philip Hiatt Haigh, David Halloin, Jena Hanson, Victor Henderson, Rebekah Hernandez, Mark Hilderbrand, Robert Hinkle, Jodi Hodges, Matthew Holzapfel, John Hudspeth, Ivan Hughes, Terry Hughes, Yagnesh Jarmarwala, Amy Johnson, Tom Johnson, Sharareh Kermanshachi, Dan Kessler, Daphne King, Ken Kirkpatrick, Chris Klaus, John Lamb, Dan Lamers, Rick L'Amie, April Leger, Ray Leszcynski, Alonzo Linan, Eron Linn, Ramiro Lopez, Paul Luedtke, Mickey Marlow, Kate Marshall, Michael Medina, Rebecca Montgomery, Erin Moore, Michael Morris, Christie Myers, Ron Natinsky, Jeff Neal, Cody Nelson, Mickey D. Nowell, Donald Parker, Johan Petterson, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Bill Riley, Christina Roach, Tito Rodriguez, Mario Rojo Jr., Kristina Ronneberg, Greg Royster, John Ryan, Steve Salin, Kelli Schlicher, Steve Schoenekase, Randy Skinner, David Smith, Imelda Speck, Tom Stallings, Stephen W. Stanley, Gerald Sturdivant, Vic Suhm, David Sweet, Don Szczesny, Steve Templer, Gary Thomas, Jonathan Toffer, Danielle Tucker, Victor Vandergriff, Mitzi Ward, Sandy Wesch, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Ed Wueste, Jing Xu, and Kate Zielke.

1. **Approval of January 11, 2018, Minutes:** The minutes of the January 11, 2018, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Mike Taylor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **FY2018 and FY2019 Unified Planning Work Program Modifications:** Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.1.1, was requested. Action also included that the RTC direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.1.2.

2.2. Video Web Hosting Services and Equipment Upgrade in the Transportation Council Room: Regional Transportation Council (RTC) approval of \$50,000 in RTC Local funding to support the upgrade of video displays in the Transportation Council Room was requested. Action also included that the RTC direct staff to include this additional funding in the FY2018 and FY2019 Unified Planning Work Program, 2017-202 Transportation Program, and other administrative/planning documents as necessary.

A motion was made to approve the items on the Consent Agenda. Oscar Ward (M); Charles Emery (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report**: Dan Lamers noted that in January 2018, the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) received the Regional Ecosystem Framework Award from the Federal Highway Administration (FHWA) for work on its Regional Ecosystem Framework project. This project looked at data and ways that staff can incorporate ecological principles into the planning process. Michael Morris thanked members of the RTC who attended the January 25 Texas Transportation Commission meeting in support of IH 635 East. He reminded members that presentations from RTC meetings, as well as handouts, are posted on the NCTCOG web site following meetings. He noted that for the next few months, staff will send by email a link to the web site following the meeting to ensure that members are aware of where the information is posted. Current air quality funding opportunities were provided in Electronic Item 3.1, Dallas-Fort Worth Clean Cities events were provided in Electronic Item 3.2, and information on the Dallas-Fort Worth Clean Cities annual report deadline was provided in Electronic Item 3.3. Clean Construction Contract language recently incorporated into the NCTCOG Public Works Construction Standards was provided in Electronic Item 3.4. The 2017 Transportation Development Credits annual report was provided in Electronic Item 3.5, and the most recent east/west equity percentages for the region were provided in Electronic Item 3.6. January public meeting minutes were provided in Electronic Item 3.7, and the February public meeting notice was provided in Electronic Item 3.8. NCTCOG staff testimony provided at the recent high-speed rail public hearings was provided in Electronic Item 3.9. Mr. Morris noted that the Texas Department of Transportation was working on the elements of the Margaret McDermott Bridge recently reported in the news. In addition, he noted the public comments report was provided in Electronic Item 3.10, recent correspondence in Electronic Item 3.11, recent news articles in Electronic Item 3.12, and recent press releases in Electronic Item 3.13. Transportation partner reports were distributed at the meeting.

Victor Vandergriff discussed his departure from the Texas Transportation Commission (TTC), noting that he could not think of a place he would rather be than meeting with the RTC during his last days of service. He discussed his time in appointed office beginning with the North Texas Tollway Authority, next with the Texas Department of Motor Vehicles, and then finally with the Texas Department of Transportation (TxDOT). He encouraged members of the Regional Transportation Council to not lose focus on its goals and continue to work together as a unified group. He noted that RTC member attendance and representation of the region at the January 25, 2018, Texas Transportation Commission meeting was one of the RTC's finest hours as people that disagreed over tolling found common ground. He encouraged the region to continue to support the partnerships that have been developed over time even when disagreements arise. Mr. Vandergriff also discussed his desire to be honest and truthful, and how this type of communication builds trust and encourages teamwork. He noted the RTC's emphasis of the same qualities have had a positive impact in the region. In closing, he discussed his appreciation and respect for the Texas Department



of Transportation and its employees, noting that one of the greatest opportunities that has resulted from his time with the TTC is his understanding of TxDOT, the culture, and the people. He added that it has been an honor and privilege to work with them over the last several years. RTC Chair Rob Franke thanked Mr. Vandergriff for his integrity and character, both of which he noted are good examples for other appointed and elected officials. He also noted that staff would be in contact with him regarding an opportunity to honor him and express the RTC's appreciation for his efforts over the years. Several members of the RTC expressed their appreciation to Mr. Vandergriff for his leadership, as well as his integrity and vision.

4. **Blue-Green-Grey Awards:** Emily Beckham presented staff recommendations for the Blue-Green-Grey Application for New Ideas funding opportunity. This initiative focused on three elements: water (Blue), environment (Green), and transportation infrastructure (Grey). The goal was to advance projects or programs that have innovative outcomes in the three elements, primarily to provide seed money for entities to develop ideas for full implementation. In addition, the effort focused on building partnerships and additional collaboration among the three sectors to implement projects in the region. To help foster the goals, application requirements were kept to a minimum. Eligible applicants included universities, cities, counties, transit authorities, private firms, non-profits, and individuals with projects located within the 12-county Metropolitan Planning Area. Awarded projects or programs must be submitted to implementing agencies or fully implemented within 12 months of award. A total of 53 applications were received. Each of the applications was evaluated against scoring criteria. Applications were scored based on team qualifications (correct balance of experience and expertise), project impact (long-term effect and ability to change future design), innovation (new approaches, design, or methodologies that address the three elements), and applicability/transferability (able to use in other communities and consistent with eligible funding programs and Regional Transportation Council objectives). Additional information on application scoring was provided in Electronic Item 4.1, and details of the scoring criteria and recommendations were provided in Electronic Item 4.2. Of the applications received, staff proposed three projects for award: 1) City of Southlake Burney Lane Biofiltration System for \$50,000, 2) City of Farmers Branch Green Bus Stop Design Guidelines for \$30,000, and 3) Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot for \$29,170 for a total award of approximately \$110,000. The schedule for this effort was reviewed. A motion was made to approve the projects recommended for award through the Blue-Green-Grey Application for New Ideas funding opportunity, provided in Electronic Item 4.2, using Regional Transportation Council Local funds. Action also included approval for staff to administratively amend the Transportation Improvement Program and Unified Planning Work Program, as appropriate, to include the projects awards. Oscar Ward (M); Charles Emery (S). The motion passed unanimously.
5. **Follow Up to the Texas Transportation Commission Meeting:** Regional Transportation Council (RTC) Chair Rob Franke discussed the IH 635 East project. He noted the power of the RTC is in its unity and he encouraged members to remain focused on finding innovative solutions for transportation in the region. Michael Morris presented the financial strategy for IH 635 East, as provided in Electronic Item 5. He noted staff proposed no action on the financial strategy, but instead proposed the RTC take action on correspondence to Texas Transportation Commission (TTC) Chair Bruce Bugg, distributed at the meeting in Reference Item 5.2. This will give staff additional time to continuing working with Texas Department of Transportation (TxDOT) Headquarters on refining the financial strategy for consideration at the March 8 RTC meeting. In addition, letters received from entities supporting IH 635 East were distributed at the meeting in Reference Item 5.3. Mr. Morris provided background of the various phases of IH 635 East. Currently, work is underway on

Phase 3 including noise walls, utility relocation, and right-of-way purchase. Funds for the Skillman/Audelia project have already been approved by the TTC and the project is moving forward as part of the previously approved funding for IH 635 East Phase 3. In November 2017, TxDOT moved forward with an initiative to advance the Environmental Impact Study components of IH 635 East Phase 3 project. In December 2017, the TTC approved a significant amount of funding for IH 635, but did not approve the tolled components of the project. In January 2018, the RTC requested that the design-build procurement proceed in parallel to closing the funding gap on the project. However, the Texas Transportation Commission Chair requested that the RTC first tighten up the funding gap for better transparency. In response to the TTC Chair's request, Mr. Morris reviewed an option to close the financial gap provided in Electronic Item 5. In Reference Item 5.1, the TCC Chair sent a letter to the RTC Chair expressing a desire to partner with the RTC. In addition, the Chair contacted staff by phone asking RTC staff to continue to work closely in partnership with TxDOT staff both in the local district and in Austin to close this financial gap. The RTC Chair response, distributed at the meeting in Reference item 5.2, mutually expressed the importance of a strengthened partnership between the RTC and the Texas Transportation Commission. Details of Electronic Item 5 were reviewed. Currently, TxDOT has estimated the IH 635 East Phase 3 project at \$1.8 billion. The actual project cost is unknown, especially if the tolled managed lanes are built in a later phase. The estimated \$1.8 billion total includes the cost of the tolled managed lanes. NCTCOG anticipates the project could be \$200-\$300 million lower through the use of innovative options on the project. In December 2017, the TTC funded \$717 million of the IH 635 East project, which included \$100 million in Category 2 funds (including the Skillman/Audelia project), \$175 million in Category 4 funds, and \$442 million in Category 12 funds. He noted Section 2 of Electronic Item 5 was a first attempt at closing the funding gap. The original funds that were on the tolled managed lane portions of the project and that were not approved by the TTC are proposed to be echoed back with \$115 million in Category 2 funds (already approved by RTC), \$100 million in Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program/State match funds, \$50 million in Regional Toll Revenue funds from the former Trinity Parkway project, and potentially \$165 million if awarded from the federal Infrastructure For Rebuilding America (INFRA) grant. These funds total approximately \$430 million. In Section 3, proposed revenue from the tolled managed lane portion of the project would have closed the financial gap, but the revenue from the tolled elements is currently set at zero. Section 4 is funding from projects placed as "collateral" in an effort to close the funding gap for a total of approximately \$653 million. These funds have been previously approved to go to other projects near IH 635 East. Proposed collateral from projects include approximately: 1) \$128 million from IH 30 (Bass Pro Drive to Dalrock Road), \$262 million from IH 35E (IH 635 to Denton County Line), and \$263 million from US 80 (East of Town East Boulevard). He added that there are additional options that could provide potential funding, and that alternative design concepts could provide cost savings. Mr. Morris noted that this is one option to close the funding gap and that staff believed there was no need to approve the financial strategy at this time. There are other potential options to bridge the funding gap and delaying action until the March 8 RTC meeting will allow staff additional time to work with TxDOT staff and the TTC.

Lee M. Kleinman thanked RTC colleagues from both the eastern and western portions of the region for their support of IH 635 East at the January 25, 2018, TTC meeting. He noted he is uncomfortable with the proposal that funding from projects in Dallas, Kaufman, Rockwall, and Denton counties is proposed to bridge the funding gap on IH 635 East when there are alternative funding options. He noted he was supportive of staff's proposal to send correspondence to the TTC Chair as proposed in Reference Item 5.2, but noted it is important to also recognize that the proposed financial strategy puts other projects at risk.

Clay Lewis Jenkins asked if staff knew the expected delay to IH 30 from Bass Pro Drive to Dalrock Road if the funds were in fact needed from the project. Mr. Morris noted any potential delay would not be known until a final cost for the IH 635 East project has been determined, but it is hoped there would be no delay to the project. Andy Eads discussed the economic development impacts associated with congestion. He noted the importance of a continued partnership with the TTC, as well as the Governor and Lieutenant Governor. In addition, he noted that the collateral projects referred to in the proposed financial strategy to close the funding gap essentially is the defunding of those projects, which has real costs associated with not having the ability to utilize the tools given by the legislature. Bruce Wood noted that Kaufman County is disappointed with the \$263 million proposed as collateral from US 80. He added that the County is willing to remain good partners in the process, but is disappointed with the proposed defunding of the project. Adam McGough noted his appreciation for those who attended the January 25 TTC meeting in support of the IH 635 East project. In addition to the cost of delay, he noted there are safety, economic development, and quality of life issues as well. Douglas Athas discussed prioritizing projects and the hard decisions that must be made, but noted that the removal of tolled managed lane options is not making the region stronger or helping reduce congestion. Rickey Callahan discussed congestion and the impact to employment and quality of life that this causes his district and the region. Stan Pickett discussed regionalism and thanked members of the RTC for their continued support on IH 635 East. David Magness noted he was happy that action to approve the proposed financial strategy was delayed and expressed concern about the proposed collateral projects. Mike Taylor noted the majority of the public approves of the concept once understood and highlighted the benefits to the region. Steve Mitchell noted that when talking to elected officials in Austin, they do not understand that citizens in the Dallas-Fort Worth region are supportive of tolled managed lanes which create trip time reliability. He added that he believes that transportation is not a partisan issue. A motion was made to approve correspondence from the Regional Transportation Council Chair to the Texas Transportation Commission Chair supporting a continued partnership, as distributed at the meeting in Reference Item 5.2. Lee M. Kleinman (M); Andy Eads (S). The motion passed unanimously.

Mr. Morris noted that due to the length of previous discussions, Items 7-10 would be postponed until the March 8, 2018, RTC meeting. He reminded members that these items will be presented for action at the March 8 meeting, and that members should review this month's items in preparation for action at the next meeting.

6. **Mobility 2045 Update and Follow Up to the Workshop:** Kevin Feldt provided an overview of progress to date on the development of Mobility 2045, as well as a summary of the Regional Transportation Council (RTC) Mobility 2045 Plan Workshop. Proposed recommendations for major roadways and transit corridors were highlighted. In addition, the financial elements of Mobility 2045 were presented. Compared to Mobility 2040, staff anticipates an increase in expenditures from \$118.9 billion to \$135.5 billion for 2045. Of the \$135.5 billion, roadway expenditures total approximately \$51 billion. Between now and Mobility 2045, regional roadway needs are expected to be approximately \$389 billion which leaves a shortfall of \$338 billion. Proposed policy additions include a technology policy that encourages data sharing and automated vehicles, supports infrastructure maintenance, and encourages ride sharing. Asset optimization was also highlighted. Another proposed policy addition is to support the ability to modify the Mobility Plan for emergency operation improvements such as technology lanes, access ramps, and auxiliary lanes. This is similar to the administrative Transportation Improvement Program modification process. In addition, Mr. Feldt noted the proposed implementation of managed toll lanes within a tolled managed lane policy area. The proposed tolled managed lane policy area represents approximately

13 percent of the 12-county Metropolitan Planning Area while it encompasses approximately 67 percent of the region's congested roadways. The idea is to focus tolled managed lanes in an area that could alleviate the most congestion. He also highlighted simulation results of removing all tolled facilities from Mobility 2040. Vehicle hours of travel would increase by 79 percent, average speeds would drop by 44 percent, and the amount of time spent in delay in a vehicle would rise approximately 206 percent above conditions with toll facilities. Areas of increased congestion were also highlighted. The purpose of managed lanes is to manage congestion, which increases mobility. While speeds in tolled lanes increase by approximately 75 percent, speeds in the adjacent non-tolled lanes also increase by approximately 50 percent when tolled managed lanes are present. These lanes provide drivers choice and predictability in travel times. The schedule for the Mobility 2045 development effort was reviewed. STTC will take action on Mobility 2045 recommendations in May and the RTC in June. Rickey D. Callahan discussed the need for a strategic policy to close the funding shortfall and asked about upcoming efforts for the 2019 legislative session, as well as federal legislative efforts. Michael Morris noted the 15 policy questions previously provided to the local legislative delegation. In addition, the RTC Legislation and Finance Subcommittee will also meet in the near future and discuss efforts to engage both the Texas House and the Texas Senate on the 15 revenue enhancing strategies. At the Mobility 2045 Plan Workshop, members asked for quantification of the shortfall between available roadway revenue and anticipated roadway needs. The shortfall, policy position on tolled managed lanes, and the 15 revenue enhancing strategies will be taken directly to the legislative delegation in an effort to close the funding gap. Regarding federal legislation, a report to the RTC is anticipated to be presented at a future meeting regarding transportation infrastructure funding and recent events in Washington, D.C.

7. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4:** This item was postponed to the March 8, 2018, Regional Transportation Council meeting.
8. **High-Occupancy Vehicle Subsidy/Technology Update:** This item was postponed to the March 8, 2018, Regional Transportation Council meeting.
9. **Access North Texas:** This item was postponed to the March 8, 2018, Regional Transportation Council meeting.
10. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** This item was postponed to the March 8, 2018, Regional Transportation Council meeting.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, March 8, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.

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

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LOCATION/LIMITS FROM:</b>	Cross-street or location identifying the ends limits of a project.
<b>LOCATION/LIMITS TO:</b>	Identifies the ending point of the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>COUNTY:</b>	County in which project is located.
<b>CONT-SECT-JOB (CSJ):</b>	The Control Section Job Number is a TxDOT-assigned number given to track projects.
<b>CITY:</b>	City in which project is located.
<b>DESCRIPTION (DESC):</b>	Brief description of work to be performed on the project.
<b>REQUEST:</b>	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
<b>FY:</b>	Identifies the fiscal year in which the project occurs.
<b>PHASE:</b>	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/tip/17-20/index.asp">http://www.nctcog.org/trans/tip/17-20/index.asp</a>
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20231      **Facility:** VA      **Location/Limits From:** OLD TOWN TRANSIT ORIENTED DEVELOPMENT; BOUNDED BY 100 N. CHARLES ST; 200 N. CHARLES ST      **Modification #:** 2017-0716

**Impementing Agency:** LEWISVILLE      **Location/Limits To:** 100 WEST TO 500 E. BLOCKS OF MAIN STREET AND THE 100 N. TO 500 S. BLOCKS OF MILL STREET

**County:** DENTON      **CSJ:** 0918-46-261

**City:** LEWISVILLE      **Desc:** PEDESTRIAN AMENITIES; LANDSCAPING; INTERSECTION IMPROVEMENTS; BIKE CONNECTION; TRAFFIC SIGNALIZATION; AND STREET IMPROVEMENTS ON MAIN ST AND MILL ST TO REDUCE FROM 2 LANES TO 1 LANE IN EACH DIRECTION TO ACCOMM. PEDESTRIAN IMPR.

**Request:** REVISE PROJECT LIMITS AS OLD TOWN TOD; BOUNDED BY MILL STREET TO WEST AND WALTERS STREET TO THE NORTH, RAILROAD STREET TO THE EAST AND PURNELL STREET TO THE SOUTH; REVISE SCOPE TO PEDESTRIAN AMENITIES; LANDSCAPING; INTERSECTION IMPROVEMENTS; BICYCLE LANES; AND ON STREET PARKING ON MAIN AND MILL ST TO REDUCE FROM 2 LANES TO 1 LANE IN EACH DIRECTION ON MILL ST AND 3 LANES TO 2 LANES IN THE SAME DIRECTION ON MAIN ST

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	0918-46-261	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$3,750,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	0918-46-261	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$3,750,000</b>

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14024      **Facility:** CS      **Location/Limits From:** ON MERRITT RD/WOODBRIDGE PKWY FROM SOUTH OF CREEK CROSSING LN      **Modification #:** 2017-0717  
**Impementing Agency:** SACHSE      **Location/Limits To:** PLEASANT VALLEY ROAD  
**County:** DALLAS      **CSJ:** 0918-47-900  
**City:** SACHSE      **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF SACHSE

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENV	0918-47-900	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2018	ROW	0918-47-900	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2019	ENG	0918-47-900	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2019	UTIL	0918-47-900	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
<b>Grand Total:</b>				<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$1,250,000</b>	<b>\$3,750,000</b>

**Revisions since STTC Meeting:**    **Update Scope with "Shared-Use Path" Instead of "Bike Trail"**



## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20241      **Facility:** VA      **Location/Limits From:** LAKE HIGHLANDS TOD MULTIMODAL CONNECTIVITY PROJECT BOUNDED BY WHITE ROCK TRAIL TO EAST, SKILLMAN TO WEST      **Modification #:** 2017-0718  
**Impementing Agency:** DALLAS      **Location/Limits To:** CHURCH RD TO NORTH, AND WHITE ROCK TRAIL TO SOUTH  
**County:** DALLAS      **CSJ:** 0918-47-028  
**City:** DALLAS      **Desc:** BIKE CONNECTION AND INTERSECTION IMPROVEMENTS ADDING A SECOND LEFT HAND TURN LANE ON WB WALNUT HILL LN TURNING LEFT ONTO SKILLMAN STREET HEADING SOUTH BOUND  
**Request:** REVISE LIMITS TO LAKE HIGHLANDS BIKE TRAIL PROJECT BOUNDED BY WHITE ROCK CREEK TRAIL AND MERRIMAN PARKWAY NORTH OF SKILLMAN ST, EXISTING LAKE HIGHLANDS TRAIL SOUTH TO THE NORTH AND THE DART RAIL LINE TO THE EAST; REVISE SCOPE TO CONNECTIVITY PROJECT EXTENDING THE EXISTING LAKE HIGHLANDS BIKE TRAIL TO WHITE ROCK CREEK TRAIL AND MERRIMAN PARKWAY NORTH OF SKILLMAN ST ADDING PEDESTRIAN BRIDGES; DELAY ENGINEERING PHASE TO FY2018 AND CONSTRUCTION PHASE TO FY2019

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-028	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$277,422	\$69,356	\$0	\$346,778
2017	CON	0918-47-028	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$2,496,800	\$624,200	\$0	\$3,121,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,774,222</b>	<b>\$693,556</b>	<b>\$0</b>	<b>\$3,467,778</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-028	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$277,422	\$69,356	\$0	\$346,778
2019	CON	0918-47-028	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$2,496,800	\$624,200	\$0	\$3,121,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,774,222</b>	<b>\$693,556</b>	<b>\$0</b>	<b>\$3,467,778</b>

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11116      **Facility:** CS      **Location/Limits From:** ON DUCK CREEK TRAIL, FROM PLANO RD      **Modification #:** 2017-0723  
**Impementing Agency:** RICHARDSON      **Location/Limits To:** CAMPBELL/US 75 IN RICHARDSON  
**County:** DALLAS      **CSJ:** 0918-47-077  
**City:** RICHARDSON      **Desc:** BIKE AND PEDESTRIAN TRAIL  
**Request:** INCREASE CONSTRUCTION FUNDING WITH LOCAL FUNDS AND DELAY CONSTRUCTION PHASE TO FY2019  
**Comment:** LOCAL CONTRIBUTION SPLIT 50/50% BETWEEN THE CITY OF RICHARDSON AND DALLAS COUNTY; PROJECT ON 10 YEAR MILESTONE POLICY LIST AND CONSTRUCTION MUST LET IN FY2019

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2017	ENG	0918-47-077	Cat 5:	\$3,016	\$0	\$0	\$754	\$0	\$3,770
<b>Phase Subtotal:</b>				<b>\$3,016</b>	<b>\$0</b>	<b>\$0</b>	<b>\$754</b>	<b>\$400,000</b>	<b>\$403,770</b>
2018	CON	0918-47-077	Cat 5:	\$2,089,627	\$0	\$0	\$522,407	\$0	\$2,612,034
<b>Grand Total:</b>				<b>\$2,092,643</b>	<b>\$0</b>	<b>\$0</b>	<b>\$523,161</b>	<b>\$400,000</b>	<b>\$3,015,804</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2017	ENG	0918-47-077	Cat 5:	\$3,016	\$0	\$0	\$754	\$0	\$3,770
<b>Phase Subtotal:</b>				<b>\$3,016</b>	<b>\$0</b>	<b>\$0</b>	<b>\$754</b>	<b>\$400,000</b>	<b>\$403,770</b>
2019	CON	0918-47-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$790,966	\$790,966
2019	CON	0918-47-077	Cat 5:	\$2,089,627	\$0	\$0	\$522,407	\$0	\$2,612,034
<b>Phase Subtotal:</b>				<b>\$2,089,627</b>	<b>\$0</b>	<b>\$0</b>	<b>\$522,407</b>	<b>\$790,966</b>	<b>\$3,403,000</b>
<b>Grand Total:</b>				<b>\$2,092,643</b>	<b>\$0</b>	<b>\$0</b>	<b>\$523,161</b>	<b>\$1,190,966</b>	<b>\$3,806,770</b>

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40050      **Facility:** VARIOUS      **Location/Limits From:** ON S CHURCH ST FROM E MAIN ST      **Modification #:** 2017-0725  
**Impementing Agency:** QUINLAN      **Location/Limits To:** D.C. CANNON ELEMENTARY SCHOOL ON SS 264 & MEYERS  
**County:** HUNT      **CSJ:** 0901-22-121  
**City:** QUINLAN      **Desc:** S. CHURCH STREET SIDEWALK IMPROVEMENTS, INCLUDING 5-FOOT SIDEWALK AND ADA RAMP CONSTRUCTION  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 2017 STATE SELECTED TA SET-ASIDE PROJECT; CITY OF QUINLAN PROVIDING \$31,000 FOR IN-KIND CONTRIBUTION

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0901-22-121	Cat 9 TA Set Aside:	\$33,082	\$0	\$0	\$8,270	\$0	\$41,352
2020	CON	0901-22-121	Cat 9 TA Set Aside:	\$266,125	\$0	\$0	\$66,531	\$0	\$332,656
2020	CONENG	0901-22-121	Cat 9 TA Set Aside:	\$2,760	\$0	\$0	\$691	\$0	\$3,451
<b>Grand Total:</b>				<b><u>\$301,967</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$75,492</u></b>	<b><u>\$0</u></b>	<b><u>\$377,459</u></b>

**Revisions since STTC Meeting:** Update Implementing Agency to "Quinlan" Instead of "TxDOT-Paris"

**TIP Code:** 11682      **Facility:** VA      **Location/Limits From:** CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT      **Modification #:** 2017-0726  
**Impementing Agency:** FRISCO      **Location/Limits To:** BOUNDED BY LEBANON RD TO THE NORTH, PRESTON RD TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST  
**County:** COLLIN      **CSJ:** 0918-24-906  
**City:** FRISCO      **Desc:** IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, HALL PARK, FRISCO BRIDGES AND STONEBRIAR CENTRE MALL; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE  
**Request:** DESIGNATE \$250,000 FEDERAL PREVIOUSLY APPROVED BY THE RTC FOR A YET-TO-BE-DETERMINED LOCATION (ON APRIL 13, 2017) FOR THE FRISCO AUTOMATED VEHICLE SHUTTLE AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-24-906	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$187,500	\$187,500
2019	IMP	0918-24-906	STBG:	\$250,000	\$0	\$0	\$62,500	\$0	\$312,500
<b>Phase Subtotal:</b>				<b><u>\$250,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$62,500</u></b>	<b><u>\$187,500</u></b>	<b><u>\$500,000</u></b>
<b>Grand Total:</b>				<b><u>\$250,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$62,500</u></b>	<b><u>\$187,500</u></b>	<b><u>\$500,000</u></b>

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11419      **Facility:** FM 1938      **Location/Limits From:** FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD      **Modification #:** 2017-0728  
**Impementing Agency:** NORTH RICHLAND HILLS  
**County:** TARRANT      **CSJ:** 0902-48-576  
**City:** NORTH RICHLAND HILLS      **Desc:** ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS  
**Request:** INCREASE ENGINEERING AND CONSTRUCTION FUNDING DUE TO HIGHER LOW BID AMOUNT; REVISE ENGINEERING PHASE DATES; DELAY CONSTRUCTION PHASE TO FY2018  
**Comment:** LOCAL CONTRIBUTION PAID BY NORTH RICHLAND HILLS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$65,393	\$65,393
2008	ENG	0902-48-576	Cat 5:	\$377,262	\$0	\$0	\$94,316	\$0	\$471,578
<b>Phase Subtotal:</b>				<b>\$377,262</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,316</b>	<b>\$65,393</b>	<b>\$536,971</b>
2009	ENG	0902-48-576	Cat 5:	\$171,408	\$0	\$0	\$42,852	\$0	\$214,260
2013	ROW	0902-48-576	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2017	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,715	\$1,400,715
2017	CON	0902-48-576	Cat 5:	\$2,161,396	\$0	\$0	\$540,349	\$0	\$2,701,745
<b>Phase Subtotal:</b>				<b>\$2,161,396</b>	<b>\$0</b>	<b>\$0</b>	<b>\$540,349</b>	<b>\$1,400,715</b>	<b>\$4,102,460</b>
<b>Grand Total:</b>				<b>\$3,030,066</b>	<b>\$0</b>	<b>\$0</b>	<b>\$757,517</b>	<b>\$1,466,108</b>	<b>\$5,253,691</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$65,393	\$65,393
2006	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
<b>Phase Subtotal:</b>				<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,750</b>	<b>\$65,393</b>	<b>\$159,143</b>
2009	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
2010	ENG	0902-48-576	Cat 5:	\$21,000	\$0	\$0	\$5,250	\$0	\$26,250
2013	ENG	0902-48-576	Cat 5:	\$74,000	\$0	\$0	\$18,500	\$0	\$92,500
2013	ROW	0902-48-576	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2016	ENG	0902-48-576	Cat 5:	\$183,000	\$0	\$0	\$45,750	\$0	\$228,750
2017	ENG	0902-48-576	Cat 5:	\$193,065	\$0	\$0	\$48,266	\$0	\$241,331
2018	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,715	\$1,400,715
2018	CON	0902-48-576	Cat 5:	\$2,614,191	\$0	\$0	\$653,548	\$0	\$3,267,739
<b>Phase Subtotal:</b>				<b>\$2,614,191</b>	<b>\$0</b>	<b>\$0</b>	<b>\$653,548</b>	<b>\$1,400,715</b>	<b>\$4,668,454</b>
<b>Grand Total:</b>				<b>\$3,555,256</b>	<b>\$0</b>	<b>\$0</b>	<b>\$888,814</b>	<b>\$1,466,108</b>	<b>\$5,910,178</b>

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 83284      **Facility:** CS      **Location/Limits From:** ON FM 148 BYPASS FROM FM 148      **Modification #:** 2017-0736  
**Impementing Agency:** KAUFMAN CO      **Location/Limits To:** US 175  
**County:** KAUFMAN      **CSJ:** 0000-18-052, 0751-02-027  
**City:** CRANDALL      **Desc:** CONSTRUCT 0 TO 2 LANE UNDIVIDED  
**Request:** REVISE LIMITS AS "FROM SOUTH OF FM 3039 TO US 175;" INCREASE FUNDING AND DELAY ENGINEERING PHASE TO FY2019; ADD ROW PHASE IN FY2019; UPDATE CSJ FROM 0000-18-052 TO 0751-02-027; CHANGE IMPLEMENTING AGENCY FROM KAUFMAN COUNTY TO TXDOT-DALLAS  
**Comment:** LOCAL CONTRIBUTION PAID BY KAUFMAN COUNTY (2013 KAUFMAN COUNTY BOND PROGRAM)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0000-18-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2017	ENG	0751-02-027	SBPE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$1,700,000</b>
2019	ROW	0751-02-027	S102:	\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
<b>Grand Total:</b>				<b>\$2,480,000</b>	<b>\$1,410,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$600,000</b>	<b>\$4,800,000</b>

**REVISION REQUESTED:**

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

**Revisions since STTC Meeting:** Update Request with "Revise Limits As From South of FM 3039 to US 175" and "Increase Funding and Delay Engineering Phase to FY2019"

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55222      **Facility:** IH 30      **Location/Limits From:** DALROCK RD (ROCKWALL C/L)      **Modification #:** 2017-0737  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** EAST OF DALROCK RD  
**County:** ROCKWALL      **CSJ:** 0009-12-221  
**City:** ROWLETT      **Desc:** TRANSITION FOR DALROCK INTERCHANGE  
**Request:** ADD PROJECT TO APPENDIX D OF 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0009-12-221	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2040	ROW	0009-12-221	S102:	\$1,350,000	\$150,000	\$0	\$0	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,350,000</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>

**Revisions since STTC Meeting:** Update Scope from "Reconstruct Dalrock Interchange" to "Transition for Dalrock Interchange"

**TIP Code:** 13049      **Facility:** SH 121      **Location/Limits From:** GLADE RD      **Modification #:** 2017-0739  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SH 183  
**County:** TARRANT      **CSJ:** 0364-01-148  
**City:** VARIOUS      **Desc:** INTERIM OPERATIONAL BOTTLENECK IMPROVEMENT, ITS, AND ILLUMINATION  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH CATEGORY 2M FUNDS APPROVED BY THE RTC ON DECEMBER 8, 2016 AND ADD STBG FUNDS THAT ARE OFFSET BY A DECREASE ON TIP 11646/CSJ 0902-00-180 AND CSJ 0902-00-181  
**Comment:** 10 YEAR PLAN PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0364-01-148	SBPE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2017	ENV	0364-01-148	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2018	CON	0364-01-148	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
2018	CON	0364-01-148	STBG:	\$1,280,000	\$320,000	\$0	\$0	\$0	\$1,600,000
<b>Phase Subtotal:</b>				<b>\$21,280,000</b>	<b>\$5,320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,600,000</b>
<b>Grand Total:</b>				<b>\$21,280,000</b>	<b>\$6,820,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,100,000</b>

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11726.4      **Facility:** CS      **Location/Limits From:** RIVERFRONT BLVD FROM CADIZ STREET      **Modification #:** 2017-0744  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** UNION PACIFIC RAILROAD  
**County:** DALLAS      **CSJ:** 0918-45-908, 0918-47-168  
**City:** DALLAS      **Desc:** RECONSTRUCT 6 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS  
**Request:** ADD \$270,000 RTR 121-DA1 INTEREST EARNED (\$216,000 REGIONAL AND \$54,000 LOCAL) TO ENGINEERING PHASE IN FY2017; INCREASE CONSTRUCTION FUNDING BY \$178,376 RTR 121-DA1 INTEREST EARNED (142,701 REGIONAL AND \$35,675 LOCAL), \$6,250,000 RTR 161-DA1 (\$5,000,000 REGIONAL AND \$1,250,000 LOCAL), AND \$7,401,624 LOCAL CONTRIBUTION, AND DELAY CONSTRUCTION PHASE TO FY2019; CLARIFY SCOPE AS "RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS"; UPDATE CSJ FROM 0918-45-908 TO 0918-47-168  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY AND CITY OF DALLAS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,640,000	\$660,000	\$0	\$3,300,000
2017	ROW	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2017	UTIL	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$440,000	\$110,000	\$0	\$550,000
2017	CON	0918-45-908	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,244,901	\$4,244,901
2017	CON	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,564,079	\$4,891,020	\$0	\$24,455,099
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$19,564,079</b>	<b>\$4,891,020</b>	<b>\$4,244,901</b>	<b>\$28,700,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$22,684,079</b>	<b>\$5,671,020</b>	<b>\$4,244,901</b>	<b>\$32,600,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,856,000	\$714,000	\$0	\$3,570,000
2017	ROW	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2017	UTIL	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$440,000	\$110,000	\$0	\$550,000
2019	CON	0918-47-168	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,646,525	\$11,646,525
2019	CON	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,706,780	\$4,926,695	\$0	\$24,633,475
2019	CON	0918-47-168	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$24,706,780</b>	<b>\$6,176,695</b>	<b>\$11,646,525</b>	<b>\$42,530,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$28,042,780</b>	<b>\$7,010,695</b>	<b>\$11,646,525</b>	<b>\$46,700,000</b>

**Revisions since STTC Meeting:** Add to Request "Clarify Scope As Reconstruct 6/8 Lane To 6 Lane With Bike/Pedestrian Improvements And Intersection Improvements"

## PROPOSED MAY 2018 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11853.2     **Facility:** SH 180     **Location/Limits From:** DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER ST     **Modification #:** 2017-0753  
**Impementing Agency:** ARLINGTON     **Location/Limits To:** FM 157/COLLINS STREET; IN ARLINGTON  
**County:** TARRANT     **CSJ:** 0008-07-034  
**City:** ARLINGTON     **Desc:** CONSTRUCT NEW BIKE TRAIL, 8-FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT  
**Request:** MOVE CONSTRUCTION FUNDING TO ROW PHASE THEREBY REMOVING CONSTRUCTION PHASE; INCREASE ROW FUNDING AND DELAY TO FY2018; INCREASE IN FUNDS OFFSET BY A DECREASE ON TIP 11853.1/CSJ 0902-90-035  
**Comment:** PROJECT WAS ADDED AFTER PUBLIC INVOLVEMENT DUE TO EMERGENCY NEED FOR THE CITY TO OBLIGATE THE FUNDS BY THE END OF FY2018; CITY WILL APPLY FOR CONSTRUCTION FUNDS AFTER EXISTING FUNDS ARE FULLY OBLIGATED

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-07-034	Cat 5:	\$80,000	\$0	\$0	\$20,000	\$0	\$100,000
2017	ROW	0008-07-034	Cat 5:	\$516,000	\$0	\$0	\$129,000	\$0	\$645,000
2018	CON	0008-07-034	Cat 5:	\$244,620	\$0	\$0	\$61,155	\$0	\$305,775
<b>Grand Total:</b>				<b>\$840,620</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,155</b>	<b>\$0</b>	<b>\$1,050,775</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-07-034	Cat 5:	\$216,000	\$0	\$0	\$54,000	\$0	\$270,000
2018	ROW	0008-07-034	Cat 5:	\$1,499,279	\$0	\$0	\$374,821	\$0	\$1,874,100
<b>Grand Total:</b>				<b>\$1,715,279</b>	<b>\$0</b>	<b>\$0</b>	<b>\$428,821</b>	<b>\$0</b>	<b>\$2,144,100</b>



# How to Read the Project Modification Listings – Transit Section

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

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

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

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

# PROPOSED MAY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** TEXOMA AREA PARATRANSIT SYSTEM

**Apportionment Year** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2017-0754

**Request:** REFINE FY2014 PROGRAM OF PROJECTS

**UZA:** MCKINNEY

**Comment:** NOTE: 2,106,078 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12109.14	OPERATING ASSISTANCE	2015	OPERATING	\$2,477,374	\$316,245	\$0	\$2,161,129	0	\$4,954,748
12551.14	PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$31,250	1,577,620	\$156,250
12675.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$180,000	\$0	\$0	\$0	36,000	\$180,000
<b>TOTAL:</b>				<b>\$2,782,374</b>	<b>\$316,245</b>	<b>\$0</b>	<b>\$2,192,379</b>	<b>1,613,620</b>	<b>\$5,290,998</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12109.14	OPERATING ASSISTANCE	2015	OPERATING	\$2,477,374	\$316,245	\$0	\$2,161,129	2,070,078	\$4,954,748	ADD MPO TDCs
12551.14	PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$31,250	0	\$156,250	REMOVE MPO TDCs
12675.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$180,000	\$0	\$0	\$0	36,000	\$180,000	NO CHANGE
<b>TOTAL:</b>				<b>\$2,782,374</b>	<b>\$316,245</b>	<b>\$0</b>	<b>\$2,192,379</b>	<b>2,106,078</b>	<b>\$5,290,998</b>	

**Revisions since STTC Meeting:** MOD NUMBER CHANGED FROM 2017-0751 TO 2017-0754

**Implementing Agency:** HANDITRAN

**Apportionment Year** FY2013 PROGRAM OF PROJECTS

**Modification #:** 2017-0756

**Request:** REFINE FY2013 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE AGENCY NAME TO CITY OF ARLINGTON

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

**Comment:** NOTE: 355,644 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12036.13	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$129,780	\$0	\$0	\$0	25,956	\$129,780
12079.13	CAPITAL COST OF CONTRACTING	2015	CAPITAL	\$706,980	\$0	\$0	\$0	424,188	\$706,980
<b>TOTAL:</b>				<b>\$836,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>450,144</b>	<b>\$836,760</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12036.13	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$129,780	\$0	\$0	\$0	25,956	\$129,780	NO CHANGE
12079.13	CAPITAL COST OF CONTRACTING	2015	CAPITAL	\$496,980	\$0	\$0	\$0	298,188	\$496,980	DECREASE FUNDING
12153.13	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$210,000	\$0	\$0	\$0	31,500	\$210,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$836,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>355,644</b>	<b>\$836,760</b>	

**Revisions since STTC Meeting:** MOD NUMBER CHANGED FROM 2017-0748 TO 2017-0756

# PROPOSED MAY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** HANDITRAN

**Apportionment Year** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2017-0757

**Request:** REFINE FY2014 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE AGENCY NAME TO CITY OF ARLINGTON

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

**Comment:** NOTE: 566,381 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

<b>TIP Code</b>			<b>FUNDING TABLE:</b>						
<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12036.14	2015	BUS PREVENTIVE MAINTENANCE	\$129,779	\$0	\$0	\$0	25,956	\$129,779	
12079.14	2015	CAPITAL COST OF CONTRACTING	\$875,708	\$0	\$0	\$0	525,425	\$875,708	
12700.14	2015	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	
<b>TOTAL:</b>			<b>\$1,105,487</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>571,381</b>	<b>\$1,105,487</b>	

**Revision Requested:**

<b>TIP Code</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12036.14	2015	BUS PREVENTIVE MAINTENANCE	\$129,779	\$0	\$0	\$0	25,956	\$129,779	NO CHANGE	
12079.14	2015	CAPITAL COST OF CONTRACTING	\$875,708	\$0	\$0	\$0	525,425	\$875,708	NO CHANGE	
12153.14	2018	PURCHASE REPLACEMENT VEHICLES	\$100,000	\$0	\$0	\$0	15,000	\$100,000	ADD PROJECT (MPO TDCs)	
12700.14	2015	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
<b>TOTAL:</b>			<b>\$1,105,487</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>566,381</b>	<b>\$1,105,487</b>		

**Revisions since STTC Meeting:** MOD NUMBER CHANGED FROM 2017-0749 TO 2017-0757

# PROPOSED MAY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** TEXOMA AREA PARATRANSIT SYSTEM

**Apportionment Year** FY2013 PROGRAM OF PROJECTS

**Modification #:** 2017-0758

**Request:** REFINE FY2013 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** NOTE: 883,303 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

				<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12085.13	PURCHASE REPLACEMENT VEHICLES	2013	CAPITAL	\$1,000,000	\$0	\$0	\$0	150,000	\$1,000,000		
12249.13	PURCHASE EXPANSION VEHICLES	2013	CAPITAL	\$125,000	\$0	\$0	\$0	18,750	\$125,000		
12307.13	ACQUISITION OF HARDWARE	2013	CAPITAL	\$183,500	\$0	\$0	\$0	36,700	\$183,500		
12551.13	GENERAL DEVELOPMENT/COMPREHENSIVE PLANNING	2013	PLANNING	\$50,000	\$0	\$0	\$12,500	1,056,311	\$62,500		
12670.13	ACQUISITION OF SHOP EQUIPMENT	2013	CAPITAL	\$265,000	\$0	\$0	\$0	53,000	\$265,000		
12672.13	ACQUISITION OF SOFTWARE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12673.13	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12674.13	CONSTRUCTION OF ADMIN/MAINT FACILITY	2013	CAPITAL	\$563,853	\$0	\$0	\$0	112,771	\$563,853		
12675.13	BUS PREVENTIVE MAINTENANCE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12676.13	BUS TRANSIT ENHANCEMENTS	2013	CAPITAL	\$5,000	\$0	\$0	\$0	1,000	\$5,000		
<b>TOTAL:</b>				<b>\$2,492,353</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>	<b>1,488,532</b>	<b>\$2,504,853</b>		

**Revision Requested:**

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12085.13	PURCHASE REPLACEMENT VEHICLES	2013	CAPITAL	\$1,000,000	\$0	\$0	\$0	150,000	\$1,000,000	NO CHANGE	
12109.13	OPERATING ASSISTANCE	2018	OPERATING	\$563,853	\$0	\$0	\$0	563,853	\$563,853	ADD PROJECT (MPO TDCs)	
12249.13	PURCHASE EXPANSION VEHICLES	2013	CAPITAL	\$125,000	\$0	\$0	\$0	18,750	\$125,000	NO CHANGE	
12307.13	ACQUISITION OF HARDWARE	2013	CAPITAL	\$183,500	\$0	\$0	\$0	36,700	\$183,500	NO CHANGE	
12551.13	GENERAL DEVELOPMENT/COMPREHENSIVE PLANNING	2013	PLANNING	\$50,000	\$0	\$0	\$12,500	0	\$62,500	REMOVE MPO TDCs	
12670.13	ACQUISITION OF SHOP EQUIPMENT	2013	CAPITAL	\$265,000	\$0	\$0	\$0	53,000	\$265,000	NO CHANGE	
12672.13	ACQUISITION OF SOFTWARE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12673.13	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12674.13	CONSTRUCTION OF ADMIN/MAINT FACILITY	2013	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12675.13	BUS PREVENTIVE MAINTENANCE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12676.13	BUS TRANSIT ENHANCEMENTS	2013	CAPITAL	\$5,000	\$0	\$0	\$0	1,000	\$5,000	NO CHANGE	
<b>TOTAL:</b>				<b>\$2,492,353</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>	<b>883,303</b>	<b>\$2,504,853</b>		

**Revisions since STTC Meeting:** MOD NUMBER CHANGED FROM 2017-0750 TO 2017-0758



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

TO: Regional Transportation Council

DATE: March 1, 2018

FROM: Vickie Alexander  
Program Manager  
Program Administration

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

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

Listed below, and in the following attachment, is the third set of proposed modifications to the FY2018 and FY2019 UPWP. Amendments #1 and #2 were approved by the RTC and Executive Board in October 2017 and February 2018, respectively. Included in Amendment #3 are new initiatives, project updates and funding adjustments. The proposed modifications were presented at the February 5, 7, and 13, 2018, public meetings. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its meeting on February 23, 2018, to recommend Regional Transportation Council approval of the proposed modifications.

### **Transportation Planning Fund (TPF) Modification**

- 2.01 Travel Forecasting Support – Regional Travel Model (Update text to add University Partnership Program project on Behavioral Estimation of Origin-Destination Trip Tables, to create a method of estimating travel demand based on trip generation/distribution and traffic counts)

### **Other Funding Source Modifications**

- 1.04 Computer System Administration and Application Coordination – Regional Aerial Photography (Add \$550,040 Surface Transportation Block Grant Program [STBG] funds and \$138,760 Texas Department of Transportation [TxDOT] funds to reflect unspent FY2017 monies)
- 2.02 Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (Add \$75,000 RTC Local funds for third year of University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area, which will focus on the development of scenarios using the developed model to produce various forecasts and convert the results to inform the planning process)

- 5.05 Congestion Management Planning and Operations – Video and Analytics Evaluating Lost Capacity Due to Technology-Related Behaviors (Add University Partnership Program project and \$50,000 STBG funds matched with Transportation Development Credits [TDCs] to analyze delay on the transportation system associated with distracted drivers)
- 5.05 Congestion Management Planning and Operations – Managed Lane Technology Assessment (Add \$3,960,000 STBG funds and \$990,000 TxDOT funds, and update text to reflect the implementation of technology to detect/verify auto occupancy on the entire managed lane system)
- 5.06 Regional Freight Planning (Add University Partnership Program project and \$20,000 STBG funds matched with TDCs to analyze automated vehicles and freight transportation; total project cost is \$60,000, and this increased funding will supplement currently available revenue)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Development and Deployment (Add \$25,000 RTC Local funds to support Phase 2 of University Partnership Program project related to Direct Employment Impacts of Automated Vehicles which will focus on identifying job growth areas, training, and educational needs)

The following modifications have previously been approved by the Regional Transportation Council (e.g., via the Transportation Improvement Program) and/or NCTCOG Executive Board and are now being incorporated into the Unified Planning Work Program:

- 1.02 Program and Policy Administration – Program Administration (Add \$50,000 RTC Local funds to support upgrade of video displays in the NCTCOG Transportation Council Room)
- 1.04 Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (Update text in Exhibit II-2 to include upgrades to equipment in the NCTCOG Transportation Council Room and reflect additional \$50,000 in estimated price as noted above)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (Add project and \$109,170 RTC Local funds to support three initiatives: 1) City of Southlake – Burney Lane Bio-filtration, 2) City of Farmers Branch – Green Bus Stop Design Guidelines, and 3) Dallas Area Rapid Transit – Community Gardens Hatcher Station)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [vpjuitt-jenkins@nctcog.org](mailto:vpjuitt-jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications.



## AMENDMENT #3 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

### 1.04 Computer System Administration and Application Coordination

#### Computer Resource Management and Equipment Purchases

##### *Other Funding Sources*

Additional digital equipment, software and services funded by other sources are provided in Exhibit II-2. The funding is programmed in the appropriate subtask for the work.

#### **EXHIBIT II-2**

#### **PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES USING OTHER FUNDING SOURCES**

QUANTITY	DESCRIPTION	ESTIMATED PRICE
---	Automated bicycle and pedestrian count equipment (Subtask 5.03)	\$16,000
---	Web hosting and maintenance for Air North Texas and Clean Cities Coalition (Subtask 3.04)	\$3,000
---	Tablets and audio, video, camera equipment for outreach and education (Subtask 3.04)	\$28,500
---	Audio/video equipment, <b>updates</b> , and maintenance for the Transportation Council Room (Subtask 1.02)	<del>\$34,000</del> <b>\$84,000</b>

### 2.01 Travel Forecasting Support

#### Regional Travel Model

##### *Transportation Planning Funds*

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



A **Two** University Partnership Program (UPP) **projects** will include managed lanes in travel modeling **and Behavioral Estimation of Origin-Destination (OD) Trip Tables**. The North Texas region has several managed lanes that serve travelers with reliable travel times. ~~This project, utilizing assistance through the UPP,~~ **The Managed Lanes UPP project** will enhance NCTCOG's travel model forecasting capabilities with regard to managed lanes. The study will involve the inclusion of travel time reliability on managed lanes, as well as determine the value of time to the users of these facilities. Travel time reliability measures the probability of on-time arrival of the trips experienced by travelers due to uncertainties present in the roadway network. Project results will be used to help guide long-term transportation planning decisions.

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

## **4.02 Coordination of Transportation and Environmental Planning Processes**

### **Blue-Green-Grey Silo-Busting Initiatives**

#### ***Other Funding Sources***

In many cases, traditional transportation planning has resulted in “silos” that cause projects to be disjointed due to lack of communication or coordination amongst planners or project champions in various disciplines. To combat this challenge, NCTCOG solicited project ideas through a “Blue-Green-Grey” initiative to identify “silo-busting” projects that focus on three elements – blue (water), green (environment), and grey (transportation infrastructure). Selected projects are expected to help develop new ideas that engage multiple disciplines and implement projects that could be further developed and replicated regionwide. Through the 2017 solicitation, three projects were selected for funding: the City of Southlake Burney Lane Bio-filtration System, the City of Farmers Branch Green Bus Stop Design Guidelines, and the Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot. This initiative is supported through RTC Local funds. Work will be completed during FY2018 and into FY2019. Anticipated products include:

- Installation of a bio-filtration system as a part of the City of Southlake Burney Lane repaving project;
- Completion of a Green Bus Stop Guidelines document for the City of Farmers Branch, along with a study of, and design for, ten existing bus stops;
- Completion of a community garden in a vacant parcel near the DART Hatcher Station; and
- Final reports/case studies summarizing impacts, lessons learned, and any future plans.

## 5.05 Congestion Management Planning and Operations

### Video and Analytics Evaluating Lost Capacity Due to Technology-Related Behaviors

#### *Other Funding Sources*

University Partnership Program (UPP) assistance will be initiated to analyze delay on the transportation system associated with distracted drivers. This study will investigate the assumed driver delay versus actual driver time delayed due to distractions. A survey may be conducted to observe reaction time and analyze if idling, queuing and other reductions of capacity has increased since the onset of technology. The study will determine if different assumptions used for modeling and operations need to be adjusted in order to more accurately reflect actual delay associated with new technology distractions. Surface Transportation Block Grant Program funds and Transportation Development Credits will be used to support this project. Anticipated products include:

- Meeting summaries;
- Comment review; and
- Technical memorandums.

#### Managed Lane Technology Assessment

#### *Other Funding Sources*

This element is ongoing throughout FY2018 and FY2019. To facilitate efficient operation and toll collection on the managed lanes, the region desires that a technology-based system be implemented to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification, as well as other equipment to improve the safety and operations of managed lanes. As part of this task, staff will provide ~~assistance with~~ public outreach and education regarding High Occupancy Vehicle (HOV)/managed lane pricing. Staff will also work with regional partners to develop approaches to address the implementation of occupancy-based tolling and dynamic pricing, and document lessons learned. This element also supports NCTCOG's membership in, and support for research under, FHWA's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, **Surface Transportation Block Grant Program funds**, Texas Department of Transportation funds, and RTC Local funds will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies, as needed;
- ~~Assistance with p~~Public outreach and education on HOV/managed lanes;
- Implementation and testing of pilot for technology to detect auto occupancy; ~~and~~
- **Implementation and integration of technology to detect/verify auto occupancy on HOV/managed lane system; and**
- Support for and participation in FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

## 5.06 Regional Freight Planning

### *Other Funding Sources*

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

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

## 5.11 Automated Vehicle Technology

### Automated Vehicles: Development and Deployment

#### *Other Funding Sources*

This program is ongoing throughout FY2018 and FY2019 providing for the development and deployment of automated vehicles. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively, building information tools for policy makers and the public, and examining direct employment-related impacts of automated vehicles. Consultant assistance may be utilized to support work activities. University Partnership Program (UPP) assistance will continue to be utilized to support work activities in the information tools and employment impact study. This program uses Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement

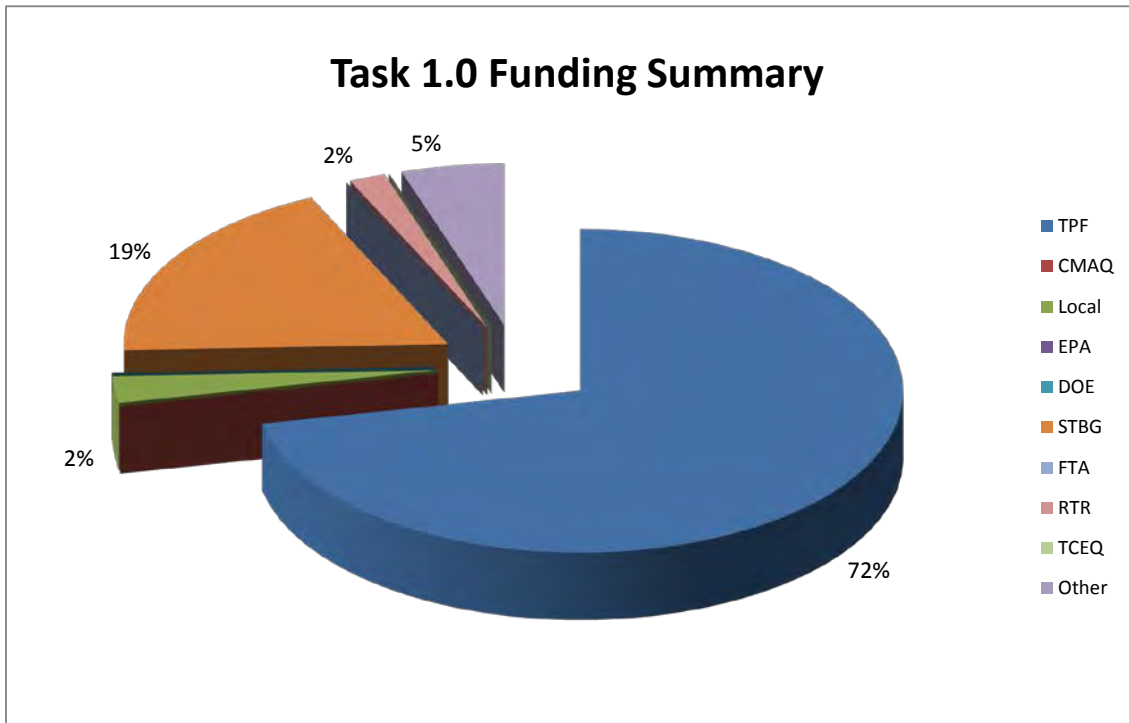
Program funds, Texas Department of Transportation funds, Regional Transportation Council Local funds and Transportation Development Credits to support activities in this area. Anticipated products include:

- An open data infrastructure for use by automated vehicles;
- Support for shared mobility service delivery models, especially those that increase average vehicle occupancy;
- Development and deployment of automated vehicle technologies in the region;
- Advancing emerging cellular-V2X technologies;
- Liaison to the Smart City/Smart State program;
- Information tools about automated vehicles; and
- Reports on direct employment-related impacts of automated vehicles.

## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
1.01	\$2,889,500	\$4,000	NCTCOG Local	
<b>Subtotal</b>				<b>\$2,893,500</b>
1.02	\$522,100	\$116,900	Local	
		\$125,800	NCTCOG Local	
		\$230,900	STBG	
<b>Subtotal</b>				<b>\$995,700</b>
1.03		\$50,000	Local	
		\$20,000	NCTCOG Local	
		\$114,100	RTR	
		\$255,800	STBG	
<b>Subtotal</b>				<b>\$439,900</b>
1.04	\$1,110,000	\$690,040	STBG	
		\$173,760	TXDOT	
<b>Subtotal</b>				<b>\$1,973,800</b>
<b>Total</b>	<b>\$4,521,600</b>	<b>\$1,781,300</b>		<b>\$6,302,900</b>

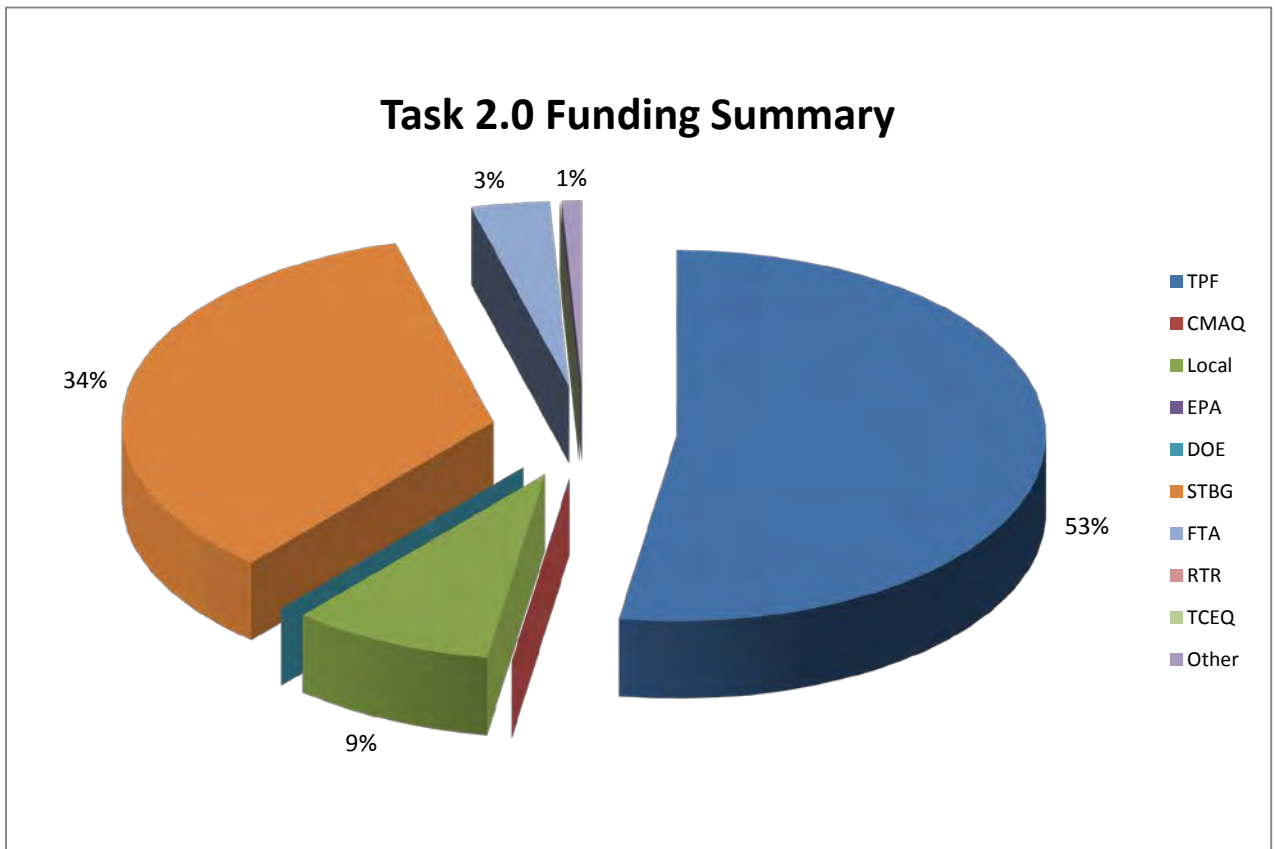
<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected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



## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
2.01	\$2,136,200	\$57,100	FHWA	
		\$399,200	Local	
		\$2,343,400	STBG	
<b>Subtotal</b>				<b>\$4,935,900</b>
2.02	\$398,800	\$232,200	FTA	
		<b>\$198,141</b>	<b>Local</b>	
<b>Subtotal</b>				<b>\$829,141</b>
2.03	\$1,033,600			
<b>Subtotal</b>				<b>\$1,033,600</b>
<b>Total</b>	<b>\$3,568,600</b>	<b>\$3,230,041</b>		<b>\$6,798,641</b>

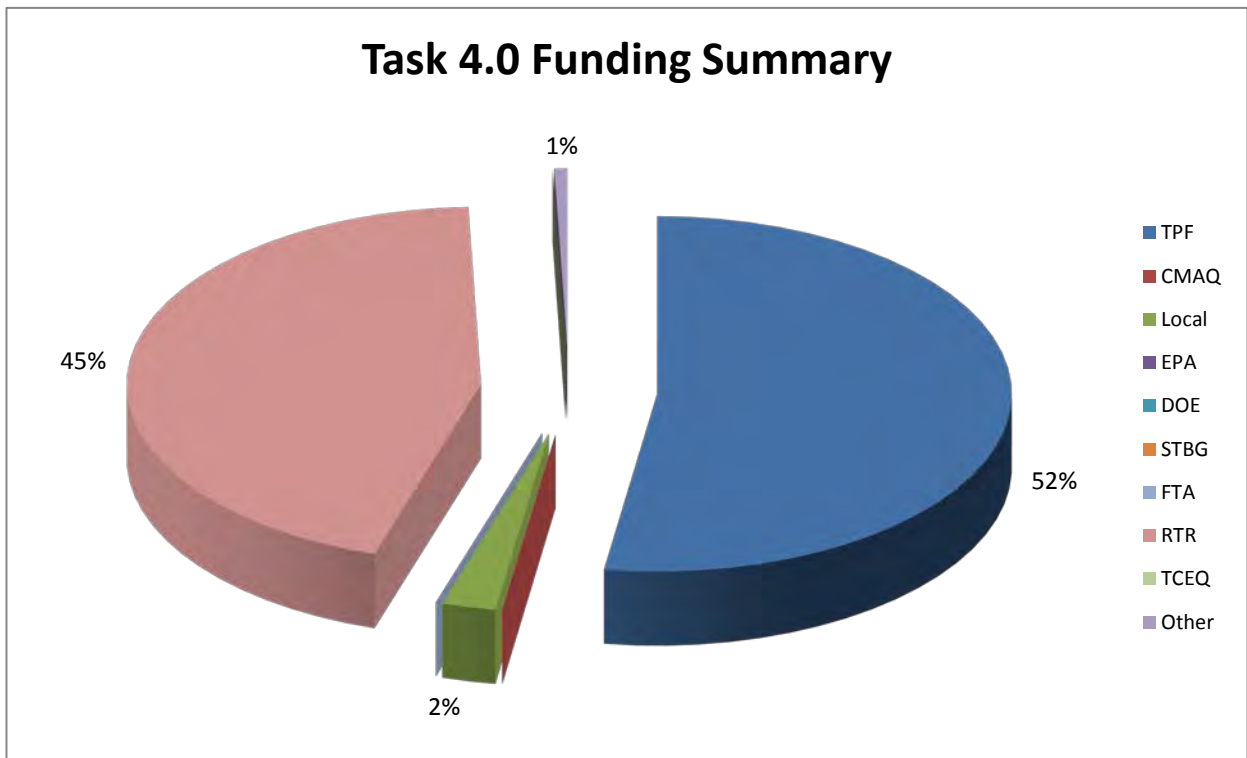
<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in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



**E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
4.01	\$2,623,700			
<b>Subtotal</b>				<b>\$2,623,700</b>
4.02	\$223,200	\$34,000	FHWA	
		<b>\$143,170</b>	<b>Local</b>	
<b>Subtotal</b>		<b>\$2,605,800</b>	RTR	<b>\$3,006,170</b>
4.03	\$132,700			
<b>Subtotal</b>				<b>\$132,700</b>
4.04	\$84,200			
<b>Subtotal</b>				<b>\$84,200</b>
<b>Total</b>	<b>\$3,063,800</b>	<b>\$2,782,970</b>		<b>\$5,846,770</b>

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



**E. Funding Summary**

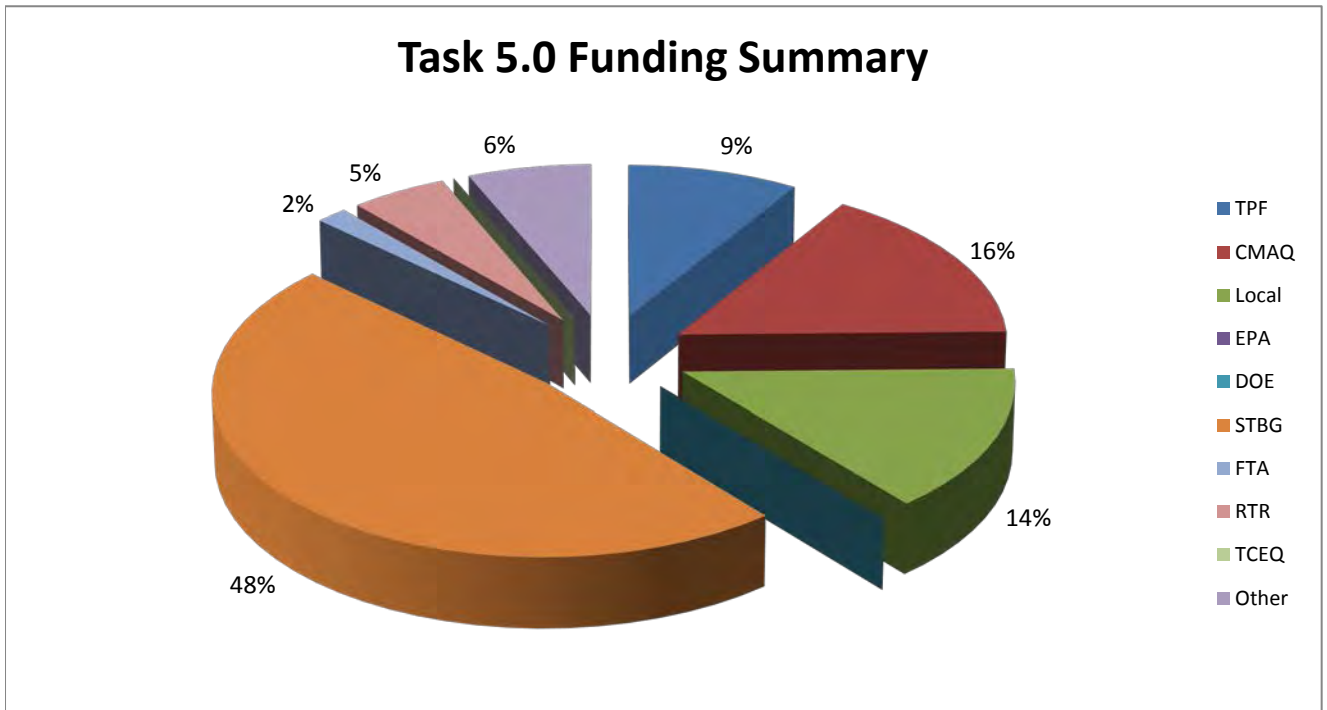
Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	\$1,041,700			
		\$34,700	Local	
		\$48,200	NTTA	
		\$2,616,800	RTR	
		\$9,250,700	STBG	
		\$261,800	TxDOT	
<b>Subtotal</b>				<b>\$13,253,900</b>
5.02	\$1,097,900			
		\$183,500	RTR	
<b>Subtotal</b>				<b>\$1,281,400</b>
5.03	\$641,500			
		\$524,000	CMAQ	
		\$71,100	FHWA	
		\$984,400	FTA	
		\$3,023,870	Local	
		\$2,387,400	STBG	
<b>Subtotal</b>				<b>\$7,632,270</b>
5.04	\$372,300			
		\$22,500	Local	
		\$327,800	STBG	
		\$10,000	TXDOT	
<b>Subtotal</b>				<b>\$732,600</b>
5.05	\$824,700			
		\$8,786,000	CMAQ	
		\$4,837,000	Local	
		\$235,000	RTR	
		<b>\$13,491,600</b>	<b>STBG</b>	
		<b>\$3,218,500</b>	<b>TXDOT</b>	
<b>Subtotal</b>				<b>\$31,392,800</b>
5.06	\$10,000			
		\$89,500	Local	
		<b>\$1,978,900</b>	<b>STBG</b>	
		\$147,800	TxDOT	
<b>Subtotal</b>				<b>\$2,226,200</b>
5.07	\$53,200			
<b>Subtotal</b>				<b>\$53,200</b>



**E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.08	\$610,700			
		\$35,900	Local	
		\$89,800	STBG	
<b>Subtotal</b>				<b>\$736,400</b>
5.09	\$234,000			
		\$384,400	Local	
<b>Subtotal</b>				<b>\$618,400</b>
5.10				
		\$22,140	DOD	
		\$83,260	Local	
<b>Subtotal</b>				<b>\$105,400</b>
5.11				
	\$483,500	\$250,000	CMAQ	
		<b>\$119,500</b>	<b>Local</b>	
		\$1,456,300	STBG	
		\$100,000	TXDOT	
<b>Subtotal</b>				<b>\$2,409,300</b>
<b>Total</b>	<b>\$5,369,500</b>	<b>\$55,072,370</b>		<b>\$60,441,870</b>

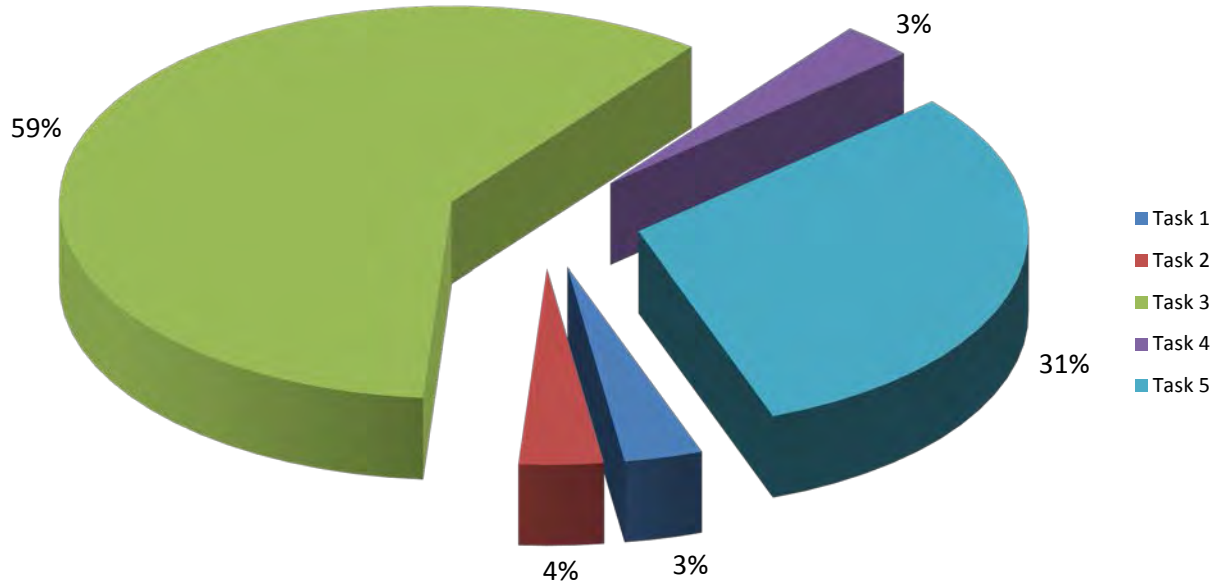
<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in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



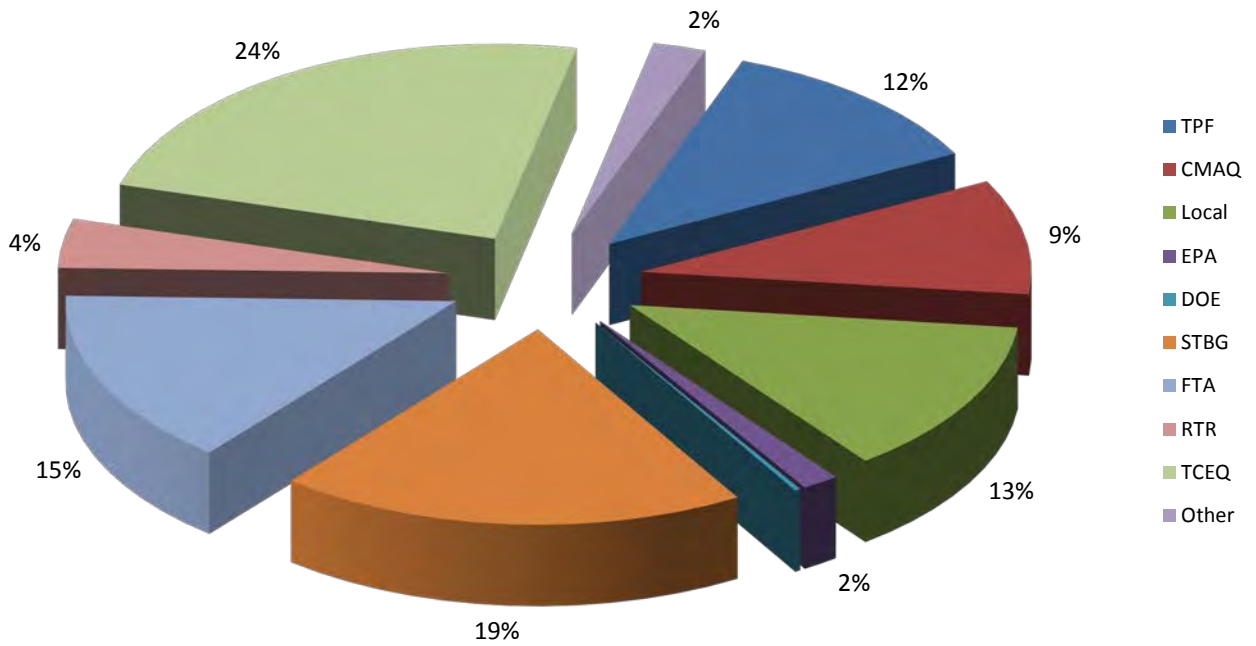
**EXHIBIT VIII-3  
FY2018 AND FY2019 UPWP FUNDING SUMMARY**

<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00 44.25.00</b>	<b>44.23.01</b>	<b>44.23.02 44.24.00 44.22.00 44.27.00</b>	
TPF	\$4,521,600	\$3,568,600	\$6,418,100	\$3,063,800	\$5,369,500	\$22,941,600
CMAQ	\$0	\$0	\$9,027,300	\$0	\$9,560,000	\$18,587,300
DOD	\$0	\$0	\$0	\$0	\$22,140	\$22,140
DOE	\$0	\$0	\$456,015	\$0	\$0	\$456,015
EPA	\$0	\$0	\$2,984,512	\$0	\$0	\$2,984,512
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$57,100	\$0	\$34,000	\$71,100	\$162,200
FTA	\$0	\$232,200	\$27,193,420	\$0	\$984,400	\$28,410,020
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	<b>\$166,900</b>	<b>\$597,341</b>	\$15,534,799	<b>\$143,170</b>	<b>\$8,630,630</b>	<b>\$25,072,840</b>
NCTCOG Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
RTR	\$114,100	\$0	\$2,148,500	\$2,605,800	\$3,035,300	\$7,903,700
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	<b>\$1,176,740</b>	\$2,343,400	\$5,352,900	\$0	<b>\$28,982,500</b>	<b>\$37,855,540</b>
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	<b>\$173,760</b>	\$0	\$0	\$0	<b>\$3,738,100</b>	<b>\$3,911,860</b>
<b>Subtotal</b>	<b>\$6,302,900</b>	<b>\$6,798,641</b>	\$115,657,546	<b>\$5,846,770</b>	<b>\$60,441,870</b>	<b>\$195,047,727</b>

## Summary of Funding by Task



## Summary of Total Funding



# ***Modifications to the FY2018 and FY2019 Unified Planning Work Program***

**Regional Transportation Council  
March 8, 2018**

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

# *Transportation Planning Fund Modification*

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Travel Forecasting Support – Regional Travel Model (Subtask 2.01)	N/A	Update text to add University Partnership Program Project on Behavioral Estimation of Origin-Destination Trip Tables

# Other Funding Source Modifications

Project	Financial Action	Description
Computer System Administration and Application Coordination – Regional Aerial Photography (Subtask 1.04)	\$550,040 STBG \$138,760 TxDOT	Add funds to reflect unspent FY2017 monies
Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (Subtask 2.02)	\$ 75,000 RTC Local	Add funding for third year of University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area

## Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Congestion Management Planning and Operations (Subtask 5.05)	\$ 50,000 STBG	Add University Partnership Program project on Video and Analytics Evaluating Lost Capacity Due to Technology-Related Behaviors and reflect use of Transportation Development Credits (TDCs) as funding match
Congestion Management Planning and Operations – Managed Lane Technology Assessment (Subtask 5.05)	\$3,960,000 STBG \$ 990,000 TxDOT	Add funding and update text to reflect the implementation of technology to detect/verify auto occupancy on the entire managed lane system

## *Other Funding Source Modifications (cont'd)*

Project	Financial Action	Description
Regional Freight Planning (Subtask 5.06)	\$20,000 STBG	Add University Partnership Program project on Automated Vehicles and Freight Transportation Analysis and reflect use of TDCs as funding match. Total project cost is \$60,000; increased funding will supplement currently available revenue
Automated Vehicle Technology – Automated Vehicles: Development and Deployment (Subtask 5.11)	\$25,000 RTC Local	Add Phase 2 University Partnership Program project related to Direct Employment Impacts of Automated Vehicles which will focus on identifying job growth areas, training, and educational needs



# ***Total Funding Increases from Other Sources***

<b>Funding Source</b>	<b>Amount</b>	<b>UPWP Subtask</b>
STBG	\$4,580,040	1.04, 5.05, 5.06
TxDOT	\$1,128,760	1.04, 5.05
RTC Local	\$ 259,170	1.02, 2.02, 4.02, 5.11
Total	\$5,967,970	

# ***Modification Schedule***

**February 5, 7, and 13**    **Public Meetings**

**February 23**                      **Action by Surface Transportation  
Technical Committee**

**March 8**                              **Action by Regional Transportation  
Council**

**March 22**                              **Action by NCTCOG Executive  
Board**

**March 23**                              **Submittal of Modifications to Texas  
Department of Transportation**

# ***Requested RTC Action***

**Approve the proposed UPWP modifications**

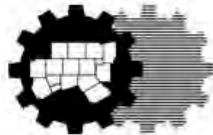
**and**

**Direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications**

# Contact Information

Vickie Alexander  
Program Manager  
817-695-9242  
[valexander@nctcog.org](mailto:valexander@nctcog.org)

Vercie Pruitt-Jenkins  
Administrative Program Coordinator  
817-608-2325  
[vpruitt-jenkins@nctcog.org](mailto:vpruitt-jenkins@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department

<http://www.nctcog.org/trans/admin/upwp>

HOME

MORE INFO

WHAT HAPPENS AT A CLINIC?

WHAT'S IN IT FOR ME?

PHOTOS

More

# North Texas Car Care Clinics

Local repair shops have partnered with the North Central Texas Council of Governments to provide this free public service.

Is your  
CHECK  
ENGINE  
LIGHT on?

or

Do you  
need a  
FREE CAR  
CHECKUP  
?

MORE INFORMATION

Check Back for a List of  
April 2018 Clinics

WHAT HAPPENS AT A CLINIC?



North Central Texas  
Council of Governments



- [Air Quality Home](#)
- [Air Quality Programs](#)
- [Air Quality Committees](#)
- [Car Care Clinics](#)
- [Clean Vehicle Information](#)
- [Major Air Pollutants](#)
- [Funding Opportunities](#)
- [Ozone Information](#)
- [State Implementation Plan \(SIP\)](#)
- [Transportation Conformity](#)
- [Transportation Home](#)

## Air Quality and Transportation Funding & Resources



*Funding for projects that address air quality, such as clean vehicle projects, are available from a number of federal, state, local, and non-profit entities.*



### Funding for Vehicle Projects

Program / Incentive Description	Eligible Vehicles	Funding Amount	Eligible Applicants	Deadline
<b>AirCheckTexas Drive a Clean Machine Program</b> <i>Financial Assistance for Light-Duty Vehicles that Fail Emissions Testing or are over 10 Years Old</i>	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until All Funds are Awarded
<b>Federal Electric Vehicle Tax Credit</b> <i>Tax Credit for Purchase of Electric Vehicle (EV)</i>	EV Passenger Vehicles and Light Trucks	\$2,500 to \$7,500 per New EV Purchased	Varies	Phases Out Based on Market Sales
<b>Fleets for the Future</b> <i>Discounted Prices through Cooperative Procurement to Purchase Alternative Fueled Vehicles and Related Infrastructure</i>	Light, Medium and Heavy Duty Vehicles	Varies	Public Fleets	Varies
<b>IC Bus Grant Program</b> <i>Grants for New Purchases of Propane-Powered CE Series School Buses</i>	School Buses	\$5,000 per Purchase	School Districts	Until All Funds are Awarded
<b>Propane Council of Texas Incentives</b> <i>Incentives to Purchase Propane Powered Vehicles or Convert Vehicles to Propane Power</i>	Light, Medium or Heavy-Duty Vehicles	up to \$7,500 per Vehicle or Conversion	Private Companies	Until All Funds are Awarded
<b>Texas Clean School Bus Program</b> <i>Grants for the Replacement or Retrofit Older Diesel School Buses</i>	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

### Funding for Other Strategies that Improve Air Quality

Program / Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
<b>Alternative Fueling Facilities Program (AFFP)</b> <i>Grants for Construction or Expansion of Alternative Fueling Facilities</i>	Alternative Refueling Infrastructure	\$400,000 for CNG or LNG Up to \$600,000 for all Other Fuels \$600,000 for Combined Projects	Public Private	March 29, 2018
<b>The Climate Trust Programs</b> <i>Funding for New Innovative Projects that Offset Greenhouse Gas Emissions</i>	Energy Efficiency	Varies	Public Private General Public	No Deadline
<b>Database of State Incentives for Renewable and Efficiency (DSIRE)</b> <i>Comprehensive Listing of Incentives and Policies</i>	Energy Efficiency	Varies	Varies	No Deadline

<p><b>Federal and State Incentive and Laws (Including Tax Credits)</b>  <i>Comprehensive listing of Federal and State Incentives related to Clean Vehicles and Fuels</i></p>	Alternative Fueled Vehicles	Varies	Varies	No Deadline
<p><b>North Texas Airport Emissions Reduction 2017 Call for Projects</b>  <i>Replace or Repower Diesel Ground Support Equipment</i></p>	Airport Ground Support Equipment	25 - 40% of Incremental Costs	Public Private	Final Deadline September 29, 2018
<p><b>Propane Council of Texas Incentives</b>  <i>Incentives to Purchase Commercialized Propane Mowers, both Dedicated and Dual Fuel</i></p>	Lawn Equipment	\$1,000 per Propane Mower/ or Propane Conversion	Public Private	Until All Funds are Awarded
<p><b>Rural Energy for America Program (REAP)</b>  <i>Loan Financing to Purchase or Install Renewable Energy Systems or Energy Efficiency Improvements</i></p>	Energy Efficiency	Varies	Private	No Deadline
<p><b>Take a Load Off, Texas Incentive Programs</b>  <i>Incentives for Energy-Related Retrofit Projects Provided by Oncor</i></p>	Energy Efficiency	Varies	Public Private General Public	No Deadline
<p><b>Texas Loan STAR Revolving Loan Program</b>  <i>Low-Interest Loans to Finance Energy-Related, Cost-Reduction Retrofit Projects</i></p>	Energy Efficiency	Up to a \$8 Million Loan	Public	August 31, 2018

**Already Received Grant Funding from NCTCOG?**

 <p><b>Agreements &amp; Forms</b></p>	 <p><b>Usage Reporting</b></p>
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**See what NCTCOG Has Already Funded and Sign Up for Email Updates!**

 <p><b>Funding Opportunity Archive</b></p>	 <p><b>Sign-Up for Email Updates</b></p>
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# DFW Clean Cities: Upcoming Events

Mar  
21

## TRAINING: CNG Fuel System Technician Training

What: The training will cover these topics: CNG Safety Precautions, Fleet Management, Fuel System Components, Controlling Pressure, Fuel System Maintenance Schedule, Troubleshooting, Inspecting and Replacing Components, and Solving Electrical Problems.

Where & When: Momentum Fuel Technologies from 8:30 am – 4:00 pm

Event Information and RSVP: [CNG Fuel Technician Training](#)

Mar  
27

## MEETING: Sustainable Landscaping in DFW

What: We will showcase alternative fuel lawn and garden equipment as a way to further reduce petroleum consumption and improve air quality. March is also SmartScape month and information will be provided on the importance of native landscaping.

Where & When: Plano Environmental Education Center, 1:30 – 3:00 pm

Register here: <https://www.dfwcleancities.org/events-1/march-dfw-clean-cities-meeting>

Apr  
5

## LUNCHEON SEMINAR: Grant Funding & Fuel Cost Savings

What: Learn how your fleet can qualify for grant funding to replace & upgrade your fueling equipment, dramatically cut fuel costs, secure & diversity fuel supplies for emergency preparedness, and meet & exceed sustainability goals.

Where & When: NCTCOG Transportation Council Room, 11:00 am – 2:00 pm

Register here: <https://www.dfwcleancities.org/events-1/luncheon-seminar-grant-funding-fuel-cost-savings>

**For Updates, Information, and Other Events, Visit: <https://www.dfwcleancities.org/events>  
Or Email: [cleancities@nctcog.org](mailto:cleancities@nctcog.org)**



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- [Ozone Information](#)
- [State Implementation Plan \(SIP\)](#)
- [Transportation Conformity](#)
- [Transportation Home](#)

## Volkswagen Settlement Information

### Recent Developments

Texas Commission on Environmental Quality (TCEQ) named Lead Agency  
[View Presentations and Comments from Recent VW Settlement Meeting for More Information](#)

### Get Involved!

TCEQ accepting comments on [Environmental Mitigation Trust \(EMT\)](#)  
 Electrify America Accepting Comments on [Cycle 2 ZEV Investment until March 1](#)  
 NCTCOG Requests Input on [Pontential Fleet Project](#)

### Learn More!

- [Background](#)
- [Environmental Mitigation Trust](#)
- [Zero Emission Vehicle Investment](#)
- [Role of NCTCOG](#)

### Background:

In 2016, courts determined that Volkswagen had violated the Clean Air Act by deliberately selling diesel vehicles equipped with technologies that tricked emissions testing. These vehicles violated federal emissions requirements, polluting up to 40 times as much as regulations allowed.

This ruling resulted in a settlement totaling \$14.7 billion, which included the following major components:

- \$10 billion set aside for consumer and dealer compensation
- \$4.7 billion to implement new projects that reduce Nitrogen Oxides (NOx) emissions. This will be done through two initiatives
  - Zero Emission Vehicle (ZEV) Investment Program, managed through [Electrify America](#).
  - Environmental Mitigation Trust (EMT), to be used primarily for projects that reduce emissions from older, heavy-duty diesel engines. Funds will be distributed through the states in proportion to the number of polluting vehicles sold in each area



### Key Resources

- Consumer Settlement Information: [Emissions Settlement Program](#)
- [Texas Clean Air Working Group Volkswagen Settlement Workshop](#)
- [EPA site on Volkswagen Settlement](#)
- [National Association of State Energy Officials Volkswagen Toolkit](#)
- [National Association of State Energy Officials and National Association of Clean Air Agencies Clearinghouse](#)

[top](#)

### Environmental Mitigation Trust (EMT)

Texas filed as a beneficiary to claim approximately \$209 million; funds will be used for projects to replace or repower diesel vehicles and equipment. The [Texas Commission on Environmental Quality \(TCEQ\)](#) was named the Lead Agency and will be responsible for administering

these funds in Texas. Appendix D-2 of the [Amended 2.0L Partial Consent Decree](#) outlines eligible projects and reimbursement levels.

On January 28, the Trustee filed a list of designated beneficiaries. The next step is for the TCEQ to submit a mitigation plan, which must be done 30 days prior to submitting first funding request.

#### TCEQ Now Accepting Comments!

The TCEQ is now accepting comments pertaining to the use of the Trust Funds. Outlined below are the four points that comments may address.

1. Overall goal for use of the funds
2. Categories of mitigation actions and preliminary assessment of the percentages of funds anticipated to be used for each type of action (thus, commenters may wish to address what categories of mitigation actions should be prioritized)
3. Description of how the Beneficiary will consider the potential beneficial impact on air quality in areas that bear a disproportionate share of the air pollution burden. (thus, commenters may wish to address how funds should be distributed geographically)
4. General description of the expected ranges of air emissions benefit

All comments should be sent to [VWsettle@tceq.texas.gov](mailto:VWsettle@tceq.texas.gov) or mailed to the addresses provided [here](#)

#### Key Resources for Environmental Mitigation Trust:

- [January 17 Volkswagen Workshop Materials](#)
- [TCEQ Volkswagen Settlement Page](#)
- [DERA Option](#)
- [Eligible Mitigation Actions](#) (EPA Comparison of EMT and DERA Option Funding Levels)
- [Eligible Mitigation Actions](#) (Environmental Defense Fund Summary List)

[top](#)

## ZEV Investment

Electrify America plans to invest \$2 billion in ZEV infrastructure and education outreach over the next nine years. For Cycle 1 of the project, Electrify America has selected 11 metropolitan areas for the installation of new community charging infrastructure to be located in high-traffic, publicly accessible locations. Additional funds will be allocated to installing new DC fast-charging infrastructure along interstate highways nationwide. Cycle 2 is slated for July 2019 - December 2021. Electrify America is accepting comments on the [Cycle 2 ZEV Investment Plan](#) until March 1.

#### Key Resources for ZEV Investment:

- [Electrify America](#)
- [EPA Approved National ZEV Investment Plan](#)

[top](#)

## Role of NCTCOG

Over 10,000 violating VW vehicles were registered in North Texas. The extra pollution from these cars undermines ongoing efforts to attain the [Ozone Standard](#). NCTCOG is participating in efforts to maximize the benefits of any funding received in Texas, especially for the DFW area. NCTCOG efforts included:

- NCTCOG submitted comments on the [draft EMT](#). Comments focused on the principle that the Trust should be administered in a way that ensures funding of as many eligible activities as possible, thus optimizing NOx emission reductions achieved.
- NCTCOG provided [comments](#) to the Governor's office encouraging the State to (1) take advantage of EMT funds (2) designate the TCEQ as the lead agency for Texas, (3) distribute available funds through Councils of Governments, and (4) allocate funds to specific regions based on a variety of criteria. If the recommendations are accepted, NCTCOG could receive \$63 million to administer through the North Texas area.
- NCTCOG is currently [gathering information](#) on applicable fleet interest in preparation for potential funding.
- NCTCOG also submitted a [proposal](#) to Electrify America encouraging investment in Texas and outlining local priorities related to electric vehicles (EVs). Although North Texas was not included in the first round of Electrify America Investments, NCTCOG plans to submit comments for Cycle 2 ZEV investments.

For more information, please contact Lori Clark at (817) 695-9232 or [LClark@nctcog.org](mailto:LClark@nctcog.org).

[top](#)

2/26/2018 REV %Trans



# Partner Resources

*\*Information below is intended for dealership and repair facility use only.*

## Dealerships

- Eligible Vehicles
- Dealer Requirements
- Meetings / Workshops
- Dealer Correspondence
- Users Manual
- Salvagers / Dismantlers
- Smartway Vehicles
- Dealer How-To Video

## Repair Facilities

- Requirements
- Inspection Station Finder

## Marketing Toolkit

### Social Media

- Social Media Posts
- Facebook Cover Photo
- Twitter Cover Photo

### Banners and Logos

- ACT Logo
- DACM Logo
- Banner 1
- Banner 2

### Printables

[ACT Brochure](#) [Dealer Association Ad](#) [Flyer](#)

[Flyer Tear Off](#) [ACT Mailer Insert English](#) [ACT Mailer Spanish](#)

[Postcard](#)

## Newsletter Tools

[ACT Newsletter Article](#)



**North Central Texas  
Council of Governments**



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### **Recognition for North Texas SolSmart Communities**

The North Central Texas Council of Governments (NCTCOG) has completed its contract to serve as a SolSmart Advisor to the North Texas region, and would like to announce the successful designation of five local governments: SolSmart Gold - the City of Cedar Hill; SolSmart Silver – the City of Kennedale; SolSmart Bronze – the Cities of Denton, Lewisville, and Plano.

SolSmart designation recognizes communities that have taken bold steps to encourage solar energy growth and remove obstacles to solar development, thereby making it cheaper, easier, and faster for their resident's to go solar. Additionally, the efforts of Cedar Hill, who attained the highest SolSmart designation of Gold, were showcased during an [NBC News story](#), during which Cedar Hill's Mayor Rob Franke was interviewed and discussed the benefits of solar for the community as well as for the 100 plus Cedar Hill homeowners who have chosen to install solar. In 2011, Cedar Hill installed 152 KW, generating enough electricity to power approximately 20 homes, on its Government Center, demonstrating its commitment to clean power choices.

SolSmart is a U.S. Department of Energy program and is part of the greater SunShot Initiative. To receive SolSmart designation, participating communities must make changes to their local processes to reduce the time and money it takes to install a solar energy system. This includes evaluating local permitting processes, as well as planning and zoning procedures. SolSmart designees also develop innovations in areas such as market development and finance.

SolSmart uses objective criteria to award communities points based on the actions they take to reduce barriers to solar energy development. Communities that take sufficient action are designated either gold, silver, or bronze. As part of the SolSmart program, a team of national experts provides no-cost technical assistance to help communities achieve designation. All cities and counties are eligible to join the SolSmart program and receive this technical assistance. Interested communities can learn more about the SolSmart program at [www.qosolartexas.org/solsmart](http://www.qosolartexas.org/solsmart).

- Metropolitan Transportation Plan Home
- Metropolitan Transportation Plan: Mobility 2040
- Policy Bundle
- Metropolitan Transportation Plan: Mobility 2045
- Previous Metropolitan Transportation Plans
- Regional Managed Lane System
- Texas Metropolitan Mobility Plan (TMMP)
- Planning and Environment Linkages (PEL)
- Other Plan-Related Information
- Transportation Home

## Metropolitan Transportation Plan Policy Bundle

### Metropolitan Transportation Plan Policy Bundle Voluntary Measures

Mobility 2040, the region's current Metropolitan Transportation Plan (MTP), recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. However, the construction of infrastructure projects alone cannot achieve the goals of Mobility 2040.

To encourage the development of alternative, strategic solutions, Mobility 2040 includes a voluntary list of policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues that affect transportation in the region, and cover a wide range of topics. By voluntarily adopting 50 percent of these policies, participating agencies will receive an offset of local funds in federal transportation projects in the form of **Transportation Development Credits (TDCs)**.



[Request an Application](#)

Select Language ? ?

<p><b>MTP Policy Bundle Process for Transportation Department Credits Eligibility</b></p> <ol style="list-style-type: none"> <li>1. Entity voluntarily elects to participate on an annual basis.</li> <li>2. Entity reviews <a href="#">applicable policies</a>.</li> <li>3. Entity takes policy related action as appropriate.</li> <li>4. Entity submits appropriate documentation to NCTCOG. <a href="#">Request an Application</a></li> <li>5. NCTCOG reviews documentation and awards transportation development credits to entity if criteria is met.</li> <li>6. Entity submits new project through the quarterly Transportation Improvement Program (TIP) modification process.</li> </ol>	<p><b>Who is eligible to apply for Transportation Development Credits?</b></p> <ul style="list-style-type: none"> <li>▪ Cities</li> <li>▪ Counties</li> <li>▪ Independent School Districts</li> <li>▪ North Texas Tollway Authority</li> <li>▪ Texas Department of Transportation</li> <li>▪ Transit Agencies</li> </ul>
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Important Dates	
Application for Submittals Opens	November 6, 2017
MTP Policy Bundle Workshop	January 26, 2018
Deadline for Early Submittal	March 2, 2018
Deadline for FINAL Submittal with All Required Documentation	April 6, 2018
Deadline for TIP Modifications	April 27, 2018

**MTP Policy Bundle Overview Workshop - January 26, 2018**

- [Presentation](#)
- [Policy Bundle Table](#)
- [Staff Contact by Policy Area](#)
- [Workshop Recording](#)

**MTP Policy Bundle Voluntary Measures Workshop - November 10, 2016**

- [Agenda](#)
- [Presentation](#)
- [Mobility 2040 - Appendix G: Policy Bundle](#)
- [Workshop Recording](#)

**MTP Policy Bundle Workshop - September 23, 2016**

Hosted by NCTCOG for local governments and transportation agencies, detailing MTP Policy Bundle processes and procedures.

- [Agenda](#)
- [Presentation](#)
- [Mobility 2040 - Appendix G: Policy Bundle](#)
- [Application Checklist](#)
- [Workshop Recording](#)

**MTP Policy Bundle Links**

- [Mobility 2040 Website](#)
- [TDC Workshop Presentation, October 25, 2013](#)
- [Transportation Improvement Program Website](#)
- [Frequently Asked Questions](#)

**Sample Applications**

- [Cities](#)
- [Counties](#)
- [Independent School Districts](#)

- North Texas Tollway Authority
- Texas Department of Transportation
- Transit Agencies

[Request an Application](#)

**Questions?**

email: [mobilityplan@nctcog.org](mailto:mobilityplan@nctcog.org)





# Bringing MPOs Into the FAST Era

By Alexander Bond



**February 2, 2018**

Since metropolitan planning organizations (MPOs) were first formed in early 1960s, their core mission has been to perform long term surface capital planning and act as a local government voice to state transportation departments. MPOs were created to handle the massive influx of federal money from the interstate highway system and later, from the increase in funding ushered in by the intermodal Surface Transportation Efficiency Act of 1991.

While MPOs have generally performed well in this role, the era of massive capacity projects is over. The current federal law—the Fixing America’s Surface Transportation (FAST) Act of 2015—placed a much stronger emphasis on state of good repair, discretionary grants, and efficient use of the existing system.

This leaves MPOs in an awkward position as the policy and practice under which they operate has not kept up with this broader shift in federal policy. It is time to update the role MPOs play.

While long range planning should always be part of their portfolio, MPOs can and should be involved a number of innovative planning and operational activities. Examples of topics that MPOs should take on include:

- Public private partnerships
- Dynamic road pricing and congestion pricing
- Autonomous vehicle preparedness
- Active transportation modes
- Shared use vehicle regulation
- Intermodal freight planning
- Land use and quality of life issues





- Climate change preparedness
- Building coalitions for discretionary grant applications

Without a doubt, some MPOs have already evolved into multifaceted, dynamic organizations that do much more than required by law. These “super-MPOs” include San Francisco’s Metropolitan Transportation Commission, Dallas’ North Central Texas Council of Governments, Philadelphia’s Delaware Valley Regional Planning Commission, among others. Unfortunately, these are the exception and not the rule. Only a handful of MPOs—probably less than 40—have made the transition. That leaves about 350 MPOs more or less doing the same job they did in the 1990s.

One of the few new tasks enshrined in statute for MPOs is scenario planning. Compared with some of the tasks shown above, it is a relatively minor shift. However, it is one of the only examples of federal statutory change to the MPO portfolio over the last 25 years.

Scenario planning is a framework that can be incorporated into the traditional transportation process to account for what a region wants to look like in the future. It uses analyses of investment packages—usually set by some form of community visioning—to identify the best return on investments on projects the region. Scenario planning was introduced as an optional activity in federal statute 2012 and can be used for both long range visioning, short term performance based decision-making, and management of the transportation system. This recently-released FHWA study [[link](#)] does a deep dive into the topic.

This process is very different from traditional MPO planning, and requires a different professional skill set. Scenario planning requires financial acumen, enhanced public involvement capacity, different types of modeling capability, and competency with non-vehicular modes. The MPOs that possess these skills on staff (or have it via consultant) are able to take on the new task. MPOs lacking the funding or professional staff are unable to embrace scenario planning. Scenario planning is an example of the federal government leading MPO practice by putting new tasks into statute—even if it is a voluntary activity.

If MPOs are going to be given a new job, they need the financial resources to do that work. The average MPO receives only \$1.06 million in federal aid with larger MPOs receiving more and many with far less. A significant increase in funding is needed if MPOs are to evolve past their traditional long-range capital planning role.

The vast majority of new funding will be spent on personnel. To take on new tasks, MPOs will need to expand and increase the amount of specialization on staff. A [recent FHWA study by the Center for Urban Transportation Research and Eno](#) found the median MPO employed only 6 people—including administrative and executive staff. A quarter of MPOs have fewer than 3 staff members. Even some of nation’s top 50 metropolitan areas have a surprisingly small MPO staff. For example, Metroplan Orlando has only 18 employees and the Capital Area MPO in Austin employs just 12.

MPOs are well-suited to take on complex transportation issues. By definition they are composed of



local stakeholders, employ professional planners and engineers, and have a regional purview that crosses jurisdictional boundaries. Many are fixtures in the transportation sector of their community. They receive dedicated federal money, which is a powerful carrot to encourage stagnant MPOs to innovate. Congress should lead this transformation by refreshing the portfolio of MPOs; moving them from the interstate highway era into the FAST lane.

# **TOLL MANAGED LANE DATA MONITORING**

**Regional Transportation Council**

**March 8, 2018**

**Dan Lamers, P.E.**



*North Central Texas Council of Governments  
Transportation Department*

# Near Term Managed Lane System Openings

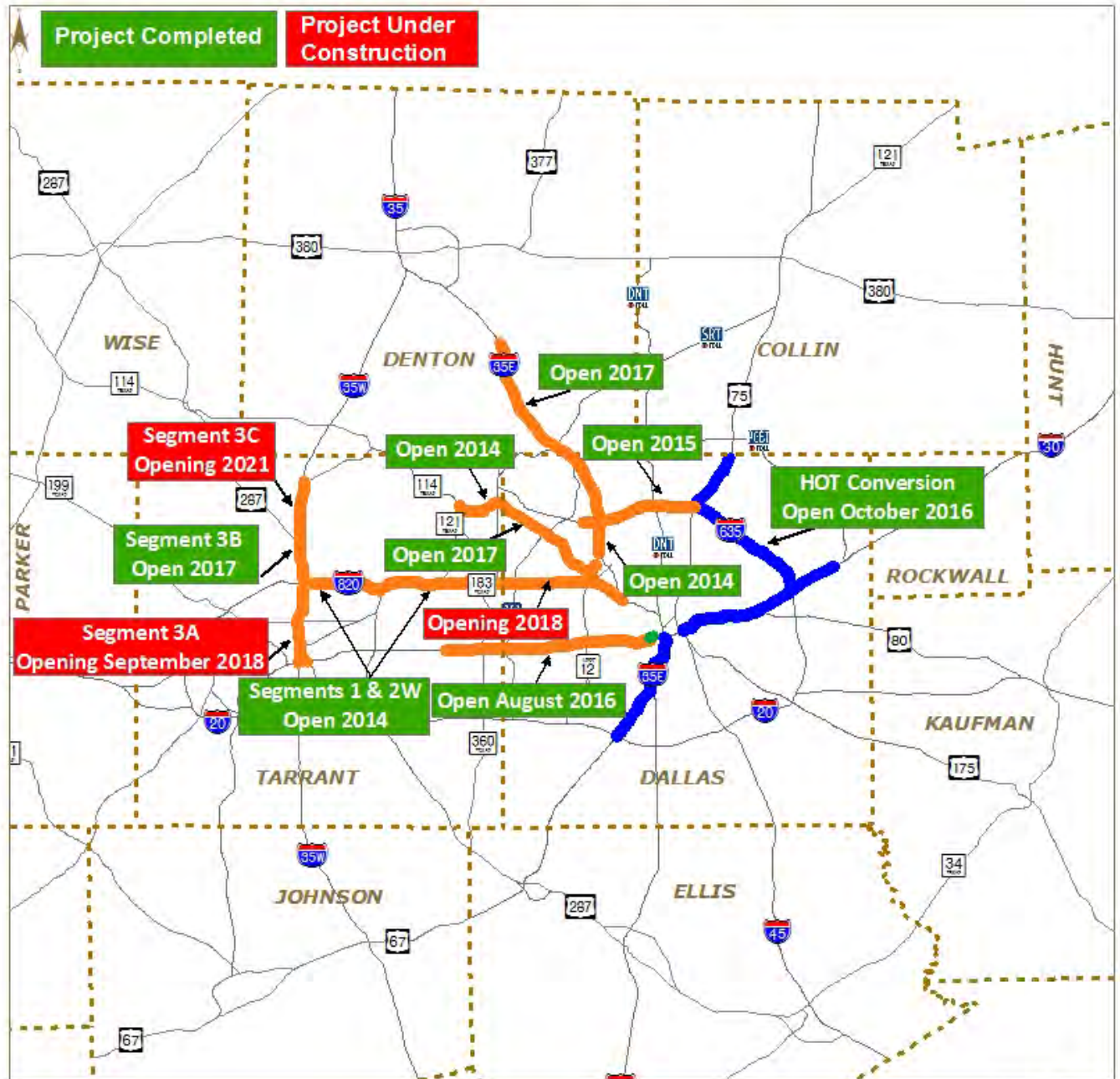
## Current Express/HOV + New Managed Lanes

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

Fort Worth CBD



Dallas CBD



# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – November 2017*

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

*\$1,907,361 as of November 2017*

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

*\$ 3,716 from October 2014 – December 2017*

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

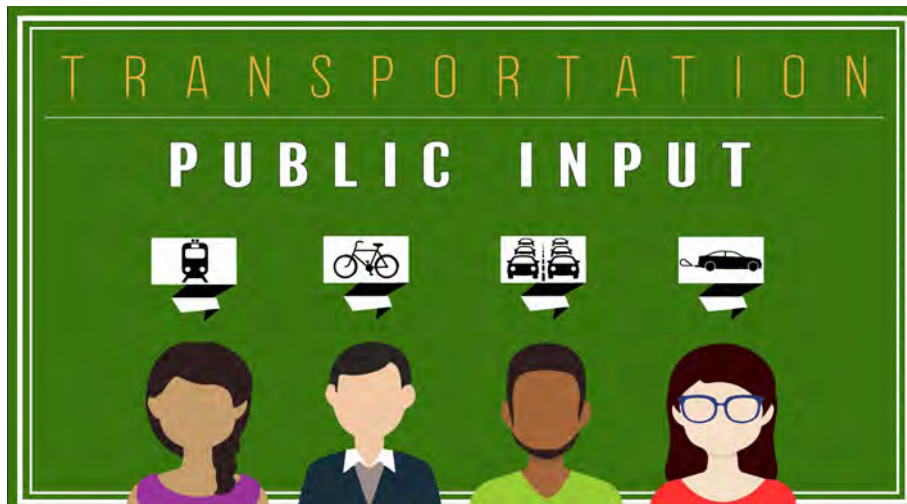
*No*

# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – November 2017*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• <i>SH 183/121 from IH 35W to SH 121</i></li> <li>• <i>IH 35W from IH 820 to US 287</i></li> </ul>	\$776,676	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• <i>IH 635 from Preston Road to Greenville Avenue</i></li> <li>• <i>IH 35E from Loop 12 to IH 635</i></li> </ul>	\$1,130,685	Negligible	0
<b>DFW Connector</b> <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> <i>IH 35E from FM 2181 (Teasley) to LBJ</i>	N/A	Negligible	0





## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment March 12 - April 10, 2018. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### Funding Program: Safety, Innovative & Emergency Projects

The 2017-2018 CMAQ/STBG: Safety, Innovative Construction and Emergency Projects Program awards federal funding to projects that improve safety conditions, have an innovative construction method or emergency projects that will enhance the resiliency of the roadway system. Details on the program and the projects being proposed for funding will be available for review and comment.

## RESOURCES AND INFORMATION

- April Car Care Clinics: [www.ntxcarcare.org](http://www.ntxcarcare.org)
- Funding Opportunities for Vehicles and Refueling Stations: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)
- AirCheckTexas: [www.airchecktexas.org](http://www.airchecktexas.org)

[WWW.NCTCOG.ORG/INPUT](http://WWW.NCTCOG.ORG/INPUT)



NCTCOGtrans



North Central Texas  
Council of Governments

## REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

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

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

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, Texas 76005

For special accommodations due to a disability or language translation, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Se harán las adaptaciones razonables.

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETINGS**

***Work Program Modifications***

***Policy Foundation for Mobility 2045 Recommendations***

***Funding Program: Sustainable Development Phase 4***

***Access North Texas***

**Meeting Dates and Locations**

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

1. Monday, Feb. 5, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 19; moderated by Dan Kessler, Assistant Director of Transportation
2. Wednesday, Feb. 7, 2018 – 6:00 pm – Haltom City Library (Haltom City); attendance: 10; moderated by Dan Kessler, Assistant Director of Transportation
3. Tuesday, Feb. 13, 2018 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 9; moderated by Michael Morris, Director of Transportation

**Public Meeting Purpose and Topics**

The public meetings were held 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. Staff presented information about:

1. Work Program Modifications – presented by Dan Kessler (Arlington and Haltom City); Vickie Alexander (Richardson)
2. Policy Foundation for Mobility 2045 Recommendations – presented by Kevin Feldt
3. Funding Program: Sustainable Development Phase 4 – presented by Adam Beckom (Arlington and Richardson); Brian Dell (Haltom City)
4. Access North Texas – presented by Kelli Schlicher

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

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



## **Summary of Presentations**

### ***Summary of Work Program Modifications presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/UPWP%20Mod3.pdf>

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

Most of the modifications presented address budget adjustments related to the University Partnership Program. There is also a modification proposing \$50,000 to upgrade video displays in the NCTCOG Transportation Council Room. Additionally, staff is requesting \$109,170 of RTC Local funding for the Blue-Green-Grey Program.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in March. Final modifications will be submitted to the Texas Department of Transportation on March 23, 2018.

### ***Summary of Policy Foundation for Mobility 2045 Recommendations presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/Mobility%2045%20Policy.pdf>

#### ***Additional information specific to Collin County presented at the Richardson public meeting:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/M20145%20Collin%20Co.pdf>

The Metropolitan Transportation Plan is required by federal law. This financially-constrained plan guides expenditures of federal and state funds, identifies policies, programs and projects for continued development and represents a blueprint for the region's multimodal transportation system.

The MTP development process maximizes the existing transportation system through infrastructure maintenance, management and operations, and growth, development and land-use strategies. Strategic infrastructure investments include transit, HOV and managed lanes, and freeways, tollways and arterials.

NCTCOG staff are working on the latest version of the MTP, Mobility 2045. A prospering region, corporate relocations and congestion maintenance are some of the key foundations for this current long-term plan. Staff will incorporate latest project developments and planning initiatives into the document, including IH 35W Segment 3C, IH 635 Phase 3 (LBJ East), high-speed rail, modern people movers and emerging technologies.

Next steps include reviewing project recommendations and hosting public meetings in April and May. The RTC will take action on Mobility 2045 on June 14, 2018.

### ***Summary of Funding Program: Sustainable Development Phase 4 presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/SD%20Phase%204.pdf>

**Handout:** <http://www.nctcog.org/trans/outreach/meetings/2018/02/Phase%204%20Handout.pdf>

In April 2017, a process to select projects via several funding programs was presented to the Regional Transportation Council. Projects were categorized into 11 programs, and project selection is proposed to occur in stages throughout 2017 and into early 2018.

The purpose of the Sustainable Development Phase 4 Program is to support sustainable development initiatives by providing funds for turnback partnerships and transit-oriented development (TOD) projects.

The Cities of Weatherford, Lewisville, Crowley and Irving have submitted requests to participate in the program. Staff is proposing to allocate more than \$51 million in funding, all of which are federal except for the City of Irving, which staff is proposing to award Regional Toll Revenue (RTR) funds.

All partnership details will be finalized before the RTC takes action on the Sustainable Development Phase 4 Program in March 2018.

***Summary of Access North Texas presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/ANT.pdf>

Access North Texas focuses on transportation needs of older adults, individuals with disabilities and individuals with lower incomes. The plan, which was last updated in 2013, identifies ways to enhance or expand public transportation availability and efficiency to meet identified needs.

Much progress has been made since 2013, including a new transit service in Hutchins, a transportation link from Hunt County to DART's Rowlett station and cooperative vehicle procurement. Staff conducted 14 outreach meetings and offered a public transportation poll in English and Spanish to engage citizens and obtain feedback.

Regional themes of the latest Access North Texas include availability, affordability, complexity and advocacy. Strategies to enhance public transportation in Collin, Dallas and Tarrant Counties are also included. The full document can be viewed online at [accessnorthtexas.org](http://accessnorthtexas.org).

Next steps include incorporating public comments, working with stakeholders to implement new or enhanced services and ensuring projects funded under Federal Transit Administration (FTA) programs are included in the plan.

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

**Policy Foundation for Mobility 2045 Recommendations**

**Ian Henderson, Citizen (Richardson)**

A. Alternative transportation funding

*Comment:* Our major issue is lack of transportation funding. I don't like toll roads. Why can't we find money elsewhere?

*Summary of response by Michael Morris:* We have proposed 15 different funding strategies over the last 20 years. I don't think our elected officials like toll roads either. Congress hasn't increased the gas tax since 1993. However, the State Legislature was successful in getting citizens to support Propositions 1 and 7. They give us tools, and we pick the best ones. In the absence of revenue, we're going to do the best we can. We're advancing the concept of only building toll roads in the most congested areas. We're not the elected officials, and our local officials don't increase the revenue.

**Tracy Wallace, Good Faith Impact (Richardson)**

A. Transportation assistance for patrons in South Dallas

*Comment:* I work in South Dallas and see the worst level of poverty. This plan looks pretty set. When can you all look at options for our area?

*Summary of response by Michael Morris:* It's not too late to address specific needs in this plan. What are you looking for?

*Comment:* All modes of transportation for people in South Dallas.

*Summary of response by Michael Morris:* Give us your contact information, and we'll set up a meeting. We have so many policies and programs we would like to see what we can do to identify your needs.

**Cody Hawkins, Student (Haltom City)**

A. Transit funding in plan

*Question:* What percentage of funding is devoted to transit?

*Summary of response by Sarah Chadderdon:* Mobility 2045 includes every single dollar spent on transit. We can give you that number, but I don't know that we track local dollars.

*Summary of response by Kevin Feldt:* I would say about 15 to 18 percent of funding is devoted to transit. If you look at the last plan, about \$27 billion was dedicated to that form of transportation.

*Summary of response by Dan Kessler:* The majority of transit operations is funded through a local sales tax. Transit operations is also very expensive. If you look at the TEX Rail project, we rely on federal funding, which is also very competitive. Any time we've surveyed North Texans,

people generally tell us they'd be willing to pay more taxes if we can put a more robust transit system in place.

### **Access North Texas**

#### **Nancy J., Citizen (Haltom City)**

##### A. Public participation

*Comment:* The public participation for Access North Texas is great. Are there other public participation opportunities?

*Summary of response by Kelli Schlicher:* In Tarrant County, we work very closely with the Tarrant Riders Network. They have a very established group that meets quarterly to talk about transportation. I can share contact information if you'd like to be involved. We are very pleased to have the connection.

*Summary of response by Sarah Chadderdon:* Access North Texas is a snapshot of an on-going conversation. If you aren't from Tarrant County, we can help plug you into another network. NCTCOG coordinates with people all the time to find them the right contacts.

##### B. Equitable transit access initiative

*Question:* If people want to participate in the equitable transit access initiative, what are the options for doing so?

*Summary of response by Sarah Chadderdon:* RTC just approved that. We don't know what it will look like yet, but we'll connect after the meeting so you can become a part of it.

### **Other**

#### **Ian Henderson, Citizen (Richardson)**

##### A. Conversion of HOV lanes

*Comment:* Has there been any interest in converting HOV lanes into main lanes?

*Summary of response by Michael Morris:* That is what we're trying to do on US 75. We're getting rid of the HOV lane. We have also demonstrated this idea on SH 161. We field tested the use of the shoulder during the peak period, and there was tremendous benefit.

##### B. Traffic signals

*Comment:* Is there some kind of technology to help manage traffic signals?

*Summary of response by Michael Morris:* We prioritize a signal plan, which lasts about three to five years. We've been to about 3,000 signalized intersections, and we're adding technology so detectors can see the demand.

#### **Phyllis Silver, Citizen (Richardson)**

##### A. Traffic signals

*Comment:* We're talking so much about congestion, and sometimes you wait such a long time at a traffic light just to go two miles.

*Summary of response by Michael Morris:* Sometimes traffic signals aren't doing what we think they're doing. When you have a concern, I encourage you to communicate with us.

*Comment:* Who should we contact in your Department?

*Summary of response by Michael Morris:* Contact our public involvement team.

**Howard Maher, BikeDFW (Richardson)**

A. Traffic signals for bicycles and pedestrians

*Comment:* Traffic signals are almost impossible for bicycles. I try to bike everywhere I go and approach intersections that should supposedly detect a bicycle, and they don't.

*Summary of response by Michael Morris:* I would like to loop Karla's team in on this. Sometimes the signal in dense areas should be driven not by the car but the pedestrian. We need to create a better system to balance this.

**Raymond Aung, Student (Haltom City)**

A. Vehicle occupancy

*Question:* Why are you all counting the number of people in each vehicle?

*Summary of response by Dan Kessler:* The idea is if you're willing to travel outside the peak period with another person, we'll charge you less to be on a toll road. It's meant to be an incentive. More and more transportation is going to be offered like a utility.

**Nathanael Wolf, Student (Haltom City)**

A. Utilization of technology to count vehicle occupants

*Question:* Why is technology utilized to count the number of people in vehicles?

*Summary of response by Dan Kessler:* Technology counting is unique to the private sector, and we sought out institutions who develop different technologies they'll patent and license. A lot of the same technologies help us determine thermal movement and capture if something is in place or not.

**Taylor Hansen, Student (Haltom City)**

A. Application of aerial photography

*Question:* How is aerial photography used in transportation planning?

*Summary of response by Dan Kessler:* Engineers use photos to look at things like drainage, right-of-way widths and impact on businesses and homes. We're also doing a lot of creative work with satellite photography to forecast and examine urbanization rate.

**Cody Hawkins, Student (Haltom City)**

A. Environmental awareness

*Question:* Does the Transportation Department have any environmentally-focused programs?

*Summary of response by Dan Kessler:* We're nonattainment for air quality, and we don't satisfy EPA standards. We oversee and implement many programs that reduce congestion and improve air quality. We run the AirCheckTexas program and provide financial assistance to repair or replace vehicles. We also run the RSVP Program and coordinate electric vehicle and solar initiatives.

**Nancy J., Citizen (Haltom City)**

A. Land-use strategies

*Question:* How does the agency work with local governments to identify efficient land-use strategies? Does the RTC look at it?

*Summary of response by Dan Kessler:* We work on projects of all types of scope and scale. If there are areas of specific discipline, we're plugged into them. A lot of us come from planning backgrounds and understand the relationship between transportation and land-use. We have no taxing authority so we don't have control over land-use. In Texas, counties don't even have land-use authority. It's a huge challenge for us because there is so much growth occurring. However, incentives have really caught on.

**Terri Palomino, Cigna Health (Haltom City)**

A. TAPS

*Comment:* Due to mismanagement of funds, TAPS went under. It's starting back up again, but how did that happen?

*Summary of response by Dan Kessler:* It's a complicated question. Federal government had some responsibility. TxDOT had oversight responsibility as well. We were a partner with TAPS. We had a much smaller amount in the system, but it did give us some oversight responsibility. People just didn't do the right thing. It's a very complicated business, and they took on a lot of programs and projects. As soon as entities were made aware things weren't going right, we put a lot of time and effort in to make things right because they were providing a needed service to a lot of people.

B. Time saved utilizing toll managed lanes

*Comment:* The toll managed lanes has saved me tons of traveling time.

*Summary of response by Dan Kessler:* We appreciate your comment. Please communicate that to the Legislature.

### WRITTEN COMMENTS FROM PUBLIC MEETINGS

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Imelda Speck	City of Lancaster	Toll managed lanes	Attachment 1
Kristine Kekich	Refugee Services of Texas	Inclusion of refugee resettlement agencies in outreach initiatives	Attachment 2
Ian Henderson	Citizen	Alternate funding options; traffic light retiming	Attachment 3



## Public Meeting Comment Form

### Instructions:

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

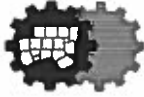
- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name Imeldé Speck  
 Organization City of Lancaster  
 Date 2/5/16  
 Meeting Location NCTCOG

### Please provide written comments below:

On the toll managed lane study, when  
 "removing" toll lanes ~~from the~~ did that  
 mean -remaining physical lanes/capacity or  
 remaining ~~the~~ toll/charge for using those lanes?





## Public Meeting Comment Form

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

Name KRISTINE KERICH  
Organization Refuge Services of TX (RST) - FW Branch  
Date 2/5/18  
Meeting Location Six Flags - Dr. Council of Gov's

### Please provide written comments below:

Please include refugee resettlement agencies in your outreach.  
As a member of the employment team at Refugee  
Services of TX (FW), I see 100's of job candidates  
being blocked in their pursuit of self-sufficiency due to  
lack of mobility. Other agencies doing similar work  
who you can reach out to are World Relief and  
Catholic Charities.

I'm happy to see the plans for increased mobility  
options between S.FW + the Alliance area!

Thank you for your dedicated efforts  
on behalf of our residents.



## Public Meeting Comment Form

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4. Please return this form to an NCTCOG employee at the registration desk.

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

Name IAN HENDERSON  
 Organization \_\_\_\_\_  
 Date 13 Feb 2018  
 Meeting Location RICHARDSON

Please provide written comments below:

*Text preferred*

*- alternate revenue*  
*- automation of T. lights*  
*- number plates for bicycles on roads over 30 mph. (and sticker)*

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

### Access North Texas

#### Email

##### 1. Tracy Wallace

Good afternoon,

There is currently a working group dreaming about better transportation not only for our elders but neighbors in general in the South Dallas/Fair Park area. Two of us will meet with DART this week. What caught my eye on your announcement for upcoming meetings were funding possibilities for transportation for elderly. I'd love to learn more and see if there's any other information this working group could use.

#### **Response by Kelli Schlicher**

Good afternoon Tracy,

It was a pleasure speaking to you this afternoon. I wanted to follow-up on some of the resources I shared with you this afternoon.

1. The Transit Operations Team will lead a Call For Projects around February 2019 to award funding to projects that support transit options for low-income individuals and seniors and individuals with disabilities. I'll have my colleague Karina Maldonado add your contact information to their contact list.
2. Access North Texas is a plan that documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes in North Central Texas. I look forward to meeting you tonight at our public meeting. The document is posted online for public review and comment.
3. My Ride Dallas is an organization that helps connect Dallas County residents to transportation resources and providers, depending on their transportation needs. Brittney Tree ([btree@ccadvance.org](mailto:btree@ccadvance.org) or 214-954-4243), Manager of this project, may be able to identify some additional transportation resources in the South Dallas/Fair Park area.
4. I'm excited to hear that you're interested in participating as a stakeholder to provide input on transportation burdens and benefits. We'll keep you in the loop as we develop this effort.
5. My coworker Jing Xu is also working with Dr. Hamidi to conduct an analysis on the quality of public transit access to life-essential opportunities for our 12-county region. This project is still underway, but a report will be available later this year.

Again, I look forward to meeting you tonight.

**Other**

**Email**

**1. Kristine Kekich**

Hi Carli,

I'm wondering, is the Feb. 5th meeting on Six Flags Drive a discussion on transportation in Arlington only? I am in Fort Worth and am looking for a meeting pertinent to my region.

**Summary of response by Carli Baylor, NCTCOG**

Hi, Kristine

Thank you for contacting me.

The February 5 meeting here at NCTCOG will provide transportation updates for the entire Dallas-Fort Worth region. In fact, one of our staff members will be presenting on Mobility 2045, which is our long-term transportation plan for the entire region, including Fort Worth. If you'd like more information on our presentation topics, they are available at [www.nctcog.org/input](http://www.nctcog.org/input).

Let me know if you have additional questions, and I'll be happy to answer them.

Hope to see you on Monday.

**PUBLIC COMMENTS REPORT**

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

**Purpose**

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

This report is a compilation of general public comments submitted by members of the public from Saturday, January 20, 2018, through Monday, February 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

**Summary**

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments were received regarding the LBJ East project, a proposed expansion of the highway, including rebuilt general purpose lanes, frontage roads and tolled managed lanes. The Regional Transportation Council supports the project.

**Alternative Fuels**

**Twitter**

1. Interested in alternative fuel refuse haulers? Tune into this webinar on 2/27 with @NCTCOGtrans @MAPCMetroBoston @cityofdentontx @CityofFortWorth – FleetsForTheFuture (@Fleets4future)



**Aviation**

**Twitter**

1. Good morning,  
Your ride to the airport is here.  
@altitude\_motion @NCTCOGtrans @dallasnews @amazon @DallasCityMgr – brad (@markosakal)



2. Flight times from NAS @amazon #Austin #FortWorth and #Dallas with vary. @NCTCOGtrans sets urban standards. #UAS or #UAV needs neighborhood standards. Over the concept of #HQ2 #HQ2TX can prove the first intercity delivery system by #UAV <http://www.nctcog.org/mobility2045> or 2020? – Marko Sakal (@markosakal)



3.  
#UTM Authorities Deep Dive:

A Multi-Billion Dollar Market Your City Can't Ignore #HQ2 #HQ238 @CityOfDallas @NCTCOGtrans <http://loupventures.com/utm-deep-dive-a-multi-billion-dollar-market-you-cant-ignore> ... – Marko Sakal (@markosakal)

4. What will attract @amazon to your city after the #HQ2 process?



Unmanned Aircraft System Traffic Management #UTM for #drones Pickup, Deliveries and Passengers service, all going airborne.

Now is the time to plan for the future.

<https://www.faa.gov/uas/research/utm/> ... – Marko Sakal (@markosakal)



5. RT @PatrickGunz\_CH Does @NCTCOGtrans planning in 2045 include any of these concepts? What are the roles for #UAS and #UTM being planned for? #Dallas #FortWorth #DFW – Marko Sakal (@markosakal)



### Bicycle & Pedestrian

#### Twitter

1. Why Walkable Streets are More Economically Productive  
<https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive> ... @CityOfDallas @NCTCOGtrans @DallasEcoDev @DallasCityMgr @DallasCountyTx – Lee M. Kleinman (@LeeforDallas)



**Why Walkable Streets are More Economically Prod...**  
3 dollars and cents arguments that definitively prove the need for people-oriented, walk-friendly places.  
[strongtowns.org](http://strongtowns.org)

100% - Mark Masinter (@MarkMasinter)

I 100% agree. I do a quick strong towns analysis of Lowest Greenville in this post. I like to think of it as the moneyball of cities – Brandon Castillo (@Bandron)



**Raising Cane's Ross Ave Drive Thru – Brandon Castillo – M...**  
I love Raising Cane's fried chicken fingers. I don't leave Old East Dallas for any random reason, but I will drive to Lovers and...  
[medium.com](https://medium.com)

2. #Simple, obviously safer!

@DCPoliceDept @DDOTDC @DelawareDMV @DelawareDOT @EvanstonPD @MDOT\_A2 @MDOT\_BWB @MDOT\_LanJxn @MDOT\_UP @MississippiDOT @my511NY @MyFDOT @myTDOT @NACTO @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTransDept @OakDOT #bike #nscsafety #DutchReach – Michael Charney (@DutchReach)





3. @NCTCOGtrans @txbornviking

**Electric Bike Report @EBikePete**  
 eBike More, Drive Less: Better Bike Infrastructure Reduces Congestion  
[electricbikereport.com/ebike-more-dri...](http://electricbikereport.com/ebike-more-dri...) #ElectricBike #eBike #eBikes #bike  
 #bicycle #ridemore

**Facebook**

1. NCTCOG Transportation Department has public meetings coming up in February where they will be sharing information about Mobility 2045, Sustainable Development Phase 4, and Access North Texas. See the events for more information!! – BikeDFW



### Collin County Strategic Roadway Plan

1. Dan Mingea

This proposal is disruptive to established neighborhoods. If your neighborhood were to be displaced, you would not vote for this!!!! Don't do it!!! You'll have to kill me first...

2. Phillip Davenport

Totally in favor of getting this built and another route across the lake resolved. The benefits of both our emergency services and public being able to get around our fast growing population.

3. Carole Pasquale

I think it will be the biggest mistake that North Central Texas has ever made; it will upset the life style and uniqueness of a most wonderful part of the World.

Sure, progress is great, but why can we not still depend on private transportation and the Airport. THE TRAFFIC CONGESTION ON THE ROADS WILL BE OUT OF CONTROL AND THE WAITING AT THE TRAIN CROSSINGS WILL BE UNBEARABLE; YOU ASKED, I SPOKE. THAT IS JUST MY OPINION AND ALWAYS HAS BEEN; NO MATTER WHAT WE, THE PEOPLE, HAVE STATED IT HAS BEEN OVERLOOKED AND DENIED; I WILL SAVE MY COMMENTS FOR OTHER THINGS OF MORE IMPORTANCE TO ME.

4. Becky Bernardi

I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT AS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY

**Response by Jeff Neal, NCTCOG**

Mrs. Bernardi,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and

consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As you're aware, we continue to work with our numerous local government partners to determine the best possible fit for potential future freeway facilities within eastern Collin County based on technical feasibility and other perspectives. With respect to the December 2017 Resolution passed by the City of Wylie, we're performing our due diligence to determine both future impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map represents a preliminary plan to adjust and mitigate for the City of Wylie's recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

### **Response by Becky Bernardi**

Thank you for taking the time to contact us in response to our input.

TO MS Baylor if you could email me separately the count of LPCF input notices you have received would be greatly appreciated. We have the last couple of weeks done Facebook Mass Advertising on the NCTCOG input link for Public Input. We have also received almost 2,200 Video Views from Jeff Neal's, Lavon NCTCOG Meeting on 1/16/18 as well.

As an FYI, as spokesperson for the Lavon Pro Corridor Freeway we have previously held meetings in January with the City of Wylie EDC, City of Wylie Mayor Pro Tem Stephens, and on Monday, 2/19/18 Wylie City Manager, Manson in addition, to being put on the Wylie City Council Agenda 2/27/18 to formally request an Amendment to the Wylie Resolution of 12/12/17 in regards to the LCF.

Items to be Amended, to state in support of the LCF and East West Freeway Studies and support of NEW bridges to include the LCF or, a Bridge itself, as originally projected back in 2002 to bring relief off of SH 78, US Hwy 380, SH 205, FM 1378, FM 2514, FM 544.

I have also spoken with Collin County Engineer, Daugherty in regards to the Amendment and Studies and he is in favor of the studies. Funds to support studies were discussed as well and pended upon Wylie's approval of Amendment request.

We, the LPCF, have received In Favor, signed off, petition responses from our Impact Survey of SH 78, 380, 205, FM 544, FM 2514, and FM 1378 from the following businesses who support the Collin County Resolution 2017-880-10-23 and the Lavon Corridor Freeway. The Impact Survey/Petition is still in progress and will continue until the end of the Public Input period. See attached

Your response to the update and actions I have just given you is appreciated.

5. Erin Larew

Dear Sir or Madam:

I am writing you to provide comments to the NCTCOG plans for future road improvements/expansions in the Wylie area. I am specifically commenting on 1) the proposed expansion of Kreymer and Troy Roads as an arterial road and 2) the bridge across Lake Ray Hubbard originating at SH 205/John King. Regarding Kreymer and Troy road as an arterial, I feel there is a better solution by utilizing Eubanks to WA Allen to FM 544 to Vinson. WA Allen and FM 544 are already 4 lane in some locations and have utility setbacks already in place. Kreymer and Troy do not have any utility or road setbacks for future expansions save of the short area of the newly constructed Bozman Farm subdivision. FM 544 is currently tied into Vinson which provides for the eventual access to the George Bush Tollway. There are a lot of houses along both the FM 544 route as well as the Kreymer/Troy route with Troy having numerous driveways, but the FM 544 route seems much better suited as planners have already made provisions for future expansion as well as development entrances rather than driveways. There would be homes destroyed on the Kreymer/Troy route where Kreymer meets Troy. Regarding the bridge across Lake Ray Hubbard, without the extension of Renner Road in Murphy, this expansion becomes much less impactful. There now is the potential for more traffic to come onto an already congested SH78 and FM 544 with no improved outlet to the east. Traffic can flow from the bridge and down the newly proposed arterial corridor running to the south to George Bush. I can see how this would alleviate congestion in Rockwall and Rowlett for those trying to get to I 30 or to George Bush. However, if this is the intention and with the Renner extension block, then the bridge should not run from 205/John King to Wylie in a northwesterly direction but to Wylie in a southwesterly direction. This would allow for a less impactful and more efficient route to I 30 and George Bush. Thank you for your consideration and soliciting public input. I understand there are needs for new and expanded roads to keep up with population growth. I just feel that there are better solutions than those currently being presented.

**Response by Jeff Neal, NCTCOG**

Mr. Larew,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Your concerns are shared among many other residents along and near Troy Road who've written to me. While I believe based on our travel demand model simulations that the proposed new bridge across Lake Ray Hubbard is a key element to alleviate future traffic along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie, it's still critical for there to be a major arterial facility east of SH 78 that can provide a direct route and accommodate potential traffic flows between the new bridge and the President George Bush Turnpike (PGBT). I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternate opportunity for that

thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

### **Response by Erin Larew**

Jeff,

Thank you for your response and thank you for investigating alternatives to Troy road for arterial thoroughfares. I will be getting together with Neighbors of Troy, and we will continue to stand united against making Troy an arterial road that threatens our property and way of life. FM 544 and Vinson just make more sense as they are already designed for expansion, unlike Troy with all of its homes and utilities placed in close proximity to the existing barely 2 lane road. I am thankful that you are working with the people who live in this area and are taking in consideration the lives you will be affecting. Sometimes the best route is not best for the people or city you are building in and you have to compromise. I appreciate that you all are working with us and not against us.

My concern with the bridge over Lake Ray Hubbard is that it is penciled in on the flood plains behind my property. I was informed by the City of Dallas 1) we could not buy it (tried buying it) because it is the flood plain for Ray Hubbard and is part of their flood control for the lake and 2) we are not allowed to have livestock on it do to pollution of the animals relieving themselves and getting into the water. My concerns are 1) you will need to build up this road and water will be displaced somewhere else. That somewhere else will be on my property, causing some portion of my property to now become unusable for permanent structures as the flood plain will encroach onto my property. This will not be tolerated by myself and neighbors. 2) they would not let animals go on the flood plain because of pollution. How in the world are car chemicals any better? This would actually be worse because chemicals are poisonous. Please look at building the bridge further up beyond the creek so it approaches land at the non-flood plain areas. Even better would be not building it at all. East Wylie does not want it. If it is so important for the people of Rockwall and beyond get home faster their property and land should be affected not ours. I chose to live in Wylie because I work in Wylie. If people don't like traffic they need to move closer to their jobs.

I am sure you already know but the beautiful fields you are planning on building the road that will connect to the bridge are in a flood plain. I've attached a map for your convenience.





**Response by Jeff Neal, NCTCOG**

Ms. Larew,

Good morning. I greatly appreciate your response as well as the inclusion of information regarding specific conditions that could affect advancement of the proposed Lake Ray Hubbard thoroughfare crossing near your property. Please understand that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive, interactive, and comprehensive environmental assessment process before construction or right-of-way acquisition can be approved...particularly any project that may cross a notable environmental asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided altogether. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition...and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

The preliminary conclusions from the CCSRP are encouraging multiple jurisdictions to re-evaluate their local thoroughfare plans...and the City of Wylie is anticipating to perform its own re-evaluation in the near future. Even if we may successfully relocate the proposed major north-south arterial east of SH 78 to Vinson Road, you should be aware that Wylie's current thoroughfare plan continues to indicate Troy Road as a future 4-lane divided roadway down to the southern city limit boundary. If you and your neighbors desire for Troy Road (south of the proposed Hensley/Alanis/John King Connector) to remain at its current

configuration and capacity...which apparently is a desire also shared by the City of Rowlett to the south...then I urge you all to remain active and vocal once the City of Wylie begins its thoroughfare plan re-evaluation process. The process could even help drive specific measures to allow future discouragement of cut-through traffic on Troy Road as improvements to the thoroughfare network occur around that area. Hopefully, such actions could ultimately assist in creating better buffers between those areas where transportation capacity improvements and accommodations for future development are truly beneficial, and others where retention of more rural quality of life issues and other conditions should remain paramount.

Again, please continue to visit the CCSRP webpage for updated information and future meeting notifications, and I'll be happy to address any other questions or comments you may have.

6. Chad Watson

Jeff,

I have been studying the last latest revision dated Feb 6. I see that COG continues to push for these new roadways even when citizen input is firmly against them. You first must understand that we are not against improving existing structures. However we are FIRMLY and ADAMANTLY against some of these new facilities. I will detail my thoughts. I feel like I am uniquely qualified to comment because I service accounts all over the metro area. I take a different route almost every day and see facilities that are overused, underused, ones that need repair, ones that should have never been built and others that need vast improvement.

1. Revised Lake Corridor. This is the best idea your group has cooked up. Country Club rd is already a main thoroughfare and it makes good sense to expand/improve it to facilitate mobility. You need to make sure the 544-Lake Corridor interchange is designed well for high flow. It is currently a major issue.

2. Park-Skyview connector. Considering item 1 Lake Corridor is done deal, this could supplement some of the E-W needs.

3. Hensley-JK connector. This is the worst idea on the proposal. Can you folks understand that we are NOT interested in any more bridges? Our streams, creeks, rivers, and lakes are to be protected at all costs. This part of Lake Ray Hubbard contains a multitude of protected species including nesting for bald eagles. A bridge in that area would likely not pass the environmental study and even if it did the impact is a net negative.

Additionally this route effectively serves as a shortcut from Plano to Rockwall and bypass much of 78. To which the COG may be pleased with. However it does NOT serve the residents or business owners in the area. What it does create is heavy traffic flow through an otherwise quite and serene residential area. An area full of residents that are here to avoid that noise and pollution to begin with.

Further this route defeats the purpose of the recent completion of 78 upgrades. Since the completion of the 78 the traffic/congestion is virtually non existent. Once the 78/205 interchange upgrade is completed, congestion will be all but eliminated.

Finally, most of the commerce in Wylie is done at business located on 78. This route effectively bypasses most/all of these companies that rely on this traffic for customers. Wylie is not interested in becoming a bypass or shortcut.

4. Cambell- Elm grove connector- No comment.

5. Kreymer to Castle extension. Terrible. Again another route that serves to bring a high traffic load into an otherwise quite residential area. This appears to serve the intermodal truck yard in the way it allows trucks a direct path to George Bush. This route also imposes on many landowners and involves establishing new ROW's. IF and only IF this route carried very specific load limits (that disallowed 18 wheelers) and hazardous cargo restrictions we could be swayed. Again in case I wasn't very clear, OUR neighborhoods do not want to serve as a major trucking route.

6. Princeton Rd extension. OK

7. FM 6 upgrade. There is little to no traffic on this road. And the only congestion is when a tractor is slow moving. 1 added lane to facilitate passing/turning would be excellent. 2 lanes in either direction would set the area up well for decades.

8. 2755 to 35 connector. No comment.

9. Chase Oaks. No comment.

10. 78 outer loop. I like how this route has pushed Westward. This makes great sense to follow existing ROW's and would help decrease the pressure on 205.

So you don't get the idea that I'm against everything, I have offered up suggestions.

1. 544 East of 78 turning south to Ballard then to Pleasant Valley and then to George Bush.

a. 544 is already a major thoroughfare.

b. Ballard/Sachse Rd south of 544 is already a major thoroughfare.

c. Pleasant Valley may be THE WORST heavily used road in the state. It needs to be completely rebuilt start to finish/top to bottom. (2 birds 1 stone)

d. trucks already utilize this route so citizens in the area would not "feel" the impact as much.

e. Utility and residential properties are set back appropriately from the roadway.

This route

1. uses existing ROW's

2. improves existing facilities

3. improves mobility to GB

4. Does not impact land/homeowners as significantly.

5. Could connect to "Lake Corridor" near GB to further improve mobility.

Another option 544 East of 78 turning south to 544 to Vinson across landfill to GB. This route is less desirable because it encroaches more private property and also goes deeper into the residential zone. It also introduces heavy traffic where it was very light. "Perceived impact" is higher.



2. Immediately begin studies to re-time the traffic lights on 544 north of 78 and on 78 from GB to 205. I can drive on 78 from Garland to Farmersville and the bulk of the time will be spent sitting at traffic lights in Sachse and Wylie. I can get from 1st st in Garland to Firewheel in 5 minutes but it takes 15 minutes to get from Firewheel to 205. Completely unacceptable to pull away from green to be stopped 200 yds later at the next red. 544 in Murphy is FAR worse and I suspect it's on purpose. The "tourist trap" effect.

3. Consider "smart traffic control" Load based signaling could replace miles of concrete. Lanes that change direction based on load.

4. Eliminate open campus at schools. When students leave campus for lunch there is a tremendous surge in vehicle and foot traffic. This results in bogged intersections as children try to cross safely.

5. Better zoning restrictions going forward. We should not allow schools to be built on primary arterial roads. It puts children at risk and ruins the flow of traffic.

6. More turning lanes...everywhere.

Thank you for your assistance in improving our roadways and for your continued efforts to tweak the mobility plan based on input from council and citizens. I appreciate you taking the time not to only to read this, but consider what is being said. I look forward to hearing your comments and also to seeing the next revisions as we move forward.

#### **Response by Jeff Neal, NCTCOG**

Mr. Watson,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concerns pertaining to this study. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've contacted me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...each of these north-south facilities can/will provide alternate paths to/from east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. Yes, the loss of the Renner Road extension (which would have allowed for a continuous facility all the way to Richardson) diminishes the roadway's potential effectiveness...but, given the level of future traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares.

Please know that the recommendation of a new Lake Ray Hubbard bridge is not suggested lightly, as it is also NCTCOG's job to promote and contribute to environmental stewardship wherever conceivably possible. Should the project continue to advance forward, we will ensure that any environmental assessment of the proposed Lake Ray Hubbard crossing...which is required by law before any construction or right-of-way acquisition could begin...will comprehensively identify and provide potential mitigation and/or avoidance strategies for any possible environmental and socioeconomic impacts. If that isn't done...or, if the anticipated impacts are indeed too significant and/or unavoidable...then the project will not proceed.

Additionally, while our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard...I want to be sure to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Quite a few other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would have greater right-of-way and quality of life conflicts as you've stated.

In closing, let me finally state my appreciation for the additional project suggestions you had outlined below. You can be assured that strategies to improve operational efficiency along existing corridors, such as improved signal timing and turn lanes, are being encouraged as strongly as our new capacity recommendations. We're also working with school districts throughout the region to discourage siting of new schools near or adjacent to major thoroughfares as much as possible. And regarding Pleasant Valley Road...because widening to a 4-lane divided arterial is already reflected in local thoroughfare plans (with an extension to Miles Road/Bunker Hill Road from Merritt Road), we certainly support continued efforts with Wylie and Sachse to bring that to fruition (identified improvements have already been incorporated into our CCSRP Baseline Network assumptions).

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

#### **Response by Chad Watson**

Thank you for the detailed response. If there must be a bridge, has there been any study of continuing 544 east to and widening Stone and crossing the lake there? It seems like that would create the nonstop E-W thoroughfare the COG seeks.

#### **Response by Jeff Neal NCTCOG**

Mr. Watson,

Good morning. I can certainly appreciate the notion of extending FM 544 (Stone Road) to the east allowing for a long-distance, continuous thoroughfare connection to/from SH 205 across Lake Ray Hubbard. However, it appeared based on our analysis that a crossing directly eastbound from Stone Road would create a much longer bridge structure and more severely affect wetland recharge areas at the northern end of the lake compared to our current proposal. That location would also be much closer to where SH 78 crosses the area between Lake Lavon and Lake Ray Hubbard, and because a bridge there wouldn't connect to any existing significant thoroughfares east of SH 205, its ability to draw future traffic away from the IH 30 and SH 66 crossings (as well as SH 78) would be more limited. The ability for the new bridge as proposed to be more equidistant between SH 78 and SH 66, and also connect directly to John King Boulevard, provides greater ability to re-distribute future traffic on the east side of the lake...and with Hensley Lane/Alanis Drive extending as far west as McCreary Road, more efficient distribution of traffic could also be realized on the west side of the lake as well.

Again, please continue to monitor the CCSRP webpage for updated information and meeting notifications...and I'll be happy to address any other questions or comments you may have.

7. Keith Wells

I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT WAS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY.

**Response by Jeff Neal, NCTCOG**

Mr. Wells,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

We continue to work with our numerous local government partners to identify the best possible fit for potential future freeway facilities within eastern Collin County based on technical feasibility and other perspectives pursuant to the October 2017 Collin County Resolution. With respect to the December 2017 Resolution passed by the City of Wylie, however, we're performing our due diligence to determine both anticipated impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map represents a preliminary plan to adjust and mitigate for the City of Wylie's recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

## 8. Connie Ener

I am GLAD that the Lake Corridor Freeway and Bridge have been removed from the master plan. Those were BAD IDEAS and there are better ones that should be considered. I'm GLAD Wylie opposed the bridge and corridor. I realize roads are needed for north-south routes, but use existing roadways that already have approved right-of-ways. Don't bring in new roads that tear up neighborhoods and create a negative environment for the citizens who were there first. Thank you!

### **Response by Jeff Neal, NCTCOG**

Ms. Ener,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've contacted me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...each of these north-south facilities can/will provide alternate paths to/from east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. Given the level of traffic predicted for this area by the year 2040, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each jurisdiction's ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSR Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

As a final note...we continue to work with all of our numerous local government partners to identify the best possible fit for potential future freeway facilities within eastern Collin County based on need, technical feasibility, and other perspectives. With respect to the

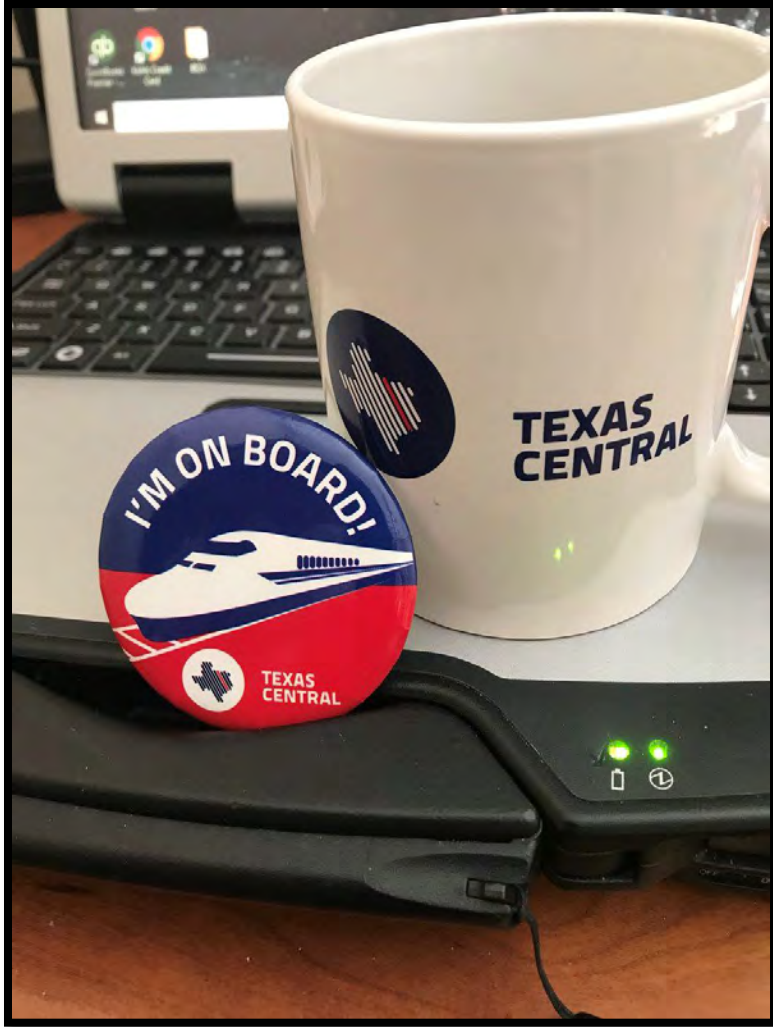
December 2017 Resolution passed by the City of Wylie, we're performing our due diligence to determine both anticipated impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map (available for viewing via the webpage identified below) represents a preliminary plan to adjust and mitigate for the City of Wylie's recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

### **High-speed Rail**

#### **Twitter**

1. It's coming ! @txbornviking @NCTCOGtrans @CityOfDallas @CityofHouston @Wylie\_H\_Dallas @KevinRoden @Danwhite7912Dan @rymgray , 90 Min to #houston from #Dallas via @TexasCentral lets get Texas moving @TxDOT @narprail @T4America @MassTransitmag – Shawn Eric Gray (@ShawnEricGray)



2. Texas Central picks downtown Dallas station site for its \$15 billion high-speed rail proposal  
[https://www.dallasnews.com/news/transportation/2018/01/29/texas-central-announces-downtown-dallas-high-speed-rail-passenger-station-site ...](https://www.dallasnews.com/news/transportation/2018/01/29/texas-central-announces-downtown-dallas-high-speed-rail-passenger-station-site...) @CityOfDallas @NCTCOGtrans @DallasEcoDev @VoteAdamMedrano @Mike\_Rawlings @TexasCentral @dartmedia – Lee M. Kleinman



**Texas Central picks downtown Dallas station site for its \$15 billion hi...**

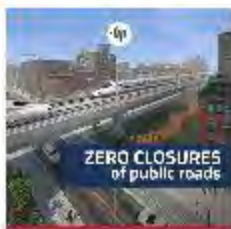
Texas Central Partners announced this morning that a site near the Dallas Convention Center will be the passenger station for their proposed \$15...

[dallasnews.com](http://dallasnews.com)

3. [texascentral.com/itstime/](http://texascentral.com/itstime/) @Danwhite7912Dan @theButcher\_st @txbornviking @WalkableDFW @Wylie\_H\_Dallas @NCTCOGtrans @UrbanFortWorth @RideshareGeek @rymgray – Shawn Eric Gray (@ShawnEricGray)



4. @Wylie\_H\_Dallas @txbornviking @WalkableDFW @UrbanFortWorth @RideshareGeek @DFWStuff @Danwhite7912Dan @RideDCTA @TheTFortWorth @BikeFriendlyFW @BikeDFW @BikeTexas @NCTCOGtrans @TxDOT @T4America @MassTransitmag @narprail @HSRail – Shawn Eric Gray (@ShawnEricGray)



**Texas Bullet Train** @TexasCentral

#DidYouKnow the #BulletTrain will cause NO closures of public roads?

The DEIS public comment period ends March 9th. Let...

### Innovative Vehicles & Technology

#### Twitter

1. @NCTCOGtrans @TakeCareOfTX @TxDOT @greensourcedfw , @GovAbbott let's get #texas on board! – Shawn Eric Gray (@ShawnEricGray)



**CleanFuelsOhio** @CleanFuelsOhio

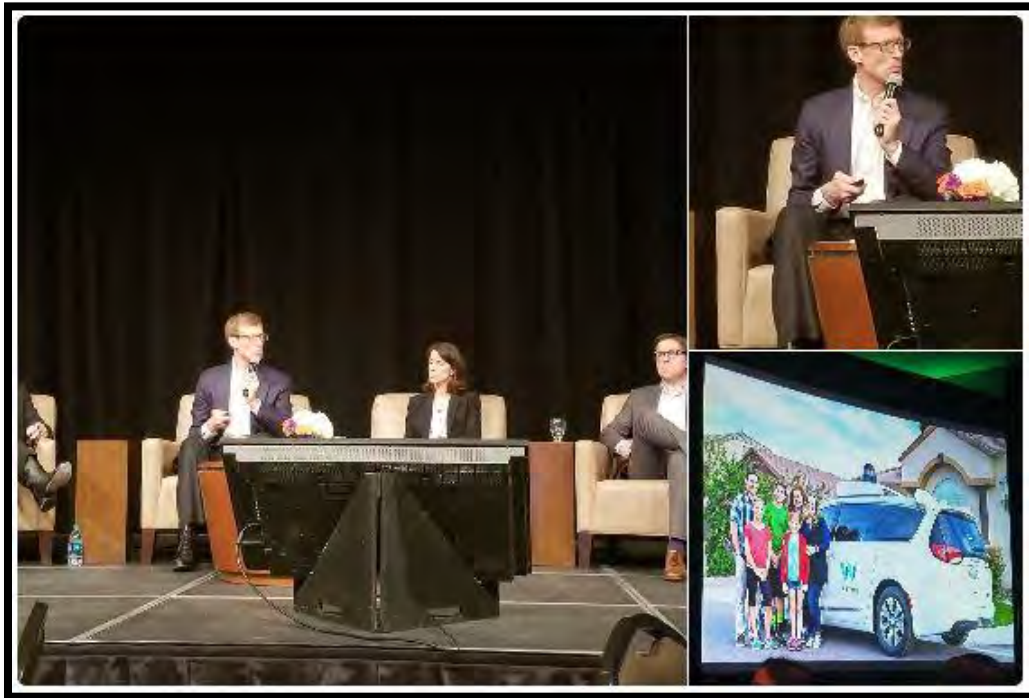
#ElectricVehicle charging networks continue to grow, making it more logical to invest in this #cleanenergy transportation. [bit.ly/2BuzZQg](http://bit.ly/2BuzZQg)

2. Hate driving? Autonomous vehicles are coming (have come!) says @lyft @CityOfArlington @NCTCOGtrans #ntts2018 – Mosaic Strategy (@mosaic\_sp)





3. @TomBamonte @NCTCOGtrans says basic maintenance of the roads is a competitive advantage that attracts autonomous vehicle developers and deployment of these programs. – Cooksey Communications (@CookseyPR)



4. Awesome 😎 – Shawn Eric Gray (@ShawnEricGray)

**NCTCOGTransportation** @NCTCOGtrans

Tesla is subsidizing the installation costs of charging stations and your workplace could qualify! For more details, visit: [dfwcleancities.org/evnt](http://dfwcleancities.org/evnt)



5. Tesla is subsidizing the installation costs of charging stations and your workplace could qualify! For more details, visit: <http://www.dfwcleancities.org/evnt> – NCTCOGTransportation (@NCTCOGtrans)



It is certainly news to me. A good news at that! – Arek Iskra (@Arek\_Iskra)

6. If you own a Tesla or know folks who do or plan to at your workplace, this might help! – Arek Iskra (@Arek\_Iskra)

**NCTCOGTransportation** @NCTCOGtrans

Tesla is subsidizing the installation costs of charging stations and your workplace could qualify! For more details, visit: [dfwcleancities.org/evnt](http://dfwcleancities.org/evnt)



**Facebook**

1. On this day in Texas Tesla history, we had a ribbon cutting for the Denton Supercharger, the first Supercharger in North Texas and the "golden spike" that connected the Texas Supercharger network to the rest of the country. It had actually opened in November, but we got Denton, Texas's Mayor Chris Watts, NCTCOG Transportation Department, TV crews & even Tesla to come celebrate with us.

We think of this as NTOG's first event.

<https://ntxteslaowners.com/.../denton-supercharger-ribbon-cut...> – Tesla Owners Club of North Texas



## Project Planning

### Twitter

1. Michael Morris from @NCTCOGtrans discussing the future of mobility planning and the importance of “silo busting” at the first Texas Community of Practice with @austintexasgov @cityofplanotx @CityofFortWorth @socrata – Brian Aylward (AylwardBrian)





2. @TxDOT Transportation Commission for #LBJNow 635E @NCTCOGtrans @ServeDallas @JudgeClayJ getting the project procured – Lee M. Kleinman (@LeeforDallas)



3. #StuckOnLBJ due to political games. @GovAbbott @DanPatrickTX @DonHuffines @SenatorBobHall responsible for your miserable commute. @NCTCOGtrans funding plan was rejected by @TxDOTCommission due to political meddling. #LBJNow @ServeDallas @DouglasAthas  
<http://www.quorumreport.com/login.cfm?G=http://www.quorumreport.com?IID=27615&CFID=16901781&CFTOKEN=d41be50c9677bf15-0207E2DC-A2A4-2370-71701C5562A246E0> – Lee M. Kleinman (@LeeforDallas)

I appreciate & share your frustration. You may ♥ tolls & higher taxes, but voters & drivers don't. Arrogantly ignoring state leadership, #txlege & voters stalled the project. This one's on you, @DouglasAthas, the RTC and the unaccountable transportation bureaucracy. – Senator Don Huffines (@DonHuffines)

While some are pointing fingers, I have been working cooperatively with state leaders to advance this much needed project. Lee: your political blame game is counter-productive. #moveitforward – Senator Don Huffines (@DonHuffines)

Rather than airing grievances on Twitter, I've been working to undo the mess of a project Doug Athas, the RTC & you initially approved so that we can FINALLY deliver this project. It will be done right & SOON. #moveitforward – Senator Don Huffines (@DonHuffines)

If you think you're aligned with voters, I suspect that you're going to have a disappointing reelection season. I'm certainly one voter who made the mistake of voting for you once but who won't repeat the same mistake. – Colin Hildinger @ColinHildinger

“State Leadership” on transportation. Lol. Oh wait. You were serious...???

#txlege – Brad McCutcheon (@BmcCutcheon)

but didn't you just point the finger at Doug in the previous tweet? – TC Fleming (@TC1310)

4. @TxDOTCommission Chair just announced they won't vote on 635E procurement today. Big disappointment. More political delays. @TxDOT @NCTCOGtrans @CityOfDallas @ServeDallas @JudgeClayJ @Mike\_Rawlings #LBJNOW #StuckOnLBJ @CindyBurkett\_TX @LindaKoopHD102 @DonHuffines @GovAbbott – Lee M. Kleinman (@LeeforDallas)

Counseling others about counter-productive political blame games might seem more than a little odd when you just blamed @leefordallas, Mayor Athas, the elected officials who comprise the RTC representatives and whatever the heck the 'transportation bureaucracy' is. – Texas Conservative News (@Texconserv)

Rather than airing grievances on Twitter, I've been working to undo the mess of a project Doug Athas, the RTC & you initially approved so that we can FINALLY deliver this project. It will be done right & SOON. #moveitforward – Senator Don Huffines (@DonHuffines)

Constituent here Don Huffines and I want you to green light project and stop standing in the way. Your donors may want you to stop it but your constituents want it green lighted. – Shelby Eidson (@seidson)

5. It continues to be the most dangerous intersection in N Texas, yet @GovAbbott @DanPatrick @DonHuffines @SenatorBobHall want to play politics. #LBJNow. It's literally costing us our safety! – LBJNow (@LBJ\_Now)



6. GOOOD MORNING LBJ ! I'm #StuckOnLBJ thanks to @SenatorBobHall @DonHuffines @DanPatrick @GregAbbott\_TX @GovAbbott back-room deals with @TxTurf that interfere with the #transparent #local decision making process. #WarOnCities Please follow @LBJ\_NOW for the latest. – Lee M. Kleinman (@LeeforDallas)



7. The project had the support of...well...just about everyone. Now @SenatorBobHall of NOT Dallas, Texas is “taking credit” for blocking it. @LBJ\_Now @NCTCOGtrans #txlege – Brad McCutcheon (@BMcCutcheon)

**Carol Toler** @CarolToler

LH residents plead their case, but LBJ East remains on hold, and crashes and heavy traffic cause continued delays. @LBJ\_Now  
lakehighlands.advocatemag.com/2018/01/lbj-ea...

@SenatorBobHall & @DonHuffines hate their constituents enough that they've killed dozens of them by blocking this project for years. #howmanyhavetodie – Colin Hildinger

Uh, thanks, @SenatorBobHall? – Rebecca N. (@rebecca\_n)

or managed lanes.” He also tweeted that “delaying the project is costing the taxpayers of Texas nearly \$5M every month the project is delayed.”

So frustrating. Meanwhile we sit in traffic and been handed the most dangerous intersection in N tx – LBJNow (@LBJ\_Now)

8. Please follow @LBJ\_Now for the latest in the LBJ East saga and the continuous roadblocks put in the way of improvement.

#LBJNow #StuckOnLBJ #Liberty=FreedomToChoose @DonHuffines @SenatorBobHall @DanPatrickTX @GovAbbott @ServeDallas @DouglasAthas @TxDOTCommission @NCTCOGtrans @DanPatrick – Lee M. Kleinman (@LeeforDallas)

Just another example of our state senators taking anti-constituency positions. Hopefully this election cycle will purge a few of them. – Colin Hildinger (@ColinHildinger)

9. Even the MIB know #TollMangedLanes work

<https://youtu.be/S8v7Qh-koUw> . Enjoy this video while you are #StuckOnLBJ @LBJ\_Now @AdamMcGoughD10 @NCTCOGtrans @DouglasAthas @JudgeClayJ @shpick. Let your @TXlege know @SenatorBobHall @DonHuffines @DanPatrick @GovAbbott @GregAbbott\_TX – Lee M. Kleinman (@LeeforDallas)



**MIB car**  
youtube.com



10. Poll: Toll express lanes, thumbs up or thumbs down?

[https://www.dallasnews.com/opinion/commentary/2018/01/31/poll-toll-express-lanes-thumbs-thumbs ...](https://www.dallasnews.com/opinion/commentary/2018/01/31/poll-toll-express-lanes-thumbs-thumbs...) @LBJ\_Now @DonHuffines @SenatorBobHall @DanPatrick @GovAbbott @GregAbbott\_TX @AdamMcGoughD10 @DouglasAthas @Mike\_Rawlings @MarkClaytonD9 @shpick @JudgeClayJ @JasonVillalba @NCTCOGtrans @CityOfDallas – Lee M. Kleinman (@LeeforDallas)



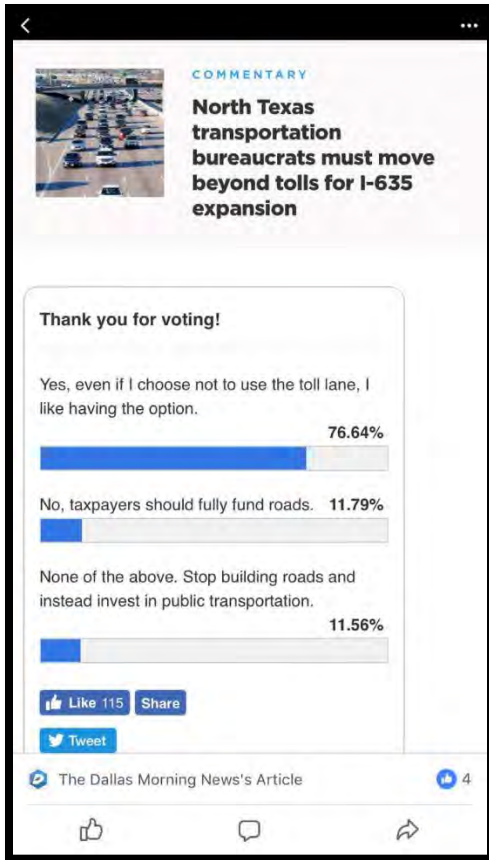
**Poll: Toll express lanes, thumbs up or thumbs down?**

Politicians in North Texas and Austin are debating how best to fund the expansion of LBJ Freeway/I-635 East. We want to know, what do you think?

[dallasnews.com](http://dallasnews.com)

Pretty clear what Dallas wants – jondeats (@jondeats)





But @DonHuffines and @SenatorBobHall keep telling the powers that be (@GovAbbott and @DanPatrick) that “we” don’t want it...#butwaitwedo @TxDOTCommission – LBJNow (@LBJ\_Now)

#LBJNOW. Begin the already funded project. Give driver choices of free AND managed toll lanes. It works going West - do the same East. – Connie C Koval (@connie\_koval)

We’ve disagreed on more things than I can count but we are in total agreement here 👍 you want roll lanes, use toll lanes, you don’t, don’t use them... – Dallas Fire PSC (@DallasFirePSC)

Careful. You were elected because you were reluctantly forced to oppose the Trinity Toll Road. Still have that apartment in the HPISD? – Adam Vanek (@adamvaneklaw)


👍#LBJNOW – Connie C Koval (@connie\_koval)

👍 - Barbara Muntz (@BarbaraMuntz)

No Tolls. No taxation through privatization. – Adam Vanek (@adamvaneklaw)

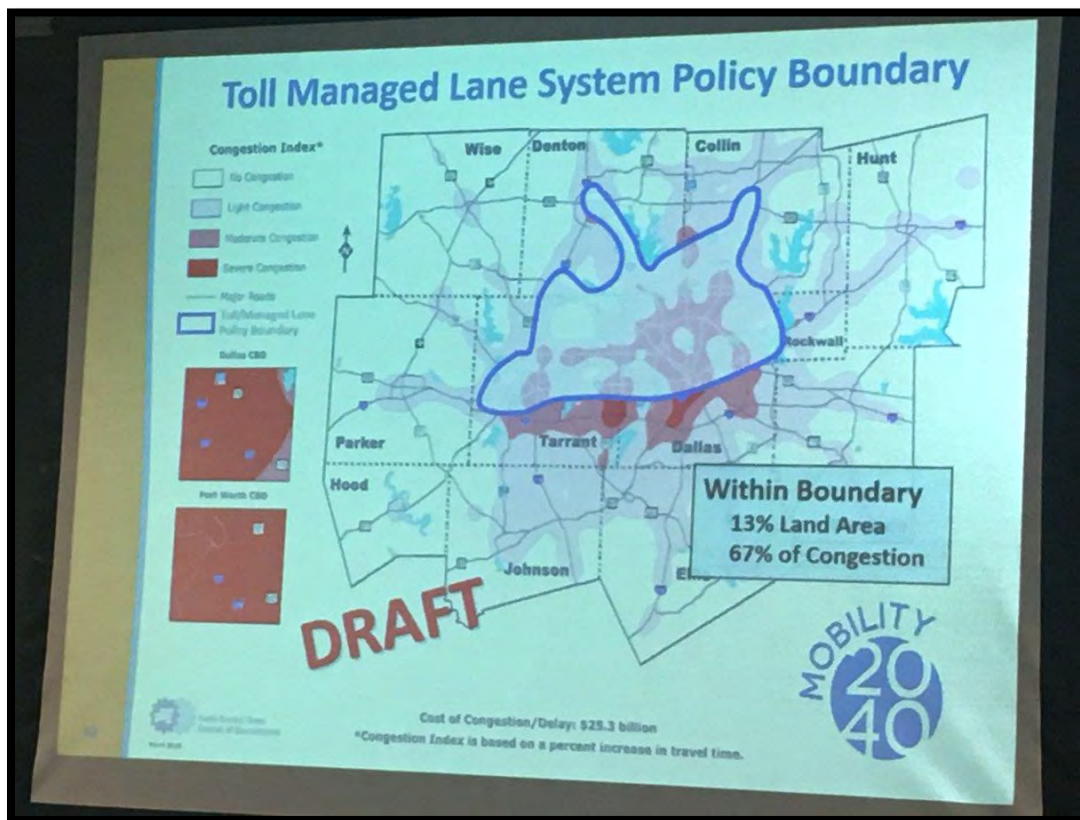
Yes! Finish @LBJ\_Now ! – Carol Toler (@CarolToler)

11. Not Again! @SenatorBobHall @DanPatrick @DonHuffines Please @GovAbbott help us get some relief! @LBJ\_Now @AdamMcGoughD10 #LetTheDriverChoose @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



**Madison Sawyer** @MadisonSawyerTV  
ALT ROUTE: Ramps from 635 West to 75 CLOSED because of a crash related to ice on the High Five. Exit at Greenville Ave then use either Forest or Spring Valley in order to access north and southbound lanes of Central

12. @NCTCOGtrans shows 13% of the area has 67% of the congestion. @LBJ\_Now. We need all tools. Optional Tolloed Managed Lanes reduce congestion for ALL users. @GovAbbott please help. @SenatorBobHall @DonHuffines @DanPatrick are holding us hostage #StuckOnLBJ #LetTheDriverDecide – Lee M. Kleinman (@LeeforDallas)



13. Can it be any simpler?

#LetTheDriverDecide

But @SenatorBobHall @DonHuffines @DanPatrick think they know better than their constituents. @GovAbbott please help @LBJ\_Now . To solve @NCTCOGtrans #Mobility we need all tools and options. – Lee M. Kleinman (@LeeforDallas)

**Tolled Managed Lanes**

---

**Purpose: Manage Congestion**

**Effect: Increased Mobility**

- Improved Speeds in Tolled Lanes
  - Speeds 50% Faster for Non-Tolled Lanes
  - Speeds 75% Faster for Tolled Lanes

**Project Funding Supplement**

**Allow Private Sector Participation**

**Users Average About \$10 per Month**

**Drivers Have Choice and Predictability**

14. \$48 million once meant for toll road will be diverted to Trinity levees – Dallas Morning News (@dallasnews)

**\$48 million once meant for toll road will be diverted to Trinity levees**

Tens of millions of dollars once set aside for a road along the Trinity River will now be diverted toward flood control, years after the U.S. Army...

dallasnews.com



Tell Michael Morris at @NCTCOGtrans if he's actually in the business of listening to the public I've got some suggestions for I-35E inside LBJ now that it looks like Harlan Crow Expressway won't be happening. – David Adrian Smith (@DavidSmithBigD)

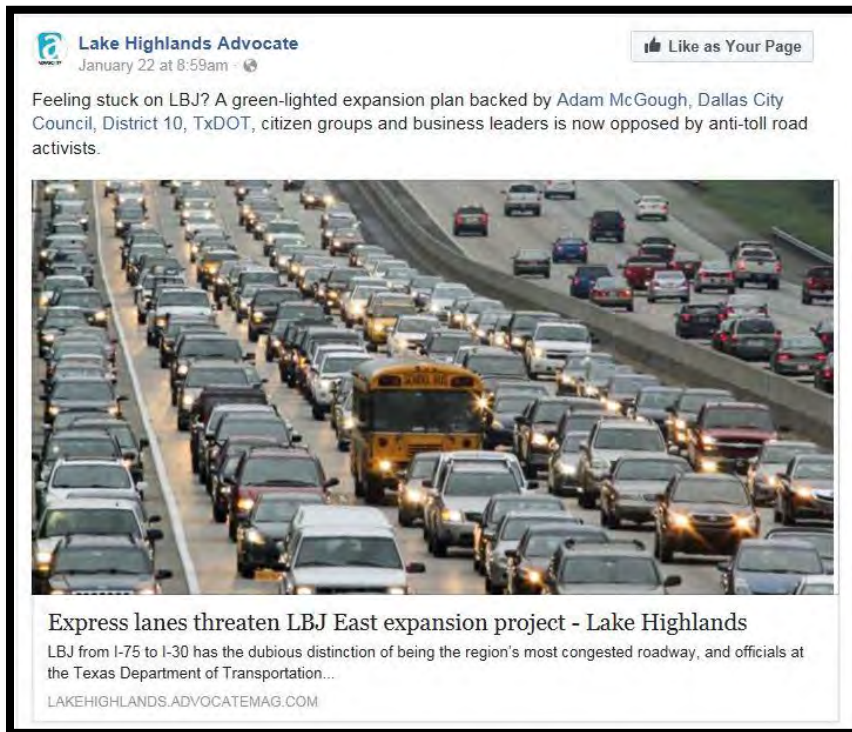
Hi, David! We would love to hear from you. Feel free to share your ideas here: <http://www.nctcog.org/trans/outreach/meetings/feedback.asp> .... Let us know if you have any questions! – NCTCOGTransportation (@NCTCOGtrans)

## **Facebook**

1. Thank you Carol Toler for covering this critical issue facing our district. We cannot wait any longer to expand 635E and need residents' voices to send that message to our state leadership. This is a serious public safety and quality of life issue.

#LBJNow #ExpressLanes #TEXpress

LBJ NOW NCTCOG Transportation Department TxDOT Texas Department of Transportation Lake Highlands Advocate Lake Highlands Residents Lake Highlands Public Improvement District 100 Women of Lake Highlands City of Dallas - City Hall Allison Broumley Griffin Kathy Stewart Office of the Governor Greg Abbott – Adam McGough, Dallas City Council, District 10



The image shows a screenshot of a Facebook post from the page 'Lake Highlands Advocate'. The post is dated 'January 22 at 8:59am'. The text of the post reads: 'Feeling stuck on LBJ? A green-lighted expansion plan backed by Adam McGough, Dallas City Council, District 10, TxDOT, citizen groups and business leaders is now opposed by anti-toll road activists.' Below the text is a photograph of a multi-lane highway completely clogged with cars, with a yellow school bus stuck in the middle of the traffic. Below the photo, the post has a title 'Express lanes threaten LBJ East expansion project - Lake Highlands' and a short paragraph: 'LBJ from I-75 to I-30 has the dubious distinction of being the region's most congested roadway, and officials at the Texas Department of Transportation...'. At the bottom of the post, the website 'LAKEHIGHLANDS.ADVOCATEMAG.COM' is listed.

2. The Texas 360 toll road is projected to open this spring. Hope to ease some traffic congestion down there! 🚗🚙🚘🚚🚛 –City of Grand Prairie - Municipal Government



### Public Meetings & Forums

#### Twitter

1. @NCTCOGtrans @Wylie\_H\_Dallas @UrbanFortWorth @RideDCTA @dartmedia @TheTFortWorth @TexasCentral – Shawn Eric Gray (@ShawnEricGray)

**TRANSPORTATION  
PUBLIC MEETINGS**

What Do You Think? Tell Us.

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

**Public Meetings**

Monday, Feb. 5 2:30 pm North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011	Wednesday, Feb. 7 6:00 pm Haltom City Public Library 4809 Haltom Road Haltom City, TX 76117	Tuesday, Feb. 13 6:00 pm Richardson Civic Center 411 W. Arapaho Road Richardson, TX 75083
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The Arlington meeting will be live streamed at [www.nctcog.org/video](http://www.nctcog.org/video) (click on the "live" tab). A video recording of this meeting will also be online at [www.nctcog.org/input](http://www.nctcog.org/input).

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

[Work Program Modifications](#)

2. Watch @TxDOTCommission mtg here:

<http://txdot.swagit.com/play/01252018-585/#8> ...

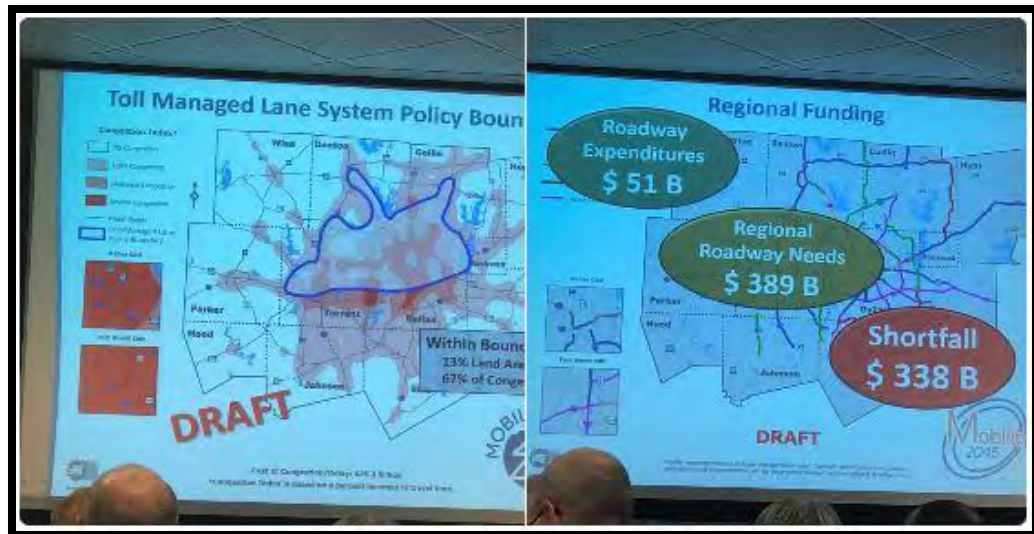
@ServeDallas @LBJ\_Now @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

3. @haydenconsults attends Regional Transportation Council at @NCTCOGtrans Office in Arlington, Tx – Daphne (@DaphneTexasPE)



Good to have you here 🧐 - NCTCOGTransportation (@NCTCOGtrans)

Glad to be present! Very informative meeting and great to see so many transportation colleagues. – Daphne (@DaphneTexasPE)



4. Victor Vandergriff providing what he says are his last public remarks as an appointed official. Urges #RTC to stay the course – Philip Hiatt Haigh (@philip\_inRL)





@NCTCOGtrans's #RTC took \$7 billion from @TxDOT's unified transportation program and turned it into \$21 billion in #NTX projects – Philip Hiatt Haigh (@philip\_inRL)

5. Many joined me at today's @NCTCOGtrans meeting in thanking him 😊 – Judge Clay Jenkins (@JudgeClayJ)

### Safety

#### Twitter

1. The States with the most speeding-related traffic fatalities in 2016 were: Texas (1,069), California (1,056), North Carolina (566), & Pennsylvania (505). Source: NHTSA #SlowDownArriveSafe @DallasPD – Robert Arrendondo (@DPDLtArredondo)

Texas leads nation in speeding-related traffic fatalities. When will @NCTCOGtrans address inherent dangers in our regional transportation infrastructure? 🤔 – Wylie H Dallas (@Wylie\_H\_Dallas)

2. Way to set goals @TxDOT. Others have #VisionZero , we strive for an increase. – Kevin Shepherd (@k\_shepherd)

**Streetsblog USA** @StreetsblogUSA

While other agencies set ambitious goals for reducing traffic deaths, @TxDOT is aiming for an additional 400+ deaths by 2022.  
[usa.streetsblog.org/2018/02/09/tex...](http://usa.streetsblog.org/2018/02/09/tex...)

That impressive 2% reduction in the increase is likely going to be mirrored by our local MPO because it's easiest just to follow TxDOT's lead. Meanwhile, it's been over 17 years since TX has a single day without a traffic fatality. – ProjectGreatStreets (@greatstreetsATX)

Yep. Wouldnt be surprised to see the same here in NTX with @NCTCOGtrans. Thanks for sharing this and writing on it @schmangee – Kevin Shepherd (@k\_shepherd)

3. Looks like @NCTCOGtrans is getting ready to raise its “death budget.” How high do annual fatalities have to rise before NCTCOG takes action? – Wylie H Dallas (Wylie\_H\_Dallas)



## Transit

### Twitter

1. @NCTCOGtrans, we need a system like this! I see wrecks caused by individuals like this everyday. – TriRussell (@TriRussell)



2. Dallas to get money to extend Bishop Arts streetcar to downtown Omni Hotel  
<https://www.dallasnews.com/news/transportation/2018/01/23/dallas-get-money-extend-bishop-arts-streetcar-downtown-omni-hotel> ... @NCTCOGtrans @CityOfDallas - Lee M. Kleinman (@LeeforDallas)





**Dallas to get money to extend Bishop Arts streetcar to downtown O...**

Dallas will soon have the money to send its streetcar to the front doors of the downtown Omni Hotel. The City Council is scheduled to vote Wednesday...

[dallasnews.com](http://dallasnews.com)

Awesome - let's just take that sucker down Lamar, across Corinth, through SOC, and then connect the loop back in Bishop Arts, and we'll actually be on our way to some functioning transit that serves a range of incomes! WHEEEEE – Kris Norvet (@k122n)

**Other**

**Twitter**

1. @Curtistene @desototx recognizes @NCTCOGtrans as great partner 😊 – Judge Clay Jenkins (@JudgeClayJ)



2. RT @NCTCOGtrans Idle Emergency Vehicle Reduction Strategies Webinar, Jan 30 <http://ow.ly/FOY030hUL3o> @IAFC @NVFC @TheIACP @NationalSheriff @NCCPSafety @NAEMT\_ @IAFCCP @joinipsa @CalChiefs @NJSACOP @amerambassoc @iaemsc @FIFireChiefs @western\_fire @NFPA @usfire – EM Weekly Report (@emweeklyrpt)



3. @txbornviking @Wylie\_H\_Dallas @KevinRoden @UltraLyft @Danwhite7912Dan @RideshareGeek @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)



4. San Marcos is cracking down on people who overstay their parking spot -- with the help of license plate readers: [http://kxan.com/2018/02/05/license-plate-scanners-coming-to-downtown-san-marcos-to-help-parking-enforcement/?utm\\_medium=social&utm\\_source=twitter\\_KXAN\\_News](http://kxan.com/2018/02/05/license-plate-scanners-coming-to-downtown-san-marcos-to-help-parking-enforcement/?utm_medium=social&utm_source=twitter_KXAN_News) ... – KXAN News (@KXAN\_News)



@CityOfDallas @CityOfArlington @cityofplanotx @CityofFortWorth @CityOfFriscoTx  
@GrapevineTXCity @CarrolltonTX @cityofmesquite @DENTONPD @NCTCOGtrans  
y'all need this technology

5. "Glen Whitley tells a bold-faced lie about the state budget and local property taxes and is hailed as a "truth teller" by the Fort Worth Star-Telegram?" #TXLege – Empower Texans (@EmpowerTexans)



One way stifle growth: tax hikes. Middle class hurt by Increased property tax as well as usurious tolls by the @TollTagNews & @NCTCOGtrans – J\_C.Anderson (@JYakburger)

6. Fairly certain @TxDOT didn't the memo. Think only one person at @NCTCOGtrans read it. DFW has spent over \$12B in the past decade widening highways when we could've been expanding #TransitAlternatives instead! #LostOpportunity – Loren S. (@txbornviking)



**Facebook**

1.

The “Infrastructure” bill is terrible idea. Why?

Republicans rightly criticized Obama for his “stimulus” infrastructure bill, and should not support a similar idea from Trump. That’s hypocritical and I’m calling those Republicans out.

It will be funded with new debt, adding to the \$65,000 in debt (plus interest) that every American - man, women, child - already owes the federal government.

If I’m wrong, I’ll admit it. And recant my criticism. But I’ve seen this rodeo before.

For every individual breathing in America, Congress has run up a \$65,000 credit card balance for them. Let that sink in.

If there are projects we NEED, Congress should pay for it out of their \$4 trillion annual budget. Not new debt.

This is not complicated. This is basic fiscal responsibility.

Every president, Democrat and Republican, talks about a giant stimulus. A debt-funded spending bill, rather than REFORMING current federal spending.

Congress already spends tens of billions on “infrastructure” every year. It’s in the budget.

They also waste billions on non-road waste, like energy subsidizes and others, and billions more on passengers trains that don’t work.

And not just Amtrak.

They subsidize 1400 transit systems nationwide. Every transit agency, big and small, gets federal money. Every year.

And as far as wasteful “infrastructure” goes?

The City of Dallas wasted \$100 million - PLUS more in federal handouts - on a beautification bridge; a skyline vanity project that was way overpriced. It’s now crumbling a few years later. Oops!

It was a want, not a need. The need was for a bridge. But a giant donor gave private money, Dallas hopped on with more local tax dollars, and then got a giant federal grant.

So even when government gets a generous private donor, they simply spend more. And the feds are always there to make people in FL, NY, or CA, pay for a decorative bridge in Dallas.

Much of the roads and bridges you use are paid for at state & local level, not the federal level. Meaning, you already pay state and local taxes that fund these needs.

Why do we need more federal pork??

If Texas needs new projects, we should have that debate here. And so should every state.

We shouldn't tolerate a Congress that borrows more and more at the federal level, each and every presidency, without any spending reforms.

We shouldn't be clapping for this.

We shouldn't be hypocrites when a Republican proposes something we criticized a Democrat for doing.

Republicans campaign every cycle on "fiscal responsibility."

I have yet to see the Republican Congress act on that overused and abused campaign promise.  
– Ross Kecseg

Ross Kecseg, the Federal funding funnels through a mandated group called an MPO, Metropolitan Planning Organization, and ours here in North Texas is called the RTC, Regional Transportation Council, which is in turn housed and coordinated through the NCTCOG Transportation Department. In other words, Micheal Morris is top of the ladder in all funding for North Texas. – Stephen Stanley



Mayor ~ Tammy Dana-Bashian  
Mayor Pro Tem – Martha Brown  
Deputy Mayor Pro  
Tem ~ Debby Bobbitt  
City Council ~  
Robert Blake Margolis  
Brownie Sherrill  
Matt Grubisich  
Pamela Bell  
City Manager ~ Brian Funderburk



**ELECTRONIC ITEM 3.13**  
City of Rowlett  
4000 Main Street  
Rowlett, TX 75088  
Phone ~ 972.412.6100  
Fax ~ 972.412.6118  
www.rowlett.com

*A unique community where families  
enjoy life and feel at home*

February 21, 2018

Regional Transportation Council  
North Central Texas Council of Governments  
Attn: Honorable Mayor Rob Franke, P.E., Chairman  
616 Six Flags Drive  
Arlington, TX 76011

**RE: IH-635 East Phase 3 Funding**

Transportation funding in north Texas is truly a regional imperative. The City of Rowlett wholeheartedly supports regional transportation initiatives because they are vital for sustainability and growth of the region. Rowlett has been the beneficiary of large regional transportation projects such as the PGBT Eastern Extension in 2011 and the expansion of the DART Light Rail Blue Line in 2012. A massive amount of work has been invested by the Regional Transportation Council (RTC) in planning and implementing significant transportation projects in north Texas. Rowlett supports the work of the RTC under your leadership and the North Central Texas Council of Governments (NCTCOG).

As you know, the IH-635E project currently has a \$653 million funding gap due to the Texas Transportation Commission's (TTC) lack of support for tolled managed lanes. This has required the NCTCOG and RTC to find options to make up this shortfall and keep the IH-635E project moving. As with most of our partners in the region, Rowlett was very disappointed the TTC didn't act last month to dedicate funds to make up the funding gap.

The proposed funding option presented at the RTC on February 8, to advance the design-build procurement on IH-635 East Phase 3 from US 75 to IH-30, has created considerable concern to the City of Rowlett. The option listed three critical regional transportation projects to be used as 'collateral' to close the current \$653 million funding gap to complete the IH-635 E project. One of these three projects is the IH-30 frontage road construction project that includes the installation of the Bayside interchange and Dalrock Road reconfiguration, which is estimated to cost \$128 million. The timely delivery of the IH-30 project is significant for the following reasons:

- It will dramatically improve public safety along the IH-30 bridge between Garland and Rockwall
- It is critical to the mobility of eastern Dallas County and Rockwall County
- It is crucial to the economic growth and vitality of the region



- It is vital to the success of the \$1.0 billion Bayside development, which will infuse millions of dollars to the region in tax revenue and job growth.

Furthermore, the IH-30 frontage road construction project across Lake Ray Hubbard is extremely important for the entire Metroplex, as IH-30 serves as the eastern gateway into the Dallas-Fort Worth area. A strategy that cannibalizes other major transportation projects as 'collateral' to fund the IH-635 E project jeopardizes the growth and development of our entire region. We must fix IH-30!

Rowlett continues to support the RTC and NCTCOG and is very optimistic you and the other members of the RTC will continue to work with the TTC to find another solution to the IH-635E funding gap. Rowlett applauds the RTC for not acting on February 8 to move forward with the IH-635E project at the expense of other key regional projects until another solution is identified. This non-action on the funding option presented affirms the continued collaboration and partnership the NCTCOG and RTC has with its transportation partners, such as Rowlett.

I have attached a resolution approved by the Rowlett City Council on February 20, 2018 stating our position regarding the criticality of the IH-30 frontage road project.

Respectfully,



Mayor Tammy Dana-Bashian  
City of Rowlett

CC: Regional Transportation Council  
Michael Morris, Director of Transportation, North Central Texas Council of Governments  
Rowlett City Council  
Brian Funderburk, Rowlett City Manager

Attachments

**RECEIVED**

FEB 23 2018

2 | 2

**TRANSPORTATION**

Mayor ~ Tammy Dana-Bashian  
 Mayor Pro Tem – Martha Brown  
 Deputy Mayor Pro  
 Tem ~ Debby Bobbitt  
 City Council ~  
 Robert Blake Margolis  
 Brownie Sherrill  
 Matt Grubisich  
 Pamela Bell  
 City Manager ~ Brian Funderburk



City of Rowlett  
 4000 Main Street  
 Rowlett, TX 75088  
 Phone ~ 972.412.6100  
 Fax ~ 972.412.6118  
 www.rowlett.com

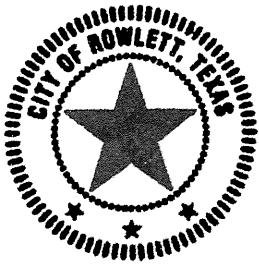
*A unique community where families  
 enjoy life and feel at home*

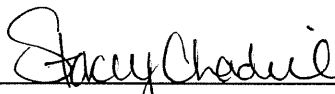
CERTIFIED COPY OF RECORD

STATE OF TEXAS	§
	§
COUNTIES OF DALLAS AND ROCKWALL	§
	§
CITY OF ROWLETT	§

I, the undersigned, Deputy City Secretary of the City of Rowlett, Texas, a governmental subdivision of the State of Texas, in the performance of the functions of my office, hereby certify that the following copy of Resolution No. RES-019-18 was approved by the Rowlett City Council on February 20, 2018 and is a true and correct copy of same, and that I am the lawful possessor and have legal custody of said record.

WITNESS my hand and seal of said City of Rowlett, Texas, at my office in said City, Counties and State aforesaid, this the 21<sup>st</sup> day of February, 2018.



  
 \_\_\_\_\_  
 Stacey Chadwick, Deputy City Secretary  
 City of Rowlett, Texas







**City of Rowlett**  
**Official Copy**

4000 Main Street  
Rowlett, TX 75088  
www.rowlett.com

**Resolution: RES-019-18**

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**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROWLETT, TEXAS, SUPPORTING THE EXPANSION OF INTERSTATE HIGHWAY 30 FROM BASS PRO DRIVE TO DALROCK ROAD; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the City of Rowlett, Texas supports the North Central Texas Council of Governments and the Regional Transportation Council's efforts to deliver regional transportation projects; and

**WHEREAS**, Interstate Highway 30 serves as the eastern gateway into the Dallas-Fort Worth region and is critical to the mobility of eastern Dallas County and Rockwall County; and

**WHEREAS**, Interstate Highway 30 is at capacity and needs to be expanded to include frontage roads across Lake Ray Hubbard to provide improved public safety between Garland and Rockwall; and

**WHEREAS**, the IH-30 expansion project is crucial to the economic growth and vitality of the region; and

**WHEREAS**, the IH-30 expansion project is vital to the success of the \$1.0 billion Bayside development, which will infuse millions of dollars to the region in tax revenue and job growth; and

**WHEREAS**, the Regional Transportation Council and Texas Transportation Commission have approved the inclusion of the project that includes construction of frontage roads along Interstate Highway 30 between Bass Pro Drive and Dalrock Road, which includes the Bayside interchange and Dalrock Road intersection reconfiguration, into the TxDOT Unified Transportation Plan (herein referred to as IH-30 expansion); and

**WHEREAS**, the City of Rowlett, Texas supports the Interstate Highway 635 East Phase 3 project but not at the expense of collateralizing the IH-30 between Bass Pro Drive and Dalrock Road project and other regional transportation projects.

**NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROWLETT, TEXAS:**

**SECTION 1:** That the City Council of the City of Rowlett does hereby encourage the Governor, Legislature, Texas Transportation Commission and Regional Transportation Council to not collateralize critical regional transportation initiatives, such as the IH-30 expansion project between Bass Pro Drive and Dalrock Road.

**SECTION 2:** This resolution shall become effective immediately upon its passage.

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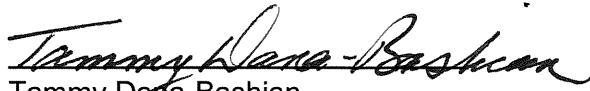
At a meeting of the City Council on February 20, 2018 this Resolution be adopted. The motion carried by the following vote:

**Ayes: 7** Mayor Dana-Bashian, Mayor Pro Tem Brown, Deputy Mayor Pro Tem Bobbitt, Councilmember Margolis, Councilmember Sherrill, Councilmember Grubisich and Councilmember Bell.

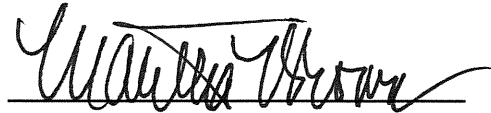
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Approved by:


  
\_\_\_\_\_  
Tammy Dana-Bashian  
Mayor

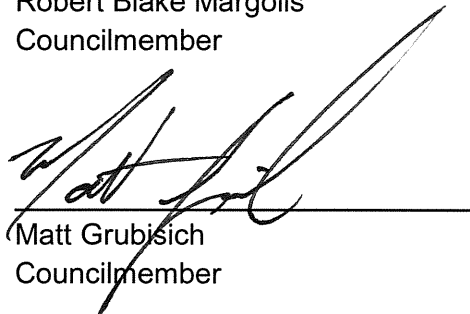
Date February 20, 2018


  
\_\_\_\_\_  
Martha Brown  
Mayor Pro Tem

  
\_\_\_\_\_  
Debby Bobbitt  
Deputy Mayor Pro Tem

  
\_\_\_\_\_  
Robert Blake Margolis  
Councilmember

  
\_\_\_\_\_  
Brownie Sherrill  
Councilmember

  
\_\_\_\_\_  
Matt Grubisich  
Councilmember

  
\_\_\_\_\_  
Pamela Bell  
Councilmember



February 9, 2018

The Honorable Greg Abbott  
Office of the Governor  
PO Box 12428  
Austin, TX 78711

D.J. Ory  
Mayor

**RE: In support of managed lanes on IH635/LBJ East**

Charles Whitaker  
Mayor Pro Tem  
District 4

Dear Gov. Abbott:

Tim Royse  
Deputy Mayor Pro Tem  
District 5

I write to add my voice to those expressing grave disappointment in the current "Austin Knows Best" position of the State regarding IH635/LBJ East.

Sandra Wilson  
Council Member  
District 3

From the Terrell perspective on this issue, US80 from IH30 to Kaufman County is in great need of a planned \$263 million improvement. Under a funding strategy forced only by the State's top-down policy approach, that \$263 million will be shifted to a IH635 project without any options for a managed, guaranteed travel time. As our commuters consider going into Dallas County, we want that managed lane option available to choose. We do not want a strategy that will delay the US80 project and deliver a flawed IH635 project.

Grady Simpson  
Council Member  
District 2

Torry L. Edwards  
City Manager

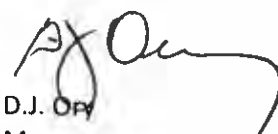
As the Mayor of a growing community, I know first-hand the power of creative partnerships to deliver transportation projects. In our town of 16,000, in just the last 5 years, we've used a variety of funding strategies, including Tax Increment and Pass Through Financing, to leverage over \$34 million in private and other non-TXDOT investments onto TXDOT roads in our City. Those were hard choices that took leadership to accomplish. So, I consider it very frustrating to see the State of Texas artificially reduce the local and regional creative funding options necessary to fix State Roadway System problems.

Mike Sims  
Asst. City Manager

It is clear that refusal to allow a managed lane option on IH635 will result in cancelling planned improvements to non-tolled lanes that are functionally obsolete and nearing disrepair. We cannot delay the US80 improvements so badly needed in Dallas County and which are so often accessed every day by Kaufman County residents and businesses.

In sum, please allow local decision making, an option for consumer choice and creative partnerships to solve both US80 and IH635/LBJ East.

Sincerely,

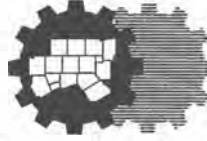
  
D.J. Ory  
Mayor

P.O. BOX 310 • 201 E. Nash Street • Terrell, Texas 75160 • (972) 551 6600

The mission of the City Council of the City of Terrell, Texas, is to create pride by serving the community in a proactive manner and to enhance the quality of life through providing the highest level of services in the most efficient manner.

cc:

Lt. Gov. Dan Patrick  
State Rep. Lance Gooden  
Senator Bob Hall  
State Rep. Cindy Burkett  
Dr. Bruce Wood, Kaufman County  
Rick Wilson, City of Forney  
Jeff Jordan, City of Kaufman  
Michael Morris, NCTCOG  
Rob Franke, RTC  
Mark Williams, TxDOT  
Kelly Selman, TxDOT



North Central Texas Council of Governments

February 5, 2018

Mr. Stephen Dayton  
MC 204  
Air Quality Division  
Texas Commission on Environmental Quality  
P.O. Box 13087  
Austin, Texas 78711-3087

Subject: Public Comment on Proposed Guidelines Revisions  
Non-Rule Project Number 2018-011-OTH-NR  
RG-388, RG-524

Dear Mr. Dayton:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, the following comments are provided on the Texas Commission on Environmental Quality's (TCEQ) proposed revisions to the Emissions Reduction Incentive Grant (RG-388) and Drayage Truck Incentive Program (RG-524) guidelines. In general, NCTCOG supports the proposed revisions; however, NCTCOG recommends a few specific changes, as outlined below.

### **Comments on Proposed Changes to the Emissions Reduction Incentive Grant Program Guidelines (RG-388)**

#### **Appendices 1, 2, and 5: Activity Life**

NCTCOG supports codifying the minimum and maximum Activity Life in the program Guidelines to improve transparency of expectations to potential applicants. NCTCOG also supports the TCEQ's proposal and rationale to reduce the maximum Activity Life for locomotive and marine vessel projects to 10 years rather than 20 years. However, NCTCOG questions the variation in maximum Activity Life for the project categories listed in Tables A1.1, A2.1, and A5.1 on pages 50, 71, and 129, respectively. NCTCOG suggests that the 10-year maximum Activity Life be allowed for both the New Purchase or Lease and Replacement categories, as both project types result in deployment of new or nearly-new vehicles or equipment with no wear or tear and a long useful life remaining. Conversely, NCTCOG suggests limiting the maximum Activity Life of Retrofits to only seven years, consistent with Repowers and Conversion to Dual-Fuel, as all three project types result in emissions reductions for vehicles or equipment that have already been in service and; therefore, have already incurred wear and tear, thus are likely to have a lower remaining useful life. Thus, NCTCOG recommends maximum Activity Life be set as follows for On-Road, Non-Road, and Stationary Equipment projects:

- New Purchase or Lease: 10 years
- Replacement: 10 years
- Conversion to Dual-Fuel: 7 years
- Repower: 7 years
- Retrofit: 7 years

#### **Appendices 7 and 8: Eligibility of On-Site Electrification and Idle-Reduction Infrastructure Projects**

With regard to paragraph five on page 148, and paragraph four on page 160, NCTCOG recommends that the TCEQ allow some consideration of idling hours of on-road vehicles in areas where state idling regulations are in effect. In practice, a substantial number of on-road vehicle idling hours are allowed to occur even in areas where the state regulation applies, due to the number of rule exemptions. Most notably, much on-road truck idling occurs during the government-mandated rest period. This idling time is exempt from state regulation restrictions. Therefore, NCTCOG proposes that the TCEQ allow quantification of emissions reductions associated with idling that occurs during the government-mandated rest period. Additional documentation could be required to prove the eligibility of these reductions during the project, such as documentation of how long the trucks were connected to the idle reduction infrastructure, or driver logs showing hours of service, to ensure that only hours associated with exempt idling operations are credited toward the project.

#### **Comments on Proposed Changes to the Drayage Truck Incentive Program Guidelines (RG-524)**

##### **Chapter 4: Eligible Costs**

NCTCOG appreciates the detail provided for eligible repower project costs on page 16. As the commission has flexibility in identifying eligible costs for this project category, NCTCOG encourages the TCEQ to also include costs of any refueling or recharging infrastructure that may need to be installed as part of a repower project that converts a vehicle to utilize alternative fuels, including electricity. This would further facilitate repowers to alternative fuel technology, particularly zero-emission technology, and optimize emissions reductions for each project.

##### **Chapter 5: Verification of Vehicle, Equipment, and Engine Disposition**

With regard to the requirement for engine destruction for a repower project, NCTCOG suggests that the TCEQ apply the same deadline of "no later than 90 days after receiving reimbursement", consistent with the vehicle destruction requirement for replacement projects.

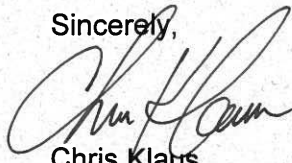
In addition, as a global comment, NCTCOG recommends that the TCEQ consider providing additional incentives for projects using zero-emission and near-zero emission (e.g. engines certified to meet voluntary California Air Resources Board optional low oxides of nitrogen emissions standards) technologies through both the Emissions Reduction Incentive Grant and Drayage Truck Incentive Program/Seaport and Rail Yard Areas solicitations. For example, projects involving these technologies could be prioritized, or qualify for an incrementally higher dollar amount or cost per ton threshold. Such incentives could help drive greater awareness of these options as well as promote more industry participation in developing these technologies.

Mr. Stephen Dayton  
Page Three

February 5, 2018

Thank you for this opportunity to comment. NCTCOG and the RTC stand in support of TERP and encourage its full funding through the appropriation of all revenue collected under the program. Therefore, NCTCOG and RTC encourage the TCEQ to request full funding of the program as budgets are prepared for the next biennium. We look forward to a continued partnership with the TCEQ as we work together towards the common goal of cleaner air. If you have any questions, please feel free to contact me at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



Chris Klaus  
Senior Program Manager

AP/LPC:ch

cc: David Brymer, Air Quality Division Director, TCEQ  
Joe Walton, TERP Section Manager, TCEQ  
Michael Morris, P.E., Director of Transportation, NCTCOG



## **Column: North Texas transportation bureaucrats must move beyond tolls for I-635 expansion**

JAN. 31, 2018

Written by Don Huffines, Contributor  
Dallas Morning News

The latest chapter in the frustrating start-and-stop nature of the Interstate 635 East project proves that transportation planning is broken, sorely lacking in accountability, and in need of new, forward-thinking solutions.

When the Texas Transportation Commission deferred action on a seemingly done deal to advance the project, I was as shocked and frustrated as all North Texas drivers. We must take a level-headed analysis of where we are, how we got here and why, so we can learn the lessons from local politicians' many failures. Moving forward, it's time for accountability in transportation finance and planning. It's time to make better utilization of the resources we have. And it's time to get the federal government to give us a better return of Texans' federal gas tax dollars.

Advancing the 635 East project remains a top priority, and we can accomplish that without adding yet another costly toll road to drivers' daily commute. I've been working cooperatively with state transportation leaders to get this project delivered in a way that doesn't deepen the divide between haves and have-nots.

The extreme over-saturation of toll roads and toll lanes should end. We can accomplish that goal and have 635 East if transportation planners will see beyond the obvious and move past the tired, failed ideas of yesterday.

Yet the project remains stuck because career politicians and local bureaucrats have arrogantly tried to thwart the will of voters, Governor Greg Abbott and the Texas Legislature by repeatedly insisting on toll elements for the project. The initial plans submitted by the obscure bureaucracy known as the Regional Transportation Council -- with cheerleading from the likes of Garland Mayor Doug Athas, Dallas City Council members Lee Kleinman and Adam McGough, and others - was destined for failure because it went against the will of voters, state leadership, and the Legislature. Those who would force us to choose between a toll road or no road are clearly so addicted to the revenue stream provided by the tolls that they fail to see other, better solutions. Lee Kleinman might love taxes and tolls, but most Texans don't.

To be fair, in January, local transportation planners quickly developed a smart and workable solution that united all parties. I've written the transportation commission and the governor's office to urge them to approve that most recent plan at their February 22 meeting in Austin.

Moving forward, for 635 East and beyond, we must fix transportation finance and planning. I will continue to focus on forward-thinking solutions that deliver projects for all drivers.

First, it's clear that accountability is sorely lacking in transportation finance and planning. Texas has been moving decisively away from toll roads, yet despite billions more dollars each year, local transportation bureaucrats continue to pursue an aggressive toll road agenda. Their plans must not be rubber-stamped. Federal law inexplicably gives local career politicians and bureaucrats a bigger voice in transportation planning than a state senator.

Secondly, Texas' population is growing faster than any other state and the state demographer is projecting that 95 percent of that population growth will occur in metropolitan areas. It's clear that planners and leaders in the transportation field need to allocate more of our existing resources to the densest and fastest growing areas of our state, where people live, work, and drive. North Texas is the economic engine for Texas, and our region must receive transportation funding accordingly.

Finally, the federal government needs to give taxpayers a better deal in terms of returns on our federal gas tax dollars.

Ultimately, for the sake of drivers and our economy, we need to get 635 East done. Despite the predictable failure of locals' initial plans, the current plan on the table works, and I've urged state leaders to approve it in February. Moving forward, we need more accountability, smarter allocation of resources, and a better deal from our federal government.

*Don Huffines is a Republican state senator representing Dallas. He wrote this column for The Dallas Morning News. Email: [don.huffines@senate.texas.gov](mailto:don.huffines@senate.texas.gov)*

<https://www.dallasnews.com/opinion/commentary/2018/01/31/north-texas-transportation-bureaucrats-must-move-beyond-tolls-635-expansion>

## **Column: The state of Texas must stop blocking necessary toll road expansions of I-635**

JAN. 31, 2018

Written by Lee M. Kleinman, Contributor  
Dallas Morning News

The gloves are off. It's time to get ugly. The shame campaign is underway.

The LBJ East project construction project for Interstate 635, extending the success of LBJ Express to the residents of East Dallas, Garland and Mesquite, has been stalled for four years while our State Sens. Bob Hall, R-Edgewood, and Don Huffines, R-Dallas, played amateur transportation planners and extended the misery of the people they supposedly represent.

In collusion with Lt. Governor Dan Patrick and Governor Greg Abbott, they have been working behind closed doors the stop this project because it includes giving residents the freedom to choose a toll-managed lane.

Not since the fall of communism have we seen such a blatant example of the notion that the government knows better than the people.

Since 2000, the North Texas region has invested billions of dollars in our transportation infrastructure. These projects could not have gone forward without the use of tolls or managed lane projects in combination with tax-funded lanes (there is no such thing as a free lane). The economic boom we are enjoying now would have never taken place. Among the largest metropolitan areas in the U.S., Dallas had both the highest job growth rate and the most jobs added between November 2016 and November 2017.

While we expect this positive trend to continue, we can never take anything for granted. We should remain vigilant in supporting pro-growth public policies, and to that end we should support the I-635 E project as proposed by the Regional Transportation Council, the city councils of Dallas, Garland and Mesquite, as well as Dallas County Commissioners.

The Regional Transportation Council has proposed the construction of tax-funded frontage roads, tax-funded main lanes and toll-managed lanes from U.S. 75 to Interstate 30 to complete the final phase of the LBJ re-construction and be compatible with the LBJ Express lanes. It is imperative these designs work together to continue the successful congestion relief provided by the award-winning design of the LBJ Express.

The I-635E project has long been identified as a high priority project by the state, as well as the transportation council. The communities along the project route strongly support this expansion as designed, and they feel it is imperative to move as quickly as possible to construction. The public expects the project to be built in its entirety, rather than piece-meal, which is why the toll-managed lanes, at the driver's choice, are a critical component of the funding plan.

And now we find that the Texas Department of Transportation will not be able to go forward with the proposed I-635 project due to opposition from the governor, lieutenant governor, and two state senators. Bowing to political pressure from the Tea Party in East Texas and special interests in San Antonio, they have hijacked the transparent and collaborative decision making process we have in North Texas, reducing revenue for our badly needed projects and defunding

TXDoT Chairman Bruce Bugg's ambitious congestion relief plan. Their actions have taken away the possibility of timely completion of these projects.

We know that these state senators are against the local decision making process, and therefore we implore our Dallas delegation in the Texas House to vocally support this project as designed and environmentally cleared. Thank you for your clear support, Reps. Cindy Burkett, Linda Koop, Victoria Neave, and Jason Villalba. How about it Morgan Meyer, Angie Chen Button and Eric Johnson? Your constituents are dying a slow death in traffic on a daily basis. Will you join us?

Join the residents who live along this corridor and have no options to this driving hell. We demand that our elected officials stop playing games with our quality of life and quit pandering to outside special interests.

Lee M. Kleinman is a Dallas City Council member and chairman of the Mobility Solutions, Infrastructure and Sustainability Committee for the City of Dallas. He wrote this column for The Dallas Morning News. Twitter: @LBJNOW

<https://www.dallasnews.com/opinion/commentary/2018/01/31/state-texas-must-stop-blocking-necessary-expansion-635>

## Flaws in Margaret McDermott Bridge spark dispute among Dallas, state officials, Calatrava

JAN. 30, 2018

Written by Tristan Hallman, Dallas City Hall Reporter  
Dallas Morning News

The Margaret McDermott Bridge was supposed to be open to pedestrians and bicyclists by now, but the arches over the Trinity River remain closed partially over concerns about broken cables.

The issue centers around problems with the cables -- and their resistance to heavy winds -- that connect the arch to the base of the Dallas bridge, which was designed by famed architect Santiago Calatrava and his firm. City officials played down the problem, but it has produced a year-and-a-half long dispute and voluminous correspondence between Calatrava, city officials and the Texas Department of Transportation.

The dispute was first reported by the *Dallas Observer*. *The Dallas Morning News* obtained much of the correspondence between the parties Tuesday, including a new letter TxDOT sent to the city on Tuesday.

In the letter, TxDOT says it will keep its contractor on site at cost to the city while they await a resolution. Michelle Raglon, a TxDOT spokeswoman, characterized the issue as relatively minor for the \$113-million project.

Sarah Standifer, director of Trinity Watershed Management, said the project is nearing its end, and that the bridge is in no way falling down or a safety hazard.

"It's part of a construction project," Standifer said. "Those things happen on these big ones."

The bridge was part of a vision pushed by former Dallas City Manager Mary Suhm, who wanted to have three Calatrava-designed bridges span the Trinity River. Suhm had been inspired by Calatrava's work after visiting Spain.

The first Dallas Calatrava bridge, the Margaret Hunt Hill Bridge, opened in 2012. That bridge connects Woodall Rodgers Freeway to West Dallas and is often viewed as a major component to the rapid growth and change in the area near Trinity Groves.

But the city had to scale back plans for the McDermott Bridge, and plans for a third bridge along Interstate 35E were scrapped.

The McDermott Bridge was part of TxDOT's larger \$800-million Horseshoe project, a redo of Interstates 30 and 35E near downtown Dallas. The bridge's price tag was, for the most part, covered with \$91.3 million in federal funds; the rest came from state and city tax dollars and private money. Arches were added outside of the Interstate 30 lanes, with cables running from the top of the arches to the bottom of the bridge.

But heavy winds caused the cables to vibrate after they were attached. That problem was later fixed with the addition of dampers -- weights, essentially -- to the cables that keep the vibrations to a minimum.

Officials believe the stress from the vibrations caused several cable anchor rods to fail. The broken and stressed anchor rods have been replaced, but an argument broke out over whether the testing done was appropriate and sufficient.

Numerous letters followed and included frustrations and accusations about who should have done what and that whoever was writing the letter wasn't responsible or had done everything by the book. Calatrava, for instance, laid the blame on the contractor's testing and lack thereof -- as well as the wrong parts -- and wrote that the contractor should be pressed "to provide and install a detail that passes" the tests they prescribed. Calatrava also offered to front up to \$125,000 for additional testing.

But officials at City Hall and the Texas Department of Transportation, which is working with the contractor, put much of the blame on Calatrava. TxDOT officials said they'll do what the city and its engineer of record -- Huitt-Zollars Inc -- need them to, but they aren't going to pay for it.

"We have delivered what they asked us to do," Raglon said. "We've done our due diligence, and we'll continue to work with the city to complete it and open it up."

Council member Scott Griggs, whose North Oak Cliff district is bordered by the bridge, said he expects "regular updates" now that he knows about the problems. He added that any cutting corners on testing "is a bad idea."

The bridge had no apparent visible damage Tuesday other than scratches in the white paint on the steel arches, marked with blue painter's tape.

Calatrava's chief engineer, Iain Rowe, wrote in a letter that the problems shouldn't cause further delay in opening the bridge. Standifer said "there is no public safety issue" on the bridge. Short term, more problems don't look likely, she said. Officials, she said, are trying to figure out exactly what they should expect for the long-term maintenance of the bridge.

"It's a technical fight among structural engineers," she said.

City officials are hoping to open the bridge to pedestrians and cyclists in March.

"We're not terribly off for a project this size," Standifer said.

<https://www.dallasnews.com/news/dallas-city-hall/2018/01/30/flaws-margaret-mcdermott-bridge-spark-dispute-among-dallas-state-officials-calatrava>

## Fort Worth looks at reallocating money for mass transit

Jan. 31, 2018  
BY SANDRA BAKER  
Fort Worth Star-Telegram

FORT WORTH – As discussion deepens about improving public transportation in Fort Worth, Mayor Betsy Price and the City Council may need to look at reallocating some of the city's allowed 2 cents of sales tax. That could mean money now set aside to fight crime could be used for operating buses.

Public transportation became a divisive topic last summer in setting the city's property tax rate. In response, the mayor and council a few months ago asked City Manager David Cooke to come up with ideas on finding additional dollars for public transit. On Tuesday, he outlined potential options for them.

Those ideas include using some of the city's 1-cent sales tax, which goes to the general fund, or the half-cent that goes to the Crime Control and Prevention District. The district was established by referendum in 1995, and voters have since reapproved it every five years, but it is set to expire again in 2020. It's anticipated that the CCPD tax will generate \$73.9 million this year alone.

The Fort Worth Transportation Authority, created in 1983, also receives a half-cent, projected to be about \$77.4 million in 2018. Meanwhile, the city's general fund will get about \$154.5 million in sales tax revenue from its 1 cent.

Cooke told the council that transportation funding should not come from property tax revenue.

"Our need to reduce the property tax rate is still a policy goal," Cooke said. "It is still the highest of any major cities in Texas and still the highest of most of all the major cities in the Metroplex." But, he added, "If we're serious about freeing some of that sales tax that's going to CCPD and wanting to free it up for transit, then we really should start now working on that."

The funding discussion came a day after the T decided to rename itself Trinity Metro in an effort to place a more regional emphasis on its operations.

Along those lines, Cooke on Tuesday called on Price and Tarrant County Judge Glen Whitley to convene the mayors and managers of Tarrant County's 41 municipalities and ask them to become members of the T.

Council members agreed it's going to take some tough choices moving forward. None of them is willing to commit any money just yet. Councilman Cary Moon said he'd like to see the issue taken to the ballot box in May when Fort Worth voters go to the polls to vote on a \$399.5 million bond program.

Price said she wants to make sure expansion plans the T has in place are sustainable before money is put toward those efforts. She suggested the city and the T begin looking at other transit innovations, such as electric cars, autonomous vehicles and shared-use options.

"Are we looking out at the future before we put millions every year into its operations?" Price said. "Things are changing dramatically. We can't take dollars from crime or the general fund unless we know what we're looking at is sustainable."



Councilwoman Ann Zadeh, who last summer pushed to have property tax dollars put toward transit, said improving transit is important to the city's future and should be a priority.

"Transit is an essential service to the citizens of Fort Worth and important economic driver," she said. "Economic growth is going to be more and more dependent on the availability of transit."

<http://www.star-telegram.com/news/local/community/fort-worth/article197506269.html>

## Despite sunny economy, Texas budget forecast is dreary

Though unemployment is low and tax revenue is on the rise, big bills coming due for the state's highways and health care programs are giving Texas lawmakers some heartburn.

JAN. 30, 2018  
BY EDGAR WALTERS  
TEXAS TRIBUNE

The Texas economy is growing healthily, but that doesn't mean state budget writers will have more money at their disposal next year, state officials said Tuesday.

In fact, though unemployment is low and tax revenue is on the rise, big bills coming due for the state's highways and health care programs are giving Texas lawmakers reason for concern.

"I would like to offer a few words of caution for reading too much into the positive recent economic numbers," Texas Comptroller Glenn Hegar told lawmakers at a Senate Finance Committee hearing.

As they often do, state budget writers last year underfunded Medicaid, the federal-state insurance program for the poor and disabled, which, alongside public education, makes up one of the largest shares of the state's \$217 billion two-year budget.

Then, during a special session called by Gov. Greg Abbott over the summer, state lawmakers shifted another \$500 million away from the Texas Health and Human Services Commission to pay for public education programs.

As a result, lawmakers could face a \$2.5 billion Medicaid bill shortly after they reconvene in Austin in 2019. Then there are the additional drains on Texas coffers from Hurricane Harvey recovery efforts, Hegar said.

That's bad news for lawmakers given the comptroller's prediction that the state will only have a \$94 million "beginning balance" when lawmakers convene in 2019. By comparison, lawmakers had an \$880 million beginning balance in 2017, which was ultimately a tight year for the state budget. Two years before that, lawmakers enjoyed a \$7.3 billion beginning balance.

State Sen. Jane Nelson, the Flower Mound Republican who, as chair of the Finance Committee, is one of the Legislature's lead budget writers, thanked Hegar for his "cautious optimism."

"I'm also grateful for your sobering reality comments that it's going to be a tight session — the cost that we're looking at," she said.

Another source of heartburn for budget writers is the ravenous state highway fund. In 2015, amid complaints of a highway system in disrepair, Texans voted to amend the state Constitution to require that up to \$2.5 billion in sales tax revenue be dedicated to the highway fund.

That means that even as Texas collects more money from sales taxes — Hegar testified that sales tax revenue grew by an average of 10.3 percent over the last three months — the rest of the state budget will not benefit from that revenue since it is earmarked for the highway fund.

That was also an issue for budget writers in 2017. Last year, in order to free up some of that money for other purposes, Senate lawmakers pushed for an accounting trick that delayed a payment to the state highway fund into the next two-year budget cycle. That freed up about \$1.6 billion for lawmakers last year, but it means there will be another bill to pay in 2019.

“In short, despite a strong economy and positive outlook for revenue growth in this biennium, it seems likely the next budget will be much like the one crafted in 2017, having to contend with restricted revenue relative to the spending trends of the state,” Hegar said.

Still, the comptroller stressed there was good news. Unemployment is hovering below 4 percent, which is the lowest it's been in four decades, Hegar said. Even Hurricane Harvey, though devastating to the cities, counties and families of southeast Texas, has created a small, macroeconomic boom for the state. Since so many Texans lost their cars to floodwaters, there was a short-term boom in new car sales, leading to a 13 percent growth in motor vehicle tax revenue over the last quarter. Ditto a small bump in sales tax revenue, as flood victims rushed to replace items lost to the storm.

And if oil and gas tax revenue continues to rise — oil prices are relatively high, Hegar said — the state can expect the balance of its emergency Rainy Day Fund to grow to more than \$11 billion next year.

Other rainclouds loom on the horizon for the state budget, however. The Texas Tomorrow Fund, a public university tuition payment program that stopped accepting enrollment in 2003, is projected to face a \$240 million budget shortfall. The state treasury will also soon feel the effects of an amendment to the Internet Tax Freedom Act passed by Congress, which is expected to cause a \$440 million loss in sales tax revenue.

Correction: A previous version of this story incorrectly said that the Internet Tax Freedom Act passed by Congress caused a \$144 million loss in state revenue. It caused a \$440 million loss in state revenue.

<https://www.texastribune.org/2018/01/30/despite-sunny-economy-texas-budget-forecast-dreary/>

# Trump's \$1.5 Trillion Infrastructure Plan Is Light on Federal Funds, and Details

JAN. 31, 2018

By JIM TANKERSLEY and JULIE HIRSCHFELD DAVIS  
New York Times

WASHINGTON — President Trump's long-awaited plan for overhauling the nation's crumbling infrastructure includes spending \$200 billion in federal money over the next decade to spur an additional \$1.3 trillion in spending from cities, states and private companies on major projects, White House officials said on Wednesday, a formula that faces long odds on Capitol Hill.

The increased infrastructure spending would be offset by unspecified budget cuts. Officials would not detail where those cuts would come from, or how the proposal would effectively leverage at least \$6.50 in additional infrastructure spending for every dollar spent by the federal government, a ratio many infrastructure experts consider far-fetched. The officials said Mr. Trump would leave it up to Congress — where there is little consensus about how to pay for such a plan — to figure out the details, giving lawmakers wide latitude in creating what would need to be a bipartisan bill against the backdrop of the midterm elections.

Asking a polarized Congress to hash out a complex and contentious plan could complicate an already steep climb for a proposal that was a pillar of Mr. Trump's presidential campaign. That difficulty was underscored by a cool reception for Mr. Trump's proposal from Democrats and labor groups, longtime champions of boosting infrastructure spending, on Wednesday.

"That's not a plan. That's a hope," said Richard Trumka, the president of the A.F.L.-C.I.O., which has lobbied for a large infrastructure bill. "It's sort of pathetic."

Democrats and the U.S. Chamber of Commerce have pushed Mr. Trump's administration to commit far more federal dollars, funded by tax increases. The Chamber of Commerce proposed a federal gasoline tax increase this month that it estimates would raise nearly \$400 billion over a decade, as part of a broader infrastructure package that includes private funding, worker training and streamlined permitting.

Senate Democrats called last year for a \$1 trillion infrastructure program, financed by closing tax loopholes. They seemed unimpressed by the latest details of Mr. Trump's plan.

Senator Sherrod Brown of Ohio, one of several Democrats up for re-election this year in states Mr. Trump won, said Democrats were still waiting for the president to deliver on a campaign pledge to pour \$1 trillion into rebuilding the nation's infrastructure. "Accounting gimmicks don't build bridges," Mr. Brown said.

An ambitious infrastructure program has been a frequent theme of Mr. Trump's economic agenda since he took office. But despite repeated promises by White House officials and the president himself that such a plan was just weeks away, a detailed proposal has yet to be made public.

An administration official who was not authorized to speak publicly said on Wednesday that Mr. Trump would be open to virtually any bipartisan proposal from Capitol Hill that met his criteria of generating a total of \$1.5 trillion in infrastructure spending, speeding the process of permitting

projects and making a significant investment in rural communities, preferably including broadband.

The proposal, the official added, would have to garner the support of both Democrats and Republicans, a tall order given the vast divisions between the two parties over how to pay for such a plan at a time of rising deficits and disagreements about spending priorities. The national debt has already topped \$20 trillion, and the Congressional Budget Office said on Wednesday that the nation is expected to bump up against its borrowing limit a month earlier than expected because the Treasury Department is bringing in less revenue as a result of the \$1.5 trillion tax cut.

The hands-off approach is similar to the one the White House pursued with its tax cut, in which the president laid out broad parameters and drew senior lawmakers into the process of determining the details. But such a process faces long odds on infrastructure, given that Republicans are far less united on the issue and the president will not be able to rely on unified partisan support to force through a plan over the objections of Democrats.

Passing a plan through a polarized Congress, in an election year, will require “strong presidential leadership, a bipartisan effort by leaders in both parties and bringing together the broad constituency of stakeholders who will push their lawmakers to get something done,” said Ed Mortimer, the chamber’s executive director of transportation infrastructure. “That’s how we take advantage of this opportunity to do something transformational.”

Democrats say the White House has not seriously courted their input. Several Senate Democrats and their aides noted that the administration appeared to be rejecting their longstanding call for much more federal spending. “Unless we get real dollars, we will not build the infrastructure we need,” said Senator Chuck Schumer of New York, the minority leader.

White House officials said they had met with Democrats and Republicans on Capitol Hill, including members of key committees that oversee infrastructure policy. They also said they spent months meeting with mayors and state officials to determine infrastructure needs throughout the country and the funding streams available to finance them. They concluded that a larger package than Mr. Trump had initially proposed was necessary and feasible.

Administration officials say an increase in federal funds would unleash a wave of spending from cities, states and the private sector, the result of unspecified incentives in the plan. But many local and state officials have expressed concern in recent days that the administration’s faith in that potential effect is misplaced. Some Democrats and progressive groups have branded the plan a “scam,” meant to reward wealthy investors and gut environmental regulations under the guise of a job-creating, economy-juicing initiative, and said it would not prove sufficient to meet America’s need to improve roads, bridges, communications and other infrastructure.

The idea that a \$200 billion federal investment would drive \$1.5 trillion in total spending is “the great hocus-pocus,” said Kevin DeGood, director of infrastructure policy at the liberal Center for American Progress think tank. “There’s absolutely no evidence for that.”

White House officials dismiss such concerns, arguing that many aspects of the nation’s infrastructure, including the Federal Aviation Administration and the inland waterways system — have built-in revenue streams that can finance improvements and save money, and that the new tax law preserved incentives to finance projects. But many lawmakers privately worry that

relying on such mechanisms will not be sufficient to ensure that resources flow to areas that need them most.

Mr. Trump's advisers also disputed the notion that expediting permitting for projects could harm the environment.

White House officials did not rule out an alternative funding mechanism proposed by Congress, including a possible gas tax increase. Mr. Trump, the senior administration official said, would like to see a higher federal contribution to the plan but said the administration was being realistic about those chances.

<https://www.nytimes.com/2018/01/31/us/politics/trump-infrastructure-plan.html>

## **TxDOT has plan to ease traffic headache of the Lake Arlington S route**

February 01, 2018  
BY BILL HANNA  
FORT WORTH STAR-TELEGRAM

Matt Perkins calls it the Lake Arlington S curve.

Other commuters call it names that can't be printed.

His 42-mile one-way drive from Waxahachie to downtown Fort Worth includes fighting through three interchanges — Loop 820 and U.S. 287, Loop 820 and Interstate 20 and U.S. 287 and I-20 — in southeast Fort Worth and southwest Arlington. That's the Lake Arlington S and it has evolved into a daily traffic migraine for commuters who make their homes in southeast Tarrant County and beyond.

For the last 20 years, Perkins has seen gridlock steadily grow as the population booms.

"I was comfortable with an hour-long commute," Perkins said. "As Mansfield and south Arlington have grown, the drive has become longer and more stressful. You now have pretty heavy traffic from Walnut Creek in Mansfield all the way up to Wilbarger in Fort Worth."

Now, the Texas Department of Transportation has a \$1.16 billion plan to fix it. Officials said construction on the Southeast Corridor project could begin as early as 2021.

The project could include additional main lanes, express lanes, entrance and exit ramp adjustments, frontage road intersection improvements, and bicycle and pedestrian accommodations, said TxDOT spokesman Val Lopez.

"The development of this project is a priority for TxDOT, and we are looking for opportunities to accelerate the process," Lopez said. "We expect to have the first public meeting for this project late spring/summer."

### **'It will make a difference'**

In September the North Texas Council of Governments Regional Transportation Council identified that section of highways as one of the DFW's next three big projects. The other two were in Dallas County and included the third phase of the Interstate 635 expansion and adding highway capacity near downtown Dallas.

Early plans for the Southeast Corridor show it stretching from North East Mall in Hurst to downtown Mansfield, but no final decisions have been made, Lopez said.

Mansfield Mayor David Cook said he deals with the abrupt lane changes every time he makes the trip from Mansfield to downtown Fort Worth. He is hopeful something will finally happen with project

"I think there is some optimism it may be pushed forward," Cook said.

Arlington Mayor Jeff Williams said the project could improve traffic for large portion of southern Tarrant County.



“It will make a difference for residents of Arlington, Fort Worth, Mansfield and Kennedale but it means much more than that,” Williams said. “That interchange will impact drivers all the way over to the Hulen area in Fort Worth and as far east as Grand Prairie.”

### **‘No way to bail out’**

Along Loop 820 just south of U.S. 287 interchange, traffic counts show that 140,339 vehicles a day use that stretch and then climb to 217,770 along I-20 just east of Loop 820. The counts, which were recorded in 2016, are a 24-hour average at a given location.

For commuters like Perkins, revamping the interchanges can’t come soon enough.

The lengthy stoppages are unpredictable and the lane changes required to make it through all three interchanges can be harrowing.

Perkins hasn’t seen an accident firsthand but there have been plenty of close calls as drivers try to change lanes to get where they’re going.

“There is no way to bail out once you’re in there.” Perkin said. “It’s a cattle chute. Everybody is trying to do the same thing. There have been many, many, many near-misses.”

But Perkins, an XTO employee, won’t dealing with the traffic headache for much longer. Like many XTO employees, he’s moving to the Exxon/Mobil campus in Spring, north of Houston.

Instead of an hour-long commute, he’ll be renting an apartment within walking distance of his new office.

“Literally, I’ll be walking 1,500 feet from bed to desk,” Perkins said.

<http://www.star-telegram.com/article197868594.html>

## **Editorial: Complete I-35W. A deal is a deal.**

Feb. 6, 2018  
Fort Worth Star-Telegram

In the past few years public officials who dare include new toll lanes in highway projects have become targets for extermination, not only by voters but by some high-flying elected leaders.

That's not how it was in 2009, however, when the Texas legislature passed an agreement that approved managed toll lanes for the final leg of the North Tarrant Expressway. Now, however, completion of the 6-mile section of the highway expansion is indefinitely delayed, and that could jeopardize financing.

We agree with transportation planners who are urging local stakeholders to pry loose approval from top leaders. This stretch is in one of the fastest-growing areas in the country and the I-35 corridor already is considered one of the most congested corridors in the state. The need for the I-35W expansion won't go away.

It appears this final segment is being indefinitely delayed by a Texas Transportation Commission bowing to anti-toll road pressure from Gov. Greg Abbott and Lt. Gov. Dan Patrick.

At a cost of \$762 million, the project calls for existing lanes to be rebuilt and toll express lanes to be added. About \$521 million would come from federally backed loans and private activity bonds taken out by the private developers, NTE Mobility Partners. NTE would provide another \$223 million. Texas would kick in \$18 million, money that could come from gasoline taxes, motor vehicle registration fees or proceeds from state issued-bonds or the state's rainy day fund.

The Texas Department of Transportation was going to use this formula —which has already provided more than \$4 billion into the entire NTE project — to pay for this last section of highway. Then Abbott and Patrick objected.

Patrick said adding the toll lanes runs counter to lawmakers efforts to reduce the state's reliance on toll roads. He said voters approved Proposition 7 in 2015 to pump billions into new infrastructure, but not into paid lanes. To continue along this path opposes their will, Patrick said.

Abbott, who appoints all five of the commissioners overseeing TxDOT, also spoke out against using tax dollars for more toll lanes. A spokeswoman for Abbott told the Texas Tribune that he has expressed "their desire to not include new toll roads" in the long-term roadway plan.

Local transportation leaders, including the Tarrant Regional Transportation Coalition, are countering with a letter-writing campaign asking Abbott, Patrick and others to resolve their differences and allow I-35W to go forward as previously approved.

The numbers show this is a good investment. The state will only be putting up a fraction of the cost — \$18 million of \$762 million. If the project isn't paid for this way, TxDOT and taxpayers will be asked to foot more of the bill.

Our region took this approach to paying for roads in 2009 because the need outstripped available dollars. Those conditions aren't likely to change.

Motorists may grumble about paying tolls on managed lanes, but they ultimately support this approach by putting the pedal to the metal and whizzing through the toll gates across our region. The non-tolled lanes are still there for those who prefer to wait longer in traffic.

It takes decades to plan, finance and build major roadways. What lawmakers decided in 2009 after public discussion should be honored. A good deal then is still a good deal today.

## Could this driverless, monorail people mover be part of Fort Worth's future?

February 07, 2018  
BY GORDON DICKSON  
FORT WORTH STAR-TELEGRAM

This could be Fort Worth's version of *Tomorrowland*.

In their quest to solve Fort Worth's growing traffic congestion problems, city officials are now taking a look at perhaps building a driverless, overhead monorail people mover system that resembles the type of transit used at Disney's Tomorrowland for decades.

"This could revolutionize how people get around in Fort Worth," Fort Worth Transportation Authority president Scott Mahaffey said.

It's way too early to talk specifics about where the people mover might operate and what parts of the city it might connect — or even if city officials agree that it's a worthwhile idea.

But on Wednesday, the transportation authority had a special meeting to hear a pitch from the president of a company that specializes in making low-cost, low-speed but highly efficient driverless trains.

Guido Schwager, president of Schwager Davis Inc., told board members and other city officials that an overhead people mover can be up and running within three years after a contract is signed. He has built similar people movers at a medical district in Indianapolis, an airport in Maui, Hawaii and for other projects in many other cities.

The project in Indianapolis, which was privately funded to connect two Clarian Health Partners hospitals, spans 1.4 miles and cost \$40 million to design and build, including three stations, he said.

A price tag like that is far less than the typical cost of buses (roughly \$200,000 each) and trains.

For example, the planned TEXRail commuter train line that is scheduled to open Dec. 31 from downtown Fort Worth to Grapevine and DFW Airport is 28 miles long and is expected to cost more than \$1 billion. That price tag includes seven new stations.

But more important, Mahaffey says, is that a low-cost transit alternative such as the one offered by Schwager could be the type of mobility solution that bridges political divides.

"I'm amazed at how efficient it is, (and) the good thing is transportation is not a political issue," he said. "Being a conservative, I look at it as a way to bring money into our city. Liberals look at it as a way to move people around our city."

Schwager said the system could be built on city right-of-way, with vertical concrete columns installed on streets, medians or the space between the streets and sidewalks.

"All we need is a 4-foot space. The city could donate right of way," Schwager said.

In 2010, the Fort Worth City Council voted against building a streetcar system that would have connected several neighborhoods within a few miles of downtown. In the process, the city sent

back a \$25 million grant that had been awarded for the project, and that money eventually went to Dallas for that city's streetcars.

The people mover's concrete guideway would not have an electrical rail, said Michael Morris, transportation director for the North Central Texas Council of Governments. Instead, the power would be inside the vehicles themselves, which would be controlled by on-board artificial intelligence.

Several Fort Worth council members attended the meeting. Councilman Cary Moon has proposed asking voters to decide whether the city should rearrange its funding to spend more on public transportation.

<http://www.star-telegram.com/news/traffic/your-commute/article198830634.html>

## **Amid mounting debate over toll lanes, transportation commissioner says it's time for 'new blood'**

Gov. Greg Abbott now has two spots to fill on the commission that oversees the Texas Department of Transportation at a time when he's drawing ire for blocking toll projects.

FEB. 8, 2018  
BY BRANDON FORMBY  
TEXAS TRIBUNE

DALLAS — One of the state's most influential transportation officials on Thursday said he's stepping down from the board that oversees the Texas Department of Transportation to make way for "new blood."

Texas Transportation Commission member Victor Vandergriff, who said his resignation is effective Friday, is the second person since last week to announce their exit from the five-person board.

The departures come after Republican Gov. Greg Abbott, who appoints transportation commissioners, told the body not to use toll lanes to help fund highway expansions and renovations throughout the state. That directive came hours after The Texas Tribune reported that TxDOT officials considered classifying the tolled and non-tolled portions of some highway rebuilds and expansions as separate construction jobs to get around a constitutional prohibition on using some state tax revenues on projects that have toll lanes.

Vandergriff is one of many state transportation officials and regional planners who have long said that managed toll lanes alongside non-tolled highways can help fast-track construction projects needed to keep pace with population growth in the state's urban areas.

Vandergriff said state leaders at some point will have to be forthright with Texans that congestion is only going to get worse unless toll projects continue to be built or legislators raise the state gas tax.

"I've raised the question enough times, I don't want to be a broken record, if that makes sense," Vandergriff told The Texas Tribune on Thursday. "It's just time to do something different. Obviously, I'm frustrated we can't get projects moving as fast as we could or should. It's just time for new blood."

Vandergriff told the Tribune that it was his choice to step down about a year before his term ends and that Abbott did not ask him to do so. He made his resignation official at a meeting of the Regional Transportation Council, which oversees transportation policies and funding in North Texas. His departure was first reported by D Magazine last week.

Vandergriff told RTC members that his exit is not related to a Tribune investigation that found he billed taxpayers for trips to Austin as a transportation commissioner while also being paid to represent the interests of an automotive company at the Capitol. Vandergriff said he plans to reimburse the state for certain expenses incurred during at least three days of travel.

Fellow transportation commissioner Tryon Lewis announced last week that he is also stepping down. He plans to apply to be a judge in Odessa.

Meanwhile, state and regional planners are still scrambling to rework long-term transportation plans months after Abbott directed TxDOT not to rely on toll lanes as a financing mechanism. In North Texas, the governor has drawn ire because his directive instantly created a shortfall in a \$1.8 billion plan to rebuild the aging LBJ Freeway in eastern Dallas, Garland and Mesquite.

“He’s being very short sighted,” Dallas City Council member Lee Kleinman said.

A spokeswoman in Abbott’s office did not respond to a request for comment Thursday.

Toll lanes and toll roads have become increasingly controversial as more of them have been built throughout the state. And Abbott, who is up for re-election this fall, has long promised to combat congestion without relying on toll revenues to fund highway projects.

To shore up a \$643 million gap in the LBJ rebuild, North Texas transportation officials are now considering delaying other highway projects. Regional planners in the state’s other urban areas may also have to delay other highway projects to cover shortfalls, but the full impact of Abbott’s directive throughout the state isn’t clear yet. TxDOT officials were not available to discuss the matter Thursday.

Uncertainty about the LBJ project’s future has prompted criticism from some of Abbott’s fellow Republicans. Denton County Judge Mary Horn on Thursday sent a letter to the governor supporting managed toll lanes on LBJ Freeway. Such lanes were recently added to Interstate 35E, which runs through her county north of Dallas.

Horn told Abbott that while residents opposed managed toll lanes before and during construction, they are widely supported now that they are open. She said the lanes provided money needed for highway expansions and improved traffic. Horn also criticized the governor and other state officials for blocking local leaders’ attempts to solve their own transportation woes.

“The Republican Party that I belong to has always held that he who governs best is he who governs closest to the voter,” Horn said.

<https://www.texastribune.org/2018/02/08/departing-texas-transportation-commissioner-says-its-time-new-blood/>



# **LBJ East funding shortfall could spread the pain to Denton, Kaufman and Rockwall counties**

FEB. 8, 2018

Written by Ray Leszczynski, Communities  
Dallas Morning News

ARLINGTON — The sacrifice for a \$1.8 billion freeway project in Dallas County spread into Denton, Kaufman and Rockwall counties when a new plan unveiled Thursday showed highway connections to those places may have to wait in order to fund LBJ East.

Three projects were identified as collateral to come up with the money to improve 10.8 miles of Interstate 635 in Lake Highlands, Garland and Mesquite — known as LBJ East and widely accepted as the region's No. 1 transportation need.

Projects that could be potentially delayed are a \$128 million fix of the Interstate 30 bridge over Lake Ray Hubbard; \$262 million in work on Interstate 35E between LBJ and the Denton County line; and \$263 million earmarked for U.S. Highway 80 east of Town East Boulevard on toward Forney in Kaufman County.

Leaders of those counties expressed frustration that projects affecting their communities might be held back.

"I don't like the idea of money already dedicated to help my county being used as collateral," said Kaufman County Judge Bruce Wood, who also spoke to the Regional Transportation Council as the move was announced. Wood also fired off an angry letter to Gov. Greg Abbott.

"Between Fort Worth and Little Rock, Ark., there's not a bigger bottleneck on I-30 than over the Lake Ray Hubbard bridge," Rockwall County Commissioner David Magness said.

## **'It's time to govern'**

Denton County Judge Mary Horn sent a three-page letter to the governor. She sent a separate letter addressed to Abbott, Lt. Gov. Dan Patrick and her county's legislative delegation. She, like Wood and Magness, supports two tolled, managed lanes in each direction as the way to finance LBJ East, and she called on the officials to use that method of funding to build 635.

"It's time to govern," Horn wrote.

The tolled lanes were the region's plan for LBJ East until November, when state commissioners axed the tolling option at the request of the governor and lieutenant governor.

But when the regional leaders scrapped the plan and agreed to build without tolls, the Texas Transportation Commission erred in not following through to approve the January agenda item, retiring state commissioner Victor Vandergriff told the regional council Thursday.

"There was a trust because there was truthful discussion," Vandergriff said. "It should have been approved. It should have been done. And I apologize for that."

## **'A risky strategy'**

In passing on a chance to green flag LBJ East for bids last month, state commissioners pressed for the list of what wouldn't get done if the region's funds were concentrated on the project in northeast Dallas County.

It will be at least March before LBJ East gets another chance in Austin. Meanwhile, at Thursday's meeting here, the Regional Transportation Council agreed on what it and the state commissioners are calling a "clear path forward" to finance LBJ East.

When asked for specifics by TTC Chairman J. Bruce Bugg in Austin last month, Michael Morris, regional transportation director for the North Central Texas Council of Governments, declined to name specific collateral projects.

Bugg reached back to the regional council in a Jan. 31 letter, reiterating his desire to get LBJ East done, but not backing off the need for a full explanation of where the money would come from.

"This is a risky strategy that we're using, but we have instructions from the chairman to close the gap," Morris told regional council members Thursday.

In retrospect, Morris said, identifying \$653 million through the three potentially impacted projects adds to the transparency of the \$1.8 billion mega-project.

### **'This is a blood-letting'**

Bugg's letter and the RTC meeting also recognized the growing resident participation in the freeway debate. Dallas Council member Adam McGough said 50,000 are now connected to the Twitter feed @LBJ\_Now.

"They are getting louder and more cantankerous," McGough told the RTC. "I think it's important that people realize when they play this kind of game, they put other projects at risk."

Morris called the I-30, I-35E and U.S. Highway 80 projects collateral. Others called it defunding — or worse.

"I realize for the council, (Mesquite) Mayor (Stan) Pickett, for Rowlett, for Rockwall, for Kaufman County and Denton County, this is a blood-letting," Garland Mayor Douglas Athas said.

Morris didn't directly answer a question about how long the other projects could be delayed, saying instead he held hope they wouldn't be delayed at all. He believes, instead, that there are potential hundreds of millions to be saved by lower bids or should the state utilize discretionary funding.

There could also be a change in road-building philosophy by the time the two express lanes are built, at which point the similarity in design could shift the project back to tolled, managed lanes.

"There is nothing more free market than giving citizens a choice to take a tolled managed lane or a tax-supported main lane," Horn wrote. "You are taking away the liberty of North Texas citizens and forcing them to sit in traffic."

In his letter, Wood blasted his own state senator, Bob Hall (R-Edgewood), for taking the lead in the state's no more toll roads debate — the fight that engulfed LBJ East, which is also within Sen. Hall's district.

"Those who traffic in political gamesmanship and peddle misinformation on tolled managed lane facilities are hurting their residents and wasting taxpayers' dollars," Wood wrote. "There is no formidable opposition to tolled managed lanes in North Texas. We've seen them work."

<https://www.dallasnews.com/news/transportation/2018/02/08/lbj-east-funding-shortfall-could-spread-pain-denton-kaufman-rockwall-counties>

## Lawmakers dislike idea of gas tax hike

We need cash for roads, but there's little accord on how to generate it

Feb. 10, 2018

By TOM BENNING Washington Bureau

Dallas Morning News

WASHINGTON — Any push to increase the federal gas tax would face a bumpy road in Congress if lawmakers from car-centric North Texas offer a guide.

Many Dallas-area representatives, along with Texas' senators, oppose efforts to raise the 18.4-cent-a-gallon levy for the first time in 25 years. Others are keeping an open mind, though with much reluctance. And Rep. Eddie Bernice Johnson, D-Dallas, is rare in pushing an increase with gusto.

The general lack of enthusiasm is no real surprise, given Congress' longstanding aversion to raising the levy that's paid at the pump.

But the idea gained some traction recently when the powerful U.S. Chamber of Commerce proposed a gas tax increase as the "simplest, fairest and most effective way to raise" needed transportation dollars. The White House has said it wouldn't oppose such a move.

And there is widespread agreement that the nation's transportation funding system is broken, with gas tax revenues suffering because of inflation and improvements in vehicles' fuel efficiency.

However, it's likely that an unfriendly reception from an infrastructure-needy state like Texas would signal enough opposition to park the idea. And some Lone Star State lawmakers, particularly in the GOP, appear unlikely to budge.

"I don't believe we should be increasing taxes, period," said Sen. Ted Cruz, a Republican who is up for re-election this year. "But the gas tax, in particular, punishes working men and women, punishes families who are struggling."

Transportation is once again at the policy forefront as the White House plans on Monday to release its ideas for a \$1.5 trillion infrastructure package.

That proposal is expected to go far beyond highways and bridges to address everything from energy pipelines to rural broadband. President Donald Trump, however, hasn't been shy in zeroing in on a vision that features lots of cars, drivers and pavement.

"We will build gleaming new roads, bridges, highways, railways and waterways across our land," the Republican said last month in his State of the Union address.

An increased gas tax isn't expected to be part of the White House's initial infrastructure push.

But Trump reportedly floated the idea behind the scenes even before the U.S. Chamber did so publicly. D.J. Gribbin, Trump's top infrastructure adviser, has noted that this administration is the first "since the Clinton administration that has not opposed an increase in the gas tax."

And Rep. Bill Shuster, the House transportation committee chairman, even pitched what he called the “elephant in the room” at a recent GOP retreat.

The reason is simple: The levy’s purchasing power has eroded over time. Increasing fuel-efficiency means drivers don’t have to fill up as often. And since the tax wasn’t indexed to inflation in 1993, it’s stuck at \$18.4 cents a gallon rather than the 31 cents to which it would have risen.

At stake is the \$50 billion-plus Highway Trust Fund, which plays a key role in paying for highway and mass transit projects. The taxes on gasoline and diesel long accounted for most all of the money in the fund. Now the account needs transfers from the Treasury’s general fund just to stay in neutral.

And none of those dynamics are lost on lawmakers.

“I drive a hybrid,” said Rep. Michael Burgess, R-Pilot Point, who nevertheless added that he’s a long way from entertaining an increase to the gas tax. “I get twice as many miles ... but I pay half the gas tax.”

But any proposed gas tax increase means a political fight — a reality also seen in Texas, where the state gas tax hasn’t been boosted since 1991. And that holds true in today’s GOPrun Congress.

Sen. John Cornyn called a gas tax hike the “wrong way to go.” Rep. Pete Sessions, a Dallas Republican who could face a tough re-election battle, said he opposed the idea because “we’ve fought so hard to be able to get gas to where it is affordable.”

And Rep. Jeb Hensarling, R- Dallas, while open to looking at whatever the White House proposes, said he doesn’t “start off a fan” of increasing the gas tax.

That opposition doesn’t follow just the usual anti-tax dogma, either. Some officials point out that the gas tax, while operating like a user fee, is regressive, taking a larger share of income from poorer drivers than from wealthier ones. And others note that increasing the levy wouldn’t solve the fundamental funding problems caused by more fuelefficient vehicles.

Bryan Rep. Bill Flores suggested moving instead to a “nonintrusive” tax on vehicle miles traveled, perhaps measured when drivers go in for annual vehicle inspections.

“We need to find a new system,” the Republican said. “Everybody has to pay for the roads.”

But Johnson, long involved in transportation issues, countered that most “Americans support an increase in the gas tax, so long as that money remains dedicated for our infrastructure.” She offered an increased and indexed gas tax as the best way to make a “real investment.”

And Fort Worth Rep. Marc Veasey, while “not crazy about increasing any taxes,” pointed to the limited number of paths forward.

“Voters need to really think about whether or not they want to see more toll roads or whether they want to see an increase in the gas tax,” the Democrat said.

Tolled roads are indeed an alternative to which some Texans offered qualified support. Sessions, for instance, pointed to tolled managed lanes as “very effective” and fumed that some state lawmakers have objected to their use in the long-delayed LBJ East project in Dallas County.

Other ideas also remain in the mix.

Burgess said he would first like to reverse the historical trend of Texas not getting back the full amount of highway dollars that Texans pay in at the pump. And Rep. Roger Williams, R-Austin, included on his list of tax hike alternatives an idea to ease vehicle fuel-efficiency standards.

But some Texans admitted that there are no easy decisions ahead.

“We need to do infrastructure, and certainly in Texas, we are a growth state, we need highways,” said Rep. Joe Barton, R-Ennis, who said he might consider at least indexing the gas tax to inflation. “But I don’t have any real good ideas.”

## Infrastructure plan puts burden on state and private sources

Feb. 13, 2018

BY PATRICIA COHEN AND ALAN RAPPEPORT

New York Times

President Donald Trump's \$200 billion plan to rebuild America upends the criteria that have long been used to pick ambitious federal projects, putting little emphasis on how much an infrastructure proposal benefits the public.

Unveiled Monday, the infrastructure program that Trump has championed since the campaign, is intended to attract a huge amount of additional money from states, localities and private investors. The goal is to generate a total pot of \$1.5 trillion to upgrade the country's highways, airports and railroads.

Those financial priorities are crystallized in the new guidelines established by the White House. The ability to find sources of funding outside of the federal government will be the most important yardstick, accounting for 70 percent of the formula for choosing infrastructure projects. How "the project will spur economic and social returns on investment" ranks at the bottom, at just 5 percent.

In this new competition for federal funds, a plan to, say, build a better access road for a luxury development – a project with the potential bring in more dollars from private investors – could have a strong chance of getting the green light. By comparison, a critical tunnel overhaul that has trouble getting new money might not get approved.

"Instead of the public sector deciding on public needs and public priorities, the projects that are most attractive to private investors are the ones that will go to the head of the line," said Elliott Sclar, professor of urban planning and international affairs at Columbia University. "Private investors will become the tail that will wag the dog, because they'll want projects that will give returns."

Proposals intended to serve more impoverished communities that require more state and local money, including improving drinking water in a place like Flint, Michigan, could be given short shrift. Financial investors may not see a big profit in such a project.

"A private corporation has a fiduciary obligation to make a profit. The government is supposed to be providing a public service," Sclar said.

The president's plan recasts the federal government as a minority stakeholder in the nation's new infrastructure projects. Half of the \$200 billion promised over 10 years will be used for incentives to spur even greater contributions from states, localities and the private sector. Trump also wants to speed up the approval process.

The White House budget, separately released Monday, also gives federal agencies the authority to sell assets that would be better managed by state, local or private entities in cases where a sale would "optimize taxpayer value." The budget suggests that Ronald Reagan Washington National and Dulles International Airports could be among the assets ripe for new owners.

Coming up with the \$200 billion in federal funding will not be easy. Republicans have already ballooned the deficit in last week's spending agreement and with their tax cuts. Democrats are unlikely to go along with cuts that would offset the cost of Trump's plan.

Along with private investors, cities and states are being counted on to put up significant funds. They have a need. States have been struggling for years to rejuvenate creaky roads, bridges and ports. And even if the plan appears to put much of the onus on them to finance projects, any additional federal funding is welcome.

"States won't look down their nose at adding more money for infrastructure," said John Hicks, executive director of the National Association of State Budget Officers. "It's seen primarily as a positive, because it continues to shine light on a shared need of infrastructure improvement."

But cities and states are not necessarily flush with cash for new infrastructure projects.

Congress has thrown their finances into upheaval, with local lawmakers still trying to come to grips with the effects of the \$1.5 trillion tax overhaul that was passed last year. Many states have already expressed concern that it will be hard for them to increase state and local taxes, because deductions on them have been limited.

Some are considering other ways, such as gasoline taxes, to raise funds, but it may not be enough to fund new infrastructure projects. A report released last month by Fitch, the ratings agency, found that many states could see their tax revenue fall from the changes to the individual and corporate taxation laws.

The amount of federal funds – \$20 billion a year – will be spread very thin when stretched across the entire country. It also unclear how much new money, as opposed to repurposed funds, the federal government is actually supplying.

One analysis by the Penn-Wharton Budget Model at the University of Pennsylvania said that other pieces of the White House budget could end up reducing federal infrastructure spending by \$55 billion over 10 years – despite the president's new plan.

Douglas Holtz-Eakin, former director of the Congressional Budget Office and the president of the conservative American Action Forum, complimented aspects of the president's initiative that dealt with streamlining regulations and using federal credit guarantees. But he doubted the promised total could be reached.

"It's hard to get the \$200 billion to \$1.5 trillion, if you do the arithmetic," he said.

Beyond the math, the revamped selection standards, too, are untested. The new criteria likely stemmed from the administration's attempt to distinguish its program and try something new.

Indeed, criteria announced just last year by the Trump administration for other transportation and infrastructure grants relied on more traditional standards. One lists safety, overall condition, economic competitiveness, environmental sustainability and quality of life as "primary selection criteria." Another cites "support for national or regional economic vitality" as the No. 1 objective, while coming up with new money was second.



The new plan “doesn’t allocate money in terms of congestion, economic need or the public good,” said Martin Klepper, the former executive director of the transportation department’s Build America Bureau. “It does it mostly on the basis of the leverage issue.”

Klepper, who spent decades in the private sector developing, financing and selling large infrastructure projects, was recruited to lead the bureau in the final weeks of the Obama administration. He said he decided to take the job even after the Democrats lost, because of the new administration’s commitment to public-private partnership and Trump’s promise of a major infrastructure plan.

He resigned in November 2017.

“I left because I was pretty frustrated and disappointed with where the program was going,” Klepper said. “No one has any idea to the extent with which states and localities will be able to come up with the money to match the federal government.”

# Trump infrastructure plan could lead to more toll roads on interstates

BY GORDON DICKSON  
FORT WORTH STAR-TELEGRAM  
February 12, 2018 12:30 PM

Could motorists soon be asked to pay even more tolls on interstate highways?

The answer appears to be yes, based on an early reading of President Donald Trump's far-reaching infrastructure plan unveiled Monday.

It will be interesting to see how the proposal is greeted in Texas, where state elected leaders have ordered the Texas Department of Transportation not to build any more toll lanes. Fort Worth Mayor Betsy Price was among the state and local officials from across the country invited to meet with Trump about the plan.

Monday morning, after Trump unveiled the plan, among the first organizations to respond was the International Bridge, Tunnel and Turnpike Association.

Patrick D. Jones, association executive director, said states need the flexibility to use tolling, especially in areas where the need for better roads is immediate but traditional funding sources like the gasoline tax aren't sufficient.

"While tolling is not appropriate in every circumstance, it is a proven tool that speeds project delivery and provides a steady stream of funding for future road maintenance and improvements," Jones said in a statement. "We look forward to working closely with the administration and Congress on a robust plan to improve America's vital transportation infrastructure."

The new plan appears to run counter to the efforts of many elected leaders in recent years to restrict tolling.

For example, former U.S. Sen. Kay Bailey Hutchison, R-Texas, was an ardent opponent of tolling interstates and on several occasions inserted language into federal laws to prohibit the practice. Hutchison served from 1993 to 2013 and is U.S. ambassador to the North Atlantic Treaty Organization.

Texas lawmakers have also essentially slammed the brakes on future toll road projects by the Texas Department of Transportation. Their efforts have even drawn concern from Fort Worth officials, who say the state's anti-toll policy raises questions about whether the ongoing expansion of Interstate 35W can be completed.

Tollways already account for 6,200 miles of roadway in 35 states, according to the International Bridge, Tunnel and Turnpike Association. Some interstates, such as I-95 on the East Coast, are already toll roads. They were grandfathered in after the interstate highway system was created in the 1950s.

So what does the Trump plan say about tolls? On page 20-21 of the plan, it reads:

"Currently, federal law allows tolling interstates in limited circumstances. Tolling restrictions foreclose what might otherwise serve as a major source of revenue for infrastructure investment."

<http://www.star-telegram.com/news/traffic/your-commute/article199661654.html>

## Column: To make bike share work Dallas must invest in bike lanes

Feb. 14, 2018

Written by Rob Curran, Contributor  
Dallas Morning News

Driving into downtown Dallas lately feels like arriving in Paris during a pee break in the Tour de France.

There are pelotons of app-operated bicycles kick-standing on almost every street.

The city is literally falling down with bikes. I went for dinner the other Saturday night and almost parked on the last bike in a domino-chain that had spilled over the curb. It's as if a thousand-strong gang of environmentally conscious Hells Angels rolled into the Big D for a 12-month lock-in at a city bar.

"Right now, they are kind of everywhere," said Jared White, the Bicycle Transportation Manager for the City of Dallas. "There are things that need to be addressed." White noted that the bikes are much more active during morning rush hour, when I make a point of not being downtown.

In terms of blanketing the city with multi-colored fat-framed push-bikes, Dallas is rapidly catching up with New York and Berlin. There's just a couple of little things those great bike-culture cities have that Dallas does not.

**1. Bike-riders.** Driverless cars are one thing, but riderless bicycles are going nowhere fast. Yes, Dallas has cyclists, the hot-panted Lance Armstrong types that whizz around White Rock Lake at the weekend, but most of them wouldn't be caught dead on anything without a water-bottle holder. Even White, who's a bike rider himself, concedes that most Dallasites don't yet see their bikes as a means of city transport.

**2. Places you can actually ride a bike.** I saw approximately one person cycling a bike-sharing vehicle Saturday night and they were headed straight at me on the pavement. And well they might be pedestrian bowling, but good luck finding a bicycle lane anywhere downtown. (There's one bike lane running from downtown to Oak Cliff on the Jefferson Viaduct, and a couple on "portions of" Jackson and Wood streets, and there's probably one starting at Woodall Rogers that goes straight to hell, but that's it for the downtown area.)

What's that I hear? "*Share* the road?" Have you ever tried driving a light car in Dallas?

Unless you have a pick-up truck with a SpaceX Heavy rocket strapped on the exhaust, a 300 horse-power midlife crisis or the ability to see into the future of lane changing, there's no sharing the road in this town.

Jared White has promoted bicycle transportation around Dallas for more than two decades and, for that, I salute him. Anyone who has spent years negotiating with irate Dallasites about putting bike trails near their backyards deserves a tip of the 10-gallon.

In this matter, however, White and the City of Dallas have put the horse before the cart and the cart before the horse-and-cart lane. White said the experiment with dockless bike-sharing companies has proven that downtown Dallas has many commuters who would cycle, if the infrastructure appeared. I would argue the experiment has proven that the kind of private-sector

led infrastructure investment advocated by Republicans like President Donald Trump leads to nothing but bike-bergs on the sidewalk.

This new approach to infrastructure boils down to: "If they come, we will build it."

By White's estimate, 20,000 share bikes have come to the Dallas city area during the last six months, operated by five companies -- Garland-based V-Bikes, China's ofo, California-based LimeBike and smaller outfits MoBike and Spin. OK, 20,000? Berlin, a city where the bicycle is as emblematic as the Mercedes sports car is in Dallas, only has about 5,000 of these things. Did I mention that not one of those 20,000 cow-chasers (as we call clunky bikes in Ireland) is licensed by the city? The companies have a few guidelines, including a color-coding system so the city can tell which company you're mad at.

What in Sam Hill is going on?

It all started about six months ago, when city officials decided to run an experiment before making licensing rules on a bike-share program.

Despite White's efforts, the City of Dallas has dragged its pedals on bike-infrastructure investment for years. The city had explored a docked bike-share program, like the famous Citi Bike one in New York that includes docking stations for the bikes, but Dallas found it would cost tens of millions of dollars for a few hundred bikes, costs that no corporate sponsor showed any interest in bearing, White said.

"When these groups started showing up," the city's thought process was: "Let the private market do its thing and let them fund it, then work with them and then do whatever needed to be done to make it work for the city," White said.

"This dockless bike share -- it's new - it first showed up in Seattle," he said, adding that what guidelines have been put in place were modelled on Seattle's. Dockless bike companies also descended on San Francisco, where they were quickly banned, he said.

By letting private enterprise run wild for a six-month trial period, the city would see what challenges new ordinances would have to address, White said. Now, 900 complaints on the special 311 line established for the program later, White is ready to present the results of the experiment to the council later this month.

"Now we really know what the issues are, and that's going to help us draft our regulation," he White said, adding that some of the comments on the 311 lines are becoming: "Maybe there's too many bikes? How do we address where they're parked, how many can go on a certain block, where they're grouped together -- that type of thing.:"

I've got some sympathy for White in this mess. Two decades ago, I moved to Texas from Ireland, a land where people get excited about new public infrastructure. It was simply impossible for me to get my head around why anyone would hear about a cool new light-rail plan in (supposedly progressive) Austin and immediately think about the pennies that come out of their paychecks.

Guys, you get what you pay for with infrastructure. Yes, the city has committed millions, maybe even tens of millions of dollars to rebuilding roads around downtown with new bike lanes.

Maybe wait until they're actually painted in before dropping 20,000 bikes into a city where it's illegal to cycle on the sidewalk?

The "private market" doing its "thing" may be OK for winnowing out social-media web sites. You can't trip over Myspace or accidentally park on Bebo. The city of Dallas should do the planning for how the city of Dallas sidewalks look, not some venture-capital bro's algorithm. (And, dude, you might want to tweak that algorithm if it's telling you to drop thousands of bikes into a city without many bike lanes.)

London is spending \$1 billion on its bike-infrastructure plan. Dallas can afford more than a few million.

Dallas bike infrastructure, and any infrastructure for that matter, requires government planning and government spending. Perhaps, after the Great Dallas Bike Glut of '18, citizens and city planners will accept as much.

"We went from living in a city where you never see bikes to seeing bikes everywhere all over the place," said White. "That was a really big change and it's something this region's really not used to."

*Rob Curran is an Irish writer based in Denton. He wrote this column for The Dallas Morning News.*

<https://www.dallasnews.com/opinion/commentary/2018/02/14/make-bike-share-work-dallas-must-invest-bike-lanes>

## Filling in the gaps: Once separate trails will connect five cities along the Trinity River

Jan. 29, 2018  
By Nicholas Sakelaris  
Crain's Dallas

Soon, bulldozers will start clearing the path for the next phase of Arlington's River Legacy Park trail east to Texas Highway 360, a nine-month project funded by federal Transportation Alternative Program grants.

While this half-mile stretch of 12-foot-wide concrete looks small in the grand scheme of the Metroplex, the project is part of a larger vision for a regional pedestrian and bicycle trail that spans more than 60 miles. Fort Worth, Arlington, Grand Prairie, Irving and Dallas are working together to build a trail system that connects the five cities along the Trinity River.

Some of the parks have been there for decades, isolated from other trails. The effort to connect those trails has accelerated in recent years with many exciting park projects taking shape.

"We're getting really close," said Kevin Kokes, principal transportation planner with the North Central Texas Council of Governments. "Over the last few years we've been successful in identifying funding for several segments in each of the cities. There are a lot of things that are starting to come together."

Here's a rundown of the projects from west to east that will someday be part of a seamless trail network.

### Fort Worth

Fort Worth already has an extensive trail network along the Trinity River, including a new trail that opened recently. The seamless trail network follows the river around downtown and heads south. But more trails need to be built, including one that could be on the May bond election.

There are plans to connect Gateway Ball Park to Quanah Parker Park northeast of downtown Fort Worth. That \$1 million trail is funded and under design now and will start construction in the summer of 2019, said Joel McElhany, capital program manager for the city of Fort Worth.

The trail will follow along East 1st Street. The street was completely rebuilt and realigned just to the north of the old road, McElhany said. The old vehicular bridge was saved and will be refurbished into a pedestrian and bicycle bridge over the Trinity River.

Farther to the east, Fort Worth has extended the trail at Quanah Parker Park to Handley Ederville Road.

Fort Worth is expected to start construction this year on another 3-mile section from Handley Ederville Road to River Trails Park, McElhany said.

Continuing east, the next phase of the trail passes through the Trinity Lakes mixed-use development. The route hasn't been determined, yet, and the trail will require a large bridge over the Trinity River, McElhany said. The city will partner with Gateway Planning, the Trinity Lakes developer, to get the trail built.

Fort Worth is planning a bond election this May that could include \$4 million to fund the connection from River Trails Park to River Legacy Park in Arlington. This February, the Fort Worth City Council will make the final decision on which projects will be on the bond election.

This will likely be one of the final pieces to be built in the region-wide trail network.

### **Arlington**

Arlington's River Legacy Park trail stretches seven miles, almost the entire length of the city from west to east. There's a short section within the city limits on the west side that will need to be built when Fort Worth builds the trail through Trinity Lakes. That will connect the two cities on the west side.

"That's in the planning stages right now," said Eric Seebock, park planner with the city of Arlington.

Then, on the east side, there's the half-mile trail extension that just started construction to Texas Highway 360. The project will take the trail to the eastern city limits.

### **Fort Worth**

From there, the river goes under Texas Highway 360 where it enters Fort Worth city limits again. The plan is to go under the highway at the bridge, connect to Arlington's River Legacy and then head east to the Centreport Station, where pedestrians and cyclists could catch the Trinity Railway Express train, McElhaney said.

This trail is still in the early schematic design stage and the final route where it crosses the railroad tracks hasn't been determined. The trail could go under a railroad bridge or it might be routed over the tracks at a maintenance crossing near the train station.

"We'll have a better idea here in the coming months," McElhaney said.

The main trail will continue east parallel to the railroad tracks to Trinity Boulevard, where it will head south. Then, it will head south to Roy Orr Road where it will continue into Grand Prairie.

### **Grand Prairie**

Grand Prairie has trails connecting several parks along the river already but there are still some gaps to fill.

Grand Prairie is considering two different routes for the trail as it heads south along Roy Orr Road but both have drawbacks, said Tim Shinogle, park planning and development manager for Grand Prairie.

One option would be to head south and build a bridge over the Trinity River to connect to the Good Link trails at Mike Lewis Park.

"The cost of this bridge is three times the cost of the rest of the trail," Shinogle said.

The other option would be to follow Oncor's transmission lines east under the President George Bush Turnpike to Hardrock Road, where the trail would head south to Wildlife Parkway.

This would require permission from Oncor, which can take years. The trail would also go through some flood prone areas.

Regardless of which route that phase takes, Grand Prairie is moving full speed ahead on the next section of trail. As part of that project, Grand Prairie will build a trail next to the road, extending the Good Link Trail east.

The project is scheduled to start in early 2019 and will take two years to complete.

From there, the trail will head south along the Trinity River through the Wildlife Commerce Business Park. Several new warehouses have been built on the site in recent years, raising the property value in the area, which contributes to the tax increment finance district in place there, Shinogle said.

That trail will go under Beltline Road where it connects to the existing Lone Star Park Trail near the horse track of the same name.

## **Irving**

In 2015, Irving and Grand Prairie worked together to connect the Lone Star Park trail to the Campion Trail along Hunter Ferrell Road. That trail opened in 2015, providing a seamless connection that follows the river for several miles.

Now Irving and Dallas are working together for the next phase that will connect the two cities.

## **Dallas**

Dallas already has extensive trails along the Trinity River.

What's missing is a link to Irving's Campion Trails over the Trinity River. The proposed bridge will be north of Irving Boulevard at Trinity View Park in Irving, said Casey Tate, director of the capital improvement program at Irving.

"Dallas has indicated that they intend to connect to Irving in the next 12 to 18 months," Tate said.

The new Trinity Skyline Trail will head south along the river to meet up with existing trails at Sylvan Avenue.

The new trail is under design now and scheduled to start construction this year, said Jared White, bicycle transportation manager for the city of Dallas.

<http://dallas.crains.com/article/news/filling-gaps-once-separate-trails-will-connect-five-cities-along-trinity-river>



## **Arlington will commit to public transportation — once high-speed rail is definite, mayor says**

Feb. 14, 2018

Written by Tristan Hallman, Dallas City Hall Reporter  
Dallas Morning News

Arlington Mayor Jeff Williams said his city will call for an election to join a regional transit agency only after "it becomes clear high-speed rail is definitely going to happen."

The statement came after several Dallas City Council members said Monday that they were prepared to move ahead with plans to create a local government corporation, known as an LGC, for a high-speed rail line to Fort Worth — with or without Arlington's participation. The line, which doesn't have a funding source yet, would provide a link between the proposed Dallas-to-Houston and Oklahoma City-to-Laredo high-speed rail lines.

City officials and Michael Morris, transportation director of the North Central Texas Council of Governments, have said they want Arlington or Grand Prairie to have a stop on the line. But first, they said, one of the two cities needs to join Dallas Area Rapid Transit or the Fort Worth Transportation Authority, which now goes by the name Trinity Metro.

In a written statement sent through a spokeswoman to *The Dallas Morning News*, Williams said Arlington wants to be a founding member of the LGC.

"Arlington is committed to the vision of making high speed rail in North Texas, with a station in our community, a reality," Williams said in the statement.

The city has been trying out a partnership with on-demand ride service Via. But officials have had recent discussions with both DART and Trinity Metro, formerly known as the T. DART spokesman Morgan Lyons said Monday that the agency's officials last talked to Arlington over a month ago and that the discussion didn't lead anywhere for now. Trinity Metro spokeswoman Laura Hanna declined to go into details about their discussions.

Arlington's lack of public transportation has long been viewed by critics as an albatross for the city of nearly 400,000 people.

But both existing transit authorities require a city to commit sales tax dollars to become full members. Arlington has its sales tax revenue divvied up between the city's general fund, street maintenance fund and debt payments for AT&T Stadium and the new Globe Life Field.

Williams said the city does see a possible high-speed rail line as a "vital service." He said the City Council received a recommendation from the citizen-led Transportation Advisory Committee to participate in the rail line, which could also possibly include a link to DFW International Airport.

"The Arlington City Council intends to follow through on the committee's recommendation," he said.

<https://www.dallasnews.com/news/transportation/2018/02/14/arlington-mayor-says-city-will-commit-public-transportation-high-speed-rail-definitely-going-happen>

## Column: Meeting Texas's transportation challenges

Feb. 15, 2018  
BY TOM ALDRED  
Fort Worth Star-Telegram

Texas is one of only two states to have two cities listed among the 10 most congested in the country. Dallas is the fifth-most-congested city in the nation, while Houston is eighth. Additionally, the stretch of Interstate 35 that runs through Austin is consistently ranked among the most congested highways in the nation. According to one estimate, the cost of congestion in Dallas, Houston and Austin will have grown to more than \$60 billion per year by 2026 in terms of lost productivity and fuel costs.

So what explains these levels of congestion?

Put simply, Texas is the fastest-growing state. The latest projections from the Texas Data Center Services program indicate that Texas' population will almost double to 55 million by 2050, assuming that net migration remains at similar levels to those seen over the previous 10 years.

Responding to these concerns, the Texas Legislature sent Prop 1 (2013) and Prop 7 (2015) to voters. These constitutional amendments—which devote state sales tax and motor vehicle sales tax revenues to transportation projects — resulted in \$5 billion additional funding for that purpose in the current state budget.

The Legislature should be applauded for taking these steps, but it still is not all the state needs to meet the growing demands on its infrastructure. The Texas Department of Transportation details \$108 billion worth of projects that are either planned or ongoing, which underscores the extent of the investment that Texas needs to continue to make in its transportation infrastructure.

Recent data from the comptroller show that revenue from the gas tax continues to grow slowly, due in large part to improved fuel efficiency. So the extent to which the gas tax can be relied upon to provide increased levels of transportation funding will be limited. This should not, however, be used as an argument for raising the tax. Higher gasoline taxes would increase the cost of all goods transported on Texas highways and reduce Texans' disposable income, both of which are factors correlated negatively with economic growth.

Alongside the gas tax and the new revenue dedicated to transportation projects since 2013, Texas has been using public-private partnerships to help finance infrastructure projects for several years. The benefits to the state from these projects are significant. For the LBJ-635 project, for example, the state contributed \$490 million but ultimately received a \$2.6 billion investment in new road capacity for one of the most congested areas of the DFW metroplex. Driver satisfaction for the completed LBJ project exceeds 75 percent.

However, opposition to tolls has prompted TxDOT to turn away from this delivery method at a time when other states are actively seeking more private investment. In 2016, Virginia approved a \$2.5 billion Interstate 66 public-private project requiring no state investment. Just last year, Maryland's governor announced that he plans to authorize \$9 billion in public-private transportation projects. Moreover, President Trump's infrastructure proposal will depend on leverage of state, local and private funds.

This topic was the subject of the Texas Conservative Coalition Research Institute's recent (February 6) Transportation Policy Summit. Senate Business & Commerce Committee Chairman Kelly Hancock, R-North Richland Hills, and House Transportation Committee Chairman Geanie Morrison, R-Victoria, joined a panel of transportation policy experts. One with which most of the panelists agreed was that Texas has transportation infrastructure needs that cannot be met through existing revenue streams alone.

This is more important than ever. The Legislature has already taken the necessary step of dedicating additional tax revenue to help solve the problem, but critical to reducing congestion in Texas's biggest cities and busiest highways is using all of the financing options available. Texas must remain open to private investment in its transportation infrastructure and should continue to use private financing where it makes sense for the state, drivers and private investors.

*Aldred is Director of Policy & Research at the Texas Conservative Coalition Research Institute (TCCRI), based in Austin. TCCRI's recent policy white paper "Transportation Infrastructure: Meeting Texas' Need for Continued Investment" is available at [txccri.org](http://txccri.org).*

## Fuel tax increase possible

Trump may be open to 25-cent hike to help cover \$1 trillion plan

Feb. 15, 2018  
Ken Thomas  
The Associated Press

WASHINGTON — President Donald Trump on Wednesday signaled his openness to a 25-cent fuel tax increase to help pay for his infrastructure proposal.

Sen. Tom Carper of Delaware said Trump told lawmakers in a White House meeting that he would be willing to provide leadership on such an increase.

“To my surprise, President Trump, today in our meeting, offered his support for raising the gas and diesel tax by 25 cents a gallon and dedicating that money to improve our roads, highways, and bridges,” Carper, a Democrat who has advocated for the increase, said in a statement.

He said the president “came back to the idea of a 25 cent increase several times throughout the meeting.”

Trump made the comments, first reported by Axios, in a meeting with members of the House and Senate to discuss his plan to rebuild and restore the nation’s roads, bridges and ports. The White House unveiled a proposal Monday to use a \$200 billion federal investment to leverage more than \$1 trillion in public and private funding to pay for the upgrades.

The White House proposal is silent on what the administration would do about the Highway Trust Fund, which finances most highway and transit projects through the fuel taxes. The trust fund is forecast to go broke in 2021.

Some lawmakers and prominent groups like the U.S. Chamber of Commerce have called for a 25-cent, phased-in increase in the federal gas tax to bolster the nation’s highway trust fund.

But any tax increase would represent a political risk for members of Congress in an election year.

## Amtrak may stop service on tracks lacking controls

Feb. 16, 2018  
BY MICHAEL R. SISAK  
Associated Press

Amtrak is considering suspending service on tracks that don't have sophisticated speed controls by a Dec. 31 deadline, the railroad's top executive said Thursday, threatening to disrupt operations across the U.S. in a push to strengthen safety after a series of deadly wrecks.

President and CEO Richard Anderson told a House subcommittee that Amtrak is worried passengers are being put at risk by delays in installing Positive Train Control systems on tracks it uses but doesn't own. Those tracks make up a majority of Amtrak's network.

Railroads face a year-end deadline mandated by Congress for installing the GPS-based system, known as PTC, but some are asking regulators for an extension until 2020. That's on top of a three-year delay granted in 2015. They've cited challenges including equipment problems and delays in testing to ensure it's compatible with other railroads' systems.

Rep. Peter DeFazio, D-Ore., has proposed to ban further extensions. DeFazio's bill would offer more than \$2.5 billion in grants to speed railroads' progress. Industry groups estimate railroads will spend about \$10 billion in total to install and implement the systems.

Amtrak already has PTC in place on about 700 miles of tracks it owns on the Northeast Corridor from Boston to Washington, D.C., and in Michigan. Elsewhere, the government-owned railroad operates on track owned by freight carriers and other entities.

Anderson said Amtrak is evaluating whether it will continue running trains on third-party tracks where the PTC deadline is extended. He said the railroad won't operate on tracks whose owners haven't made enough progress to warrant a delay and is unlikely to operate on stretches that regulators have excluded from PTC requirements.

PTC is designed to slow or stop trains that are going too fast, take control when an engineer is distracted or incapacitated, and prevent collisions with other trains.

"We believe that PTC should ultimately be in place for all Amtrak routes and, as a matter of U.S. policy, PTC should be required for all passenger rail trips in America," Anderson told the House Subcommittee on Railroads, Pipelines and Hazardous Materials.

Amtrak's warning came after two of its trains were involved in fatal crashes on third-party tracks in the past two months – the latest of about 150 crashes killing more than 300 people over the last five decades that investigators said were preventable by PTC.

On Dec. 18, a train entered a curve at nearly 50 mph (80 kph) over the speed limit and derailed on tracks south of Seattle owned by a regional authority, killing three people. On Feb. 4, a train was switched to the wrong track and slammed into a CSX train on tracks owned by the freight carrier in Cayce, South Carolina, killing two people.

"Without PTC, the system is too vulnerable to single points of failure many of which are dependent upon the memory of a single human being interacting with a big, complicated system," Anderson said. "When an engineer loses situational awareness or forgets a rule, we have no systems to assist them and help them prevent that error."

Signals on the South Carolina tracks were down for PTC installation, leaving dispatchers to manage train movements on their own. The NTSB on Thursday called for an emergency order requiring trains to slow down in such areas and report back if switches are misaligned.

Duy Nguyen, a Columbia University social work professor who survived the deadly May 2015 Amtrak derailment in Philadelphia, said he was frustrated by the lack of progress on PTC.

Eight people were killed and about 200 people were hurt when the Washington-to-New York train rounded a curve at more than twice the 50 mph speed limit and hurtled off the tracks.

"It's infuriating that so many of the rail lines have been dragging their feet," said Nguyen, 42, of Teaneck, N.J. "There are people's lives at risk every day."

## Column: Dallas is right to wait to regulate bike share

FEB. 16, 2018

Written by Tom Giovanetti, Contributor  
Dallas Morning News

So how's that bike sharing thing working out for you?

Right now, the Dallas bike sharing experiment more than anything else resembles a fiasco. We teach our children to not throw trash on the ground, and we get fined if we're caught littering in the City of Dallas, but most trash is biodegradable or at least eventually blows to Fort Worth. The litter of bikes, on the other hand, doesn't seem to be going anywhere and is piling up in the most inconvenient and visible places.

This of course was entirely knowable, since this has happened everywhere dockless bike sharing has been tried. In China, where the first bike sharing Matrix was designed, there are fields -- seemingly endless fields -- where abandoned bikes are piled up, not ridden. Do a web search on bike sharing and in any city where it has been tried you'll find consternation over the clutter, and astonishment over the indifference of the companies themselves about their own capital being carelessly strewn about the landscape.

Whenever there is a high profile entrepreneurial failure like the one likely facing dockless bike sharing, there is a tendency by some to see it as a failure of the free-market, or an indictment of capitalism, or something. As if somehow any economic system could attain perfect results relying upon imperfect inputs (that's econ-speak for you and me).

An economic system is a way of allocating a finite amount of goods and services in the face of infinite demand, incomplete knowledge and imperfect participants. There are better and worse ways of doing it, but nothing approaching perfect.

The genius of the free-market is that it lets people try things, with no guarantee of success or failure. As consumers, we do best in a system where people with ideas are pretty much free to try them -- these days that's called "permissionless innovation." And as workers, we want entrepreneurs to be free to try things as well, since those who succeed employ us.

But not every idea succeeds, so the only way to know is to try. Succeed or fail, we learn and go forward. It's all the same to the free-market.

For as many years as I've been thinking about these things, I'm always humbled by how many times I've been wrong. When someone first explained the iPod to me, I laughed out loud. As an audiophile, I couldn't imagine why people would need to carry around at all times an entire library of poor quality, down-sampled digital music. Boy was I wrong. I was wrong because I didn't have enough information; I only had information about my own tastes and preferences, but not of the possible tastes and preferences of hundreds of millions around the world. That's just an impossible amount of information for any one person or group of persons to process.

It's helpful to think of an economy as a massive information processing system. It's not a question of whether the market is right or wrong, the market processes information and delivers verdicts. Whether it's the price of a pint of strawberries or the success of the bike sharing industry, the market always answers the question. You just might not like the answer. It's probably still too soon to say whether the bike sharing experiment is going to succeed or fail.

But either way, the economy as a whole will learn from the result, and entrepreneurs will incorporate that data as they plan their next venture.

Today, bike sharing is being fueled by an abundance of very inexpensive money, especially Chinese money, which is somehow mysteriously even cheaper. The business model depends on cheap venture capital and up-front user deposits, but has no obvious means of recovering the initial investment, much less of making a profit. It probably won't succeed. It's not even clear that it's succeeding in China, which is actually a bicycle culture.

Further, the whole bike-share thing seems driven more by social and environmental idealism than by the profit motive backed by a solid business plan. As such, it's even less likely to succeed.

But I could be wrong, and that's why cheap money and permissionless innovation are good. On a regular basis they deliver the pleasant surprise of new goods and services imagined in garages and dorm rooms by entrepreneurs. It's a virtuous cycle and it should be encouraged, even when things seem to be going wrong, because such a system creates far more good than harm.

But there are occasional harms, and that's why regulation is sometimes necessary. The trick is to wait until the need for regulation has been demonstrated, such as it is right now in real time with bike sharing. Reactive rather than anticipatory regulation preserves permissionless innovation while also preserving liveability.

In other words, even though I'm skeptical of bike share, I'm pretty happy with the way the City of Dallas approached it. Dallas has allowed a permissionless experiment to play out. Private capital rather than taxpayer dollars has been voluntarily put at risk. And if it all collapses, that will be okay, too.

What the city must resist is the call for an enormous new investment of taxpayer dollars to facilitate these private entrepreneurial ventures. No, the city should not spend taxpayer dollars on necessary infrastructure so that private ventures can succeed; they should bear all the risks and expenses of their own venture. Neither should the city bail out or take over ownership of failed bike companies.

Finally, these principles of letting entrepreneurs take risks and succeed or fail on their own also applies to much larger projects such as the Texas Central Railroad. We're all best off in an environment where entrepreneurs can imagine great things and take risks with their own venture capital. In a free-market, permissionless environment, we all benefit from their success, and if they fail, we still gain the wisdom and experience of the failure to guide future endeavors. In a free market, it's all good.

*Tom Giovanetti is president of the Institute for Policy Innovation in Irving. He wrote this column for The Dallas Morning News. Website: [ipi.org](http://ipi.org)*

<https://www.dallasnews.com/opinion/commentary/2018/02/16/dallas-right-wait-regulate-bike-share>



## Column: Traffic fixes hobbled by limit on tolls

February 17, 2018  
By Robert Poole  
Houston Chronicle

In 2017, the state Legislature curtailed the use of tolling and public-private partnerships to pay for much-needed Texas highway infrastructure, first by declining to approve any proposed highway project funded via a public-private partnership, and second, by prohibiting the Texas Department of Transportation from investing state equity in any of such partnerships, known in the industry as P3s.

What's more, Gov. Greg Abbott pledged that none of the new infrastructure funding approved by voters in 2015 would be used for tolled projects.

TxDOT and local officials in much of the state had fought to save these projects, most of which involved express toll lanes, such as those already providing congestion relief in Austin, Dallas and Fort Worth. In fact, the Texas Transportation Commission and TxDOT had developed a workaround that would use voter-approved highway funds for the general-purpose lane portions of highway projects and retain conventional P3 financing for the priced lanes.

Dubbing that an "accounting trick," grass-roots populist groups demanded Abbott rein in the transportation commission and TxDOT. Later the governor issued a statement that TxDOT was doing a good job on congestion-reduction, but added, "We want them to do that in a way as I promised, and that is without adding more toll roads."

Last December, the Texas Transportation Commission, whose members are all appointed by the governor, voted unanimously to remove all toll projects from the 2018 Unified Transportation Program. At least for now, that kills planned mega-projects to add express toll lanes to I-35 East in Dallas, I-35 through Austin and many others.

The irony in these actions is the stunning success of the public-private partnership express toll lanes projects in Dallas and Fort Worth. The North Tarrant Express has reduced time spent in traffic in the general-purpose lanes by as much as 73 percent while increasing average speed by 10 percent to 15 percent. Similar congestion reductions are being achieved on the LBJ project in Dallas.

Meanwhile, anti-P3 groups, such as Texans Uniting for Reform and Freedom and Texans for Toll-Free Highways, urged Abbott to take action based on claims that tolled express lanes are unaffordable for working class Texans, and that an average round-trip \$5 toll each week, at \$50 per week, would cost \$135,000 over a commuter's lifetime. But that is not how most people use these lanes. Most users' bills average between \$5 and \$15 per month. Regular commuters on those expressways average only \$35 per month, choosing the toll lanes for some trips and not for others.

The groups also claim Texans don't want more toll lanes. And they present all new projects as if they force drivers to pay tolls, when, in fact, all of these projects add new capacity to congested corridors, leaving motorists free to choose whether the time savings and reliability of the toll lanes are worth the price for any given trip.

That should undercut the constant repetition of these groups' favored term: "toll taxes." That's because there is difference between a toll (a user fee) and a tax (government revenue). Express tolls clearly are user fees.

As for the alleged unpopularity of tolled projects, that, too, is incorrect. One year after completion of the Tarrant County project, 70 percent of its users ( of both general purpose and electronic toll lanes) gave it a favorable rating. LBJ highway users rated that corridor even higher after one year, at 76 percent.

Liberty County officials and citizens strongly support the toll-financed completion of the last 50 miles in the Grand Parkway, the Houston metro area's outer beltway. In Montgomery County, north of Houston, there is major support for completing the 249 Tollway. And officials in the Dallas-Fort Worth Metroplex are agonizing over how to complete the majority of the long-planned network of express toll lanes - without either tolling or public-private partnerships - as are capital residents and officials desperate for long-term congestion relief on I-35 through downtown Austin.

Fortunately, there is a ray of hope in Texas.

Texans for Traffic Relief is a pro-tolls, pro-P3 group, that supports the use of all available resources to fund roadway projects and empowering local communities to decide how they want projects done. TTR further wants to ensure that taxpayers are protected in in a P3 project bankruptcy, and it opposes converting existing roadways to tollroads. Organization leaders applauded the State Republican Executive Committee for including a proposition on the March Republican primary ballot regarding voter approval for toll projects.

The case for toll-financed P3 projects is strong.

First, under the revenue-sharing provisions built into Texas P3 agreements, TxDOT garners increasing shares of gross toll revenues in the out years if tolled projects do better than projected. Second, to the extent that they are profitable, these projects pay state and federal corporate taxes. The private-sector transportation infrastructure company Cintra estimates the net present value of such tax payments (through 2062) at \$3.5 billion on the NTE and LBJ projects alone.

Unfortunately, many of the legislators enacting anti-toll and anti-P3 provisions evidently believe the many incorrect assertions made by anti-P3 groups. It will take an active public campaign of accurate information for Texas to be able to resume this cost-effect means of providing urgent relief for gridlocked highways.

*A longer version of this essay first appeared in Public Works Financing.*

*Poole is director of transportation policy and Searle Freedom Trust Transportation Fellow at Reason Foundation. An MIT-trained engineer, he has been an advisor in four U.S. presidential administrations.*

<https://www.houstonchronicle.com/opinion/outlook/article/Poole-Traffic-fixes-hobbled-by-limit-on-tolls-12621324.php>

## Editorial: Widening freeways is so 20th century — the 710 Freeway deserves better

By the LA Times Editorial Board  
FEB 19, 2018

The 710 Freeway is a congested, diesel-polluted mess of a road. Built in the 1950s and 1960s, it was never intended to accommodate the endless swarm of vehicles, and particularly trucks, using the freeway today.

Seven days a week, big rigs rumble up and down the 710, hauling containers from the nation's largest seaport complex in San Pedro and Long Beach to the sprawling rail yards in Commerce and Vernon east of downtown. The route can become so busy that trucks stretch bumper to bumper for miles in the right lanes, boxing passenger cars in and causing them to miss their exits. That's one reason the accident rate on the 710 is higher than on other freeways.

The route carries so many diesel trucks, nearby communities have dubbed the corridor a "diesel death zone" from the concentration of toxic diesel soot and emissions.

The Metropolitan Transportation Authority is now looking to update the 710. But despite decades of studies of forward-looking ways to improve congestion and air quality — for example, separating trucks from cars or requiring low-emission trucks — Metro is looking at a solution straight out of the 1950s: Widening the freeway. The Metro staff has recommended a \$6-billion project that would add one lane in each direction from Ocean Avenue in Long Beach to the 60 Freeway in East Los Angeles, while also upgrading some interchanges. Metro's board of directors will vote on it this week.

The engineers working on the project say widening the freeway is the most affordable option, which is important given the lack of funding so far. Metro has \$1 billion now and doesn't know where the rest will come from. By contrast, another option that the staff didn't support — building a four-lane route for low- or no-emission trucks above the existing 710 Freeway — would cost at least \$10 billion.

Still, even the cheaper project would be one of the most expensive freeway widening efforts in county history. And for what? It's unlikely that adding two new lanes will make a lasting impact on congestion because of the phenomenon of "induced demand." Widening a freeway to ease traffic actually induces more people to drive, which results in similar or worse congestion than before the project. A wider 710 could end up being the same clogged, dirty, dangerous corridor it is today.

Simply widening the freeway is a missed opportunity and a waste of taxpayer money. If Metro and the California Department of Transportation want to spend \$6 billion on an anachronistic freeway widening, they ought to use the project as a catalyst for cleaning up the freight industry and advancing the plans for a zero-emission port complex.

Why not think big and ambitious about how transportation infrastructure can change the marketplace? The agencies could designate the new road space as truck lanes accessible only to zero-emission trucks. Or they could make them express lanes for big rigs with the toll based on truck emissions. The cleaner the engine, the lower the toll. That could encourage trucking companies to speed up their transition to clean vehicles.

So far, Metro is proposing to address diesel pollution by pledging to find \$100 million in grants to help subsidize the purchase of clean trucks to drive on the wider 710 Freeway. Supervisor Janice Hahn recommended boosting that to \$200 million. But there's no guarantee the money will come through.

State and local officials have rightfully recognized that while goods movement is a vital part of the regional economy, it's also incredibly dirty. The ports of Los Angeles and Long Beach are the largest source of air pollution in the region, with trucks and ships spewing smog-forming pollutants and cancer-causing diesel particles. The port complex is also a major emitter of greenhouse gas emissions.

The state has adopted a Sustainable Freight Action Plan to develop more efficient ways of moving cargo and to transition the diesel-dominated industry to zero-emissions equipment. Los Angeles Mayor Eric Garcetti and Long Beach Mayor Robert Garcia set a goal for their ports to go zero emissions by 2035.

So if the region is going to fix the 710 Freeway, any solution has to guarantee significant cuts to diesel and greenhouse gas emissions and move the region toward a more sustainable cargo-moving industry. The current proposal to widen the freeway doesn't do that. Metro's board of directors shouldn't settle for it.

<http://www.latimes.com/opinion/la-ed-710-freeway-20180219-story.html>

## Official Wants Driverless-Only Lanes on Busy Texas Highway

Bexar County Commissioner Kevin Wolff is pitching the idea of a dedicated autonomous vehicle-only lanes on I-35 between Austin and San Antonio.

FEBRUARY 20, 2018  
BY BRUCE SELCRAIG  
SAN ANTONIO EXPRESS-NEWS

Bexar County Commissioner Kevin Wolff believes that a meeting he had last month in Washington with federal transportation officials could lead to construction of lanes for driverless automated vehicles on the Austin-San Antonio section of Interstate 35.

"This is the first proposal of its kind in the nation that I'm aware of," Wolff said. "And when the feds heard about it, they told me, 'This is just the kind of proposal we want to fund.'"

If it happens, it'll take a while. The 95-mile stretch of eight-lane highway -- perennially named one of the nation's most congested traffic corridors -- is already scheduled for an \$8 billion expansion to add four "managed lanes" around 2025, according to the regional Alamo Metropolitan Planning Organization, or MPO, which Wolff chairs.

Wolff wants to make two of those four lanes designed for driverless vehicles -- one in each direction from the Williamson County line in far north Austin almost to downtown San Antonio.

He hopes his proposal can tap into an estimated \$200 billion in President Donald Trump's infrastructure funding initiative, already under fire by critics who say the president will pay for it by crippling other existing federal programs and steer its benefits to Republican-dominated states.

"Department of Transportation officials told me they have targeted about \$20 billion of that total for 'innovative' transportation ideas," Wolff said. "And when they heard I wanted driverless lanes on I-35, they acted like this is common sense. They were receptive."

Few doubt that the basic technology could be ready by 2025, though plenty of skeptics, including insurance companies, say it hasn't yet proved that it can cope with the unpredictability of human drivers. Autonomous cars, they say, have a hard time figuring out how much rule-breaking is expected at, for example, a four-way stop or a left turn against traffic as the light is turning red.

Wolff was not surprised that federal officials were publicly noncommittal about the idea when reached last week.

A DOT spokesperson noted that the infrastructure proposal has yet to go to Congress and would only confirm that Wolff spoke with a government affairs officer, Chris Mitton, on Jan. 31 about "transformative projects" that might be suitable for future federal funding.

An added incentive, Wolff said, is that the normal 80-20 federal funding formula for highway projects, in which the state pays 80 percent and Washington pays 20 percent, would be reversed for projects that the DOT deems innovative.

"Logic tells me the technology will be there when we get around to building this," said Wolff, who fought a years-long losing battle to bring a commuter rail system to the I-35 corridor.

The Lone Star Rail project would have cost up to \$3 billion but depended on the willingness -- which was never forthcoming -- of Union Pacific Railroad to lease its existing tracks. The driverless lanes would cost slightly more than the \$4 billion estimated for two of the four

managed lanes already planned, which includes acquiring new rights of way or elevating the new lanes where the interstate can't be made any wider.

Will Conley, a former Hays County commissioner and chairman of the Capital Area MPO in Austin, said he thought Wolff's proposal was "promising" and planned to push it and other ideas when he has his own talks with federal transportation officials. The notion of driverless freeways might not be that hard a sell, he said.

"Central Texas is a diverse place," said Conley, who, like Wolff, is a Republican. "In my political experience, I don't get 100 percent consensus on anything, but if this is presented the right way, an overwhelming number of my constituents would welcome an innovative approach to safety and traffic congestion."

"I would love for Interstate 35 to have this national reputation as a corridor of innovation," he added. "And wouldn't it be nice if the symbol of all that was an automated major highway?"

Texas has built some of the nation's most successful managed-lane highways -- from tollways to high occupancy Vehicle lanes -- and preparing I-35 for automated vehicles "makes perfect sense," said Christopher Poe, assistant director for connected and automated transportation strategy at the Texas A&M Transportation Institute.

It would fit in nicely, Poe said, in a research region anchored by Texas A&M, San Antonio's Southwest Research Institute and the University of Texas at Austin, where Google has been testing its Waymo automated vehicle on city streets for about two years.

Though the day when cars zip past New Braunfels and San Marcos while guided by invisible drivers might be a decade or more away, the infrastructure is not dramatically more expensive than conventional concrete highways, Poe said.

What's more uncertain, he said, is how motorists would get from their homes to the driverless lanes and whether large numbers of people would be able to afford to buy automated vehicles, or if they would be cheap enough for short-term rentals. It might take something like Park and Ride facilities or a new niche for ride-hailing services.

"Oh, the devil is always in the details," said Chandra Bhat, professor of civil architectural and environmental engineering at UT-Austin and a researcher of human behavior in transportation. "There are about 250 million vehicles in the country today, and it might take 30 years before a substantial number of them are driverless."

"But 30 years ago, did anyone think we would ever ban smoking in public buildings and restaurants? In a democracy, it is hard to say, 'Thou shall not drive your manual vehicle.'" Bhat said. "There are so many things to work out about sharing, the pride of ownership and even how drivers would adjust from an automated section of highway back to a conventional one."

Besides the question of how to make it available to anyone but the affluent, the unknowns include cybersecurity for the cars themselves, insurance and the accommodation of physically challenged drivers.

"We must figure all of this out," Bhat said. "But Mr. Wolff's proposal is a good start. And we must start somewhere."

<http://www.govtech.com/fs/infrastructure/Official-Want-Driverless-Only-Lanes-on-Busy-Texas-Highway.html>

## Trump is touting 'biggest and boldest' infrastructure plan in 50 years. What do the numbers really say?

FEB. 19, 2018

Written by Tom Benning, Washington Bureau  
Dallas Morning News

WASHINGTON — In pitching a plan to “rebuild and restore America’s depleted infrastructure,” President Donald Trump has touted his effort as the “biggest and boldest infrastructure initiative in at least a half a century.”

And that means, at least, big numbers.

Overall investment of more than \$1 trillion. Direct federal spending of \$200 billion, money that would come on top of billions of dollars already in play. Major work on a sprawling infrastructure system that features, for instance, a highway network with millions of lane miles.

But it’s harder to determine how that grandiose scale would translate in Texas, a big state with big needs.

Such a proposal could send billions of dollars to Texas. But that would pale in comparison to the transportation money the state has itself added of late. The federal plan would push partnerships with the private sector. But Texas, thanks to anti-toll fervor, has shifted away from that model.

The need for such a package — which would go beyond roads to airports, pipelines and other infrastructure — has drawn bipartisan agreement. But that need has existed for years, with lawmakers from Texas and beyond disagreeing on how to address it.

“This would require a level of creativity from Congress that they don’t strike me as ready to display,” said Chris Lippincott, an Austin-based transportation consultant.

Here are three key numbers in the infrastructure debate and why they are important for Texas:

### **\$1.5 trillion**

Trump is a billionaire real estate developer who has called infrastructure a “sexy” topic. But even though he’s focused on the potential to create \$1.5 trillion in investment, his proposal envisions only \$200 billion in federal spending over the next decade.

And there are limits. In a \$100 billion competitive grant program, for example, Texas could win at best \$1 billion a year.

That’s less than the cost of the major highway overhauls now common in North Texas. And it’s less than the money — more than \$5 billion over the next two years alone — the Legislature shifted in recent years to transportation from general sales taxes and oil and gas taxes.

“If people were expecting the second coming of the Works Progress Administration, they are probably going to be disappointed,” said Ted Chapman, a Dallas-based senior analyst in S&P Global’s infrastructure ratings group.

But the money isn’t pennies, either.

Victor Vandergriff, an outgoing Texas transportation commissioner, said there are a “whole bunch of projects” in the state that are 10 percent short of full funding. He figures an additional \$7 billion to \$10 billion over a decade could accelerate a big slate of revamps in Texas’ urban areas.

“This could make the difference,” he said.

### **80-20, or 20-80**

To turn \$200 billion into \$1.5 trillion, the White House wants to lean on state and local governments, along with the private sector.

The \$100 billion grant program, for example, would only cover up to 20 percent of the cost of any individual project. That’s the exact opposite of the at least 80 percent match the federal government now provides for projects on interstates and other major highways.

And that proposed shift has not impressed Dallas Mayor Mike Rawlings and other local leaders, though Fort Worth Mayor Betsy Price has praised Trump’s plan.

Consider that state and local governments were already responsible for about 80 percent of the \$235 billion spent on roads of all types in 2015, according to Jeff Davis, an expert at the Virginia-based Eno Center for Transportation.

So even though Trump’s plan would not supplant existing federal funding streams like the Highway Trust Fund, which will provide Texas about \$5 billion this year, the reality is that much of the delta in the White House’s plan will likely have to come from the private sector.

And that could mean more roads with tolled components.

Texas — and North Texas, in particular — once would’ve been primed for that setup. The massive LBJ Express project in Dallas County, for example, used tolled managed lanes and private-sector involvement to leverage \$500 million into a \$2.7 billion project.

But key state officials have since sided with anti-tolling advocates, perhaps making it difficult for Texas to take full advantage of Trump’s plan if it comes to fruition.

### **\$240 billion**

For all the focus on the \$200 billion in Trump’s proposal, Democrats have also seized on a pool of money that totals some \$240 billion. That’s their accounting of the cuts that the latest White House budget proposal wants to make to several existing infrastructure programs.

And while the administration has pushed back on that exact tally, officials are making no apologies for seeking to fund the infrastructure push through budget cuts of some sort.

“Federal money is not free,” said Elaine Chao, the U.S. transportation secretary.

The White House’s proposed trims would affect, for instance, a mass transit program that’s been key for Dallas Area Rapid Transit. Another area on Trump’s chopping block is a grant program known as TIGER, which helped build the Oak Cliff streetcar project.



But the fact is that Trump's budget plan is almost meaningless. Lawmakers have supported those kind of programs in the face of previous attempts to cut them. And Congress, which has the power of the purse, just reached a two-year budget deal that ups overall spending.

The question remains, then: Where does the money come from?

No one really knows, though Trump has reportedly expressed support for the contentious idea to boost the federal gas tax for the first time since 1993. But if his effort did produce some kind of long-term support, then that would be a major breakthrough, officials said.

"We've seen little from the federal government since 1993, with regard to financial commitments to build transportation," said Michael Morris, transportation director at the North Central Texas Council of Governments. "So at least we are hearing about lots of opportunities."

<https://www.dallasnews.com/news/politics/2018/02/19/trump-touting-biggest-boldest-infrastructure-plan-50-years-numbers-really-say>

## Driverless Vehicles Hit the Road in Texas

The push toward autonomous vehicles is strong in the Lone Star State, home of the Texas AV Proving Grounds Partnership.

Feb. 21, 2018

By Sharon Jayson, Contributor  
US News

If you think your car will be driving you anytime in the near future, think again.

Known as driverless or self-driving vehicles, autonomous vehicles are in the spotlight. But while the auto, tech and ride-share industries are driving the effort, the fact that automation levels vary means it will be a while before you'll pass a truly driverless vehicle on your daily commute.

In Texas, the push toward autonomous vehicles is particularly strong, accelerated by circumstances that make it among the nation's leaders as automation advances:

Texas' population growth is the largest of any state, according to U.S. Census data

- released in January; four of the five fastest-growing cities in the country with populations of 50,000 or more are in Texas, Census estimates have found; and Texas Demographic Center projections through 2045 suggest the state's population will grow by 40 percent, with three-quarters of the population concentrated in urban areas and border counties.
- A new state law effective last September allows automakers and others to test automated vehicles on the state's roads and highways without a driver inside.
- The Texas (Automated Vehicle) AV Proving Ground Partnership is one of 10 pilots designated in 2017 by the U.S. Department of Transportation "to encourage testing and information sharing around automated vehicle technologies."

"Our growth is a function of a good economy, affordable housing and a good transportation network. To sustain that, you've got to keep enhancing and improving all those areas," says Christopher Poe of the Texas A&M Transportation Institute, who also serves as point person for the state's proving grounds. "We've got to keep it up."

The Texas AV Proving Ground Partnership includes research institutions: Poe's employer Texas A&M University's Transportation Institute, the University of Texas—Austin and the Southwest Research Institute in San Antonio. Other participants include urban test sites, the Texas Department of Transportation (TxDOT) and 32 public agencies. These pockets of innovation are in settings as diverse as projects for Houston's HOV lanes and El Paso's border and port. The common thread is testing emerging transportation technologies and accompanying data collection.

The DOT's proving grounds designation didn't include funding, so the projects at the 10 sites are on their own – at least for the time being.

"The Department is still reviewing its options on how best to proceed with the Automated Proving Grounds PILOT program," a DOT spokesperson said via email.

The Texas partnership took that federal designation as a green light, making the state's effort a full-speed ahead move that's showing up on the roads, either in controlled settings such as test

tracks or in specific areas, such as in Arlington, where a yearlong pilot launched in August dubbed "Milo" is getting some attention. Free transportation via autonomous vehicle is offered from parking lots in the entertainment district to Texas Rangers and Dallas Cowboys games and other special events. For \$272,000, the city of Arlington leased two low-speed shuttles, each with a dozen seats and an operator who provides information and is a backup in case the shuttle has to go into manual mode. There is no steering wheel and the operator does not drive.

In the state's capital city, a pilot scheduled to launch within the next month will allow vehicles to "talk" to each other or to the infrastructure as a way to provide increased and advanced visibility for pedestrians, says Karla Taylor, chief of staff for the Austin Transportation Department.

The eight-week pilot will use DSRC – Dedicated Short Range Communications – installed at different intersections on the same six-lane divided road with high pedestrian activity and on 10 buses serving that route.

"If a pedestrian goes to a button to cross at the crosswalk, that button will be linked to the DSRC equipment and send a message to the approaching Capital Metro bus that a pedestrian is about to cross in the crosswalk," Taylor says. "The buses will have tablets that send the message to the driver."

Safety is cited as the overriding reason for the massive financial as well as research investment in automated vehicles. Human drivers make mistakes: The National Highway Traffic Safety Administration's report on motor vehicle crashes causes/blames drivers for 94 percent of the crashes, with recognition errors for 41 percent, decision errors for 33 percent and performance errors for 11 percent of the crashes.

Darran Anderson, TxDOT director of strategy and innovation, says while safety is always first, automation offers additional benefits.

"If you reduce the number of crashes, it will reduce congestion due to crashes," he says. "But whether it will reduce the amount of vehicles, a lot of those questions have not yet reached a point anybody can answer. It may increase the number of vehicles, but they may fit more in the same width of highway and may have the same rate of flow."

Automated vehicles provide the assurance of safety without human error, allowing lane widths to shrink and vehicles to travel closer together, he says.

Such efforts are underway with two-vehicle truck platoons that travel in tight formation at short following distances. A truck platooning demonstration at the Texas A&M Transportation Institute aims to increase safety, improve mobility and save on fuel costs and emissions. With platoons, the lead truck is manually driven, while steering, acceleration and braking of the second truck (in which a driver is present but not driving) is automatically controlled. The vehicles are linked and communicate wirelessly.

"When they're aligned perfectly and they're following at close distances in highway speeds, there are significant fuel and emissions savings," says Mike Lukuc, who oversees such tests at the Texas A&M Transportation Institute in College Station. "At 55 miles per hour traveling 30 to 60 feet apart – you can follow at that distance very safely – you start to see a 4- to 5-percent reduction in fuel consumption and a reduction in the lead truck and an 8- to 10-percent reduction in the second vehicle," he says.

The Institute's platooning research will be part of a study commissioned by the Michigan-based American Center for Mobility, another of the 10 DOT-designated proving grounds. The study, announced earlier this month, will concentrate on transportation jobs of the future -- including taxi drivers, professional truck drivers and delivery drivers -- and how autonomous vehicles will affect them.

In Texas, the new state law is an open invite to automakers and others that testing self-driving cars on state roads and highways is just fine with Texas.

"What happened in other states is that cities began to regulate in this arena and create a patchwork of legislation which makes it very difficult to operate in those states," State Sen. Kelly Hancock, of North Richland Hills, says of the measure he sponsored in last year's legislative session. "We wanted industry to recognize that Texas was friendly to this type of research."

However, Texas wasn't a leader in passage of automated vehicle legislation. Nevada was the first state – in 2011 – to authorize autonomous vehicles. Since then, 20 states have passed similar laws, while governors in Arizona, Delaware, Massachusetts, Washington and Wisconsin have issued executive orders related to automated vehicles. Arizona and California, like Texas, are among the nation's leaders for testing of various types of autonomous vehicles. This rapid growth across the country prompted the National Conference of State Legislatures, a bipartisan organization for state lawmakers, to create a database for autonomous vehicle legislation.

"Texas, in particular, is one of best environments to test automated vehicles," says Scott Hall, of the Auto Alliance, a Washington, D.C.-based trade association representing 12 automakers, including Ford Motor Company, General Motors Company, Toyota and Volvo Car USA.

For any driverless vehicle, there's a defined level of automation, which ranges from Level 0 (a human driver) to Level 5 (fully automated with no human driver). That's why the term "self-driving" or "autonomous" can mean many different levels of autonomy and doesn't explain what the vehicle can do on its own and whether a driver is needed as a backup.

"It's sort of a brave new world out there," says Hall, of the Auto Alliance. "Autonomous vehicles represent a paradigm shift in transportation."

<https://www.usnews.com/news/best-states/articles/2018-02-21/driverless-vehicles-hit-the-road-in-texas>

## Going, going, gone: Booming Collin County growth means rural areas won't be 'farmland forever'

Feb. 21, 2018

Written by Nanette Light, Staff Writer  
Dallas Morning News

COLLIN COUNTY — A one-mile running track through a hay field outlines the Blake family's property. To outsiders, it's nothing special — just a mowed-down path where Shannon Blake and her kids run.

But it's here — running along this piece of dirt — where Blake finds peace.

Before the Blakes moved to unincorporated Collin County less than two years ago, they lived in a typical two-story, suburban Frisco home. But that fast-growing community a half-hour north of Dallas had dramatically changed from when the Blakes moved there more than a decade earlier.

Cars raced down high-speed freeways. Apartment buildings stood alongside their neighborhood. Toyota transplants were arriving, and The Star in Frisco — home to the Dallas Cowboys — was coming.

The family traded their suburban life for country living on 33 acres just outside McKinney's city limits. And it's this same peaceful patch of land — the place with two creeks and a pond — that she, her husband and six kids have fought for the last year to protect from creeping development in booming Collin County.

They're fighting against the very growth that made them escape to the country in the first place.

"It's definitely not what we expected when we were moving out here," Blake said.

And the battle for people like the Blakes to hold onto some of the last bits of unpaved Collin County is far from over.

Collin County's population is expected to double before 2030 and surpass the number of people in Dallas and Tarrant counties with a population of more than 3.5 million by 2050.

More recently, the once tiny cotton farming community of McKinney reported a population of nearly 180,000 residents — an almost 7 percent increase from last year and a whopping 365 percent jump from 20 years ago.

By 2040, McKinney's population is expected to grow by another 100,000 residents to roughly 284,000, according to city estimates.

And that means most of the rural acreage around McKinney's city limits will ultimately be developed, said Michael Quint, executive director of development services for the city of McKinney.

"I actually had one resident come and ask me ... 'is all that farmland going to go away eventually? Is every square inch going to be developed?'" he said. "And the simple answer is yeah, a lot of it is going to be developed. That's just kind of the price we pay to live in such a high-demand region.

"It's impossible to think that this stuff is just going to be staying farmland forever."

### **Progress comes knocking**

A beat-up blacktop road north of the Collin County Courthouse leads to the Blake family's five-bedroom house built on a slope in the early 1960s.

Blake and her husband, Jason, bought the 33-acre parcel just outside McKinney's city limits. The couple had dreamed of a place where their kids could roam and explore.

They thought they found it.

They cleared overgrown bush and dead trees. Last year, a friend wed under a 100-year-old oak tree in their backyard.

Their oldest son built a fort in the nearby woods with his friends — a shack-like structure with a tin roof. And in the evenings, the family raced each other across the hay bales lined up behind their house.

"I don't care if the city's all around me. We have a treeline and a creek that buffers us," Blake said. "We're in our happy little world, and we'd like it to stay that way."

But it's uncertain if it will.

Markers on their trees show where a developer has tagged them for possible removal for a sewage pipeline.

A year ago, an early study to build a bypass north of U.S. Highway 380 showed a freeway possibly cutting through their property as the Texas Department of Transportation works to tackle the traffic gridlock that comes with explosive growth in the county.

But where exactly that freeway will be and when it will rise up isn't known yet, said TxDOT spokeswoman Michelle Raglon.

Last year, the Blakes also received word of another possible road running through where the family's kitchen table sits today.

And in the fall, the family and other county residents fought a McKinney City Council plan to forcibly add thousands of acres outside the city limits before a new state law dealing with annexation went into effect. Blake, her husband, Jason, and others packed meeting after meeting in the weeks-long battle, calling the forced annexation a "land grab."

In November, McKinney City Council members unanimously voted to drop its annexation push. For now.

During that meeting, Mayor Pro Tem Rainey Rogers warned that probably wouldn't be the last time rural Collin County residents would have to fight to protect their property.

"One of these days, TxDOT is going to come knocking on people's doors ready to take your land because of some bypass," he said. "Ultimately, it's going to come. The state of Texas didn't give up the right to eminent domain on a property. Just kind of be aware of that."

## **The lure of Collin County**

This growth isn't anything new for Collin County, which has been steadily growing at a phenomenal clip for decades, said Clarence Daugherty, director of engineering for Collin County.

Tax incentives, good schools, public safety and the relocation of large corporations — notably Toyota North America's move to Plano — continue to lure families and businesses to the area. And as more people have come, development has inched farther north from Plano to McKinney.

Beyond McKinney, past where the Dallas North Tollway ends, is Celina. Though its population totals only about 11,000 residents now, that's almost double what it was in 2010, according to the city. And it's estimated to eventually reach about 350,000, rivaling Collin County siblings Frisco and McKinney.

Already, Celina is expanding so quickly that city staff can't keep updated maps on hand.

"Celina has such a large land mass. It's like playing monopoly, and we don't want to make a mistake on any step," Mayor Sean Terry said.

The ONE McKinney 2040 Comprehensive Plan, which is still in the draft phase, plots in its preferred scenario the Blakes' property and other rural areas in the Honey Creek Entertainment District — a mixed-use development of retail stores, restaurants, office spaces and residences to attract young and retiring professionals.

"These are farms, and none of these people want to move," Blake said of the plan. "So none of that fits unless we're all gone."

## **A suburban holdout**

Daugherty predicts pockets of acreage may remain in the county. He pointed to a long holdout of suburbia's reach in Plano — the Haggard family, one of the city's founding families who settled in the area in the 1800s and has farmed the land for generations.

The Haggards have parceled off their land slowly but continue to farm on some vacant tracts such as one at the Dallas North Tollway and Spring Creek Parkway.

About eight miles away in the heart of Plano, you can still spot llamas, cows and donkeys grazing on a roughly 60-acre tract of farmland owned by Rodney Haggard. Several years earlier, he sold about half of the family's historic homestead to be developed into a housing subdivision.

"We still primarily want to keep as much land as we can," said Haggard, managing partner at the real estate firm Fairview Farm Land Co., who still owns about 150 acres scattered throughout the area.

"But when growth comes to our part," he said, "we try to take advantage of that some, too."

But Daugherty, the county engineer, said large expanses of acreage like the ones the Haggards have held on to will be unlikely.

"I guess it's always possible that something will happen to make development stop before it engulfs all of the land," he said.

### **An annexation law and the 'Texas miracle'**

McKinney Mayor George Fuller thinks the state's new annexation law — which went into effect Dec. 1 and requires voters' approval before their land can be annexed — could be that "something."

He said development will happen, but it will be different and with less city oversight since the city no longer has the ability to unilaterally annex property.

The new law limits the ability of cities like McKinney to strategically grow and manage that growth in terms of overseeing that infrastructure is in place and that safety codes and ordinances are adhered to, he said.

"When you halt that, you stop managed growth. I would imagine that again in five and 10 years, we'll be talking, and the Texas miracle will no longer be the Texas miracle. It will be the Texas miracle that we're reading about in history books," he said.

"And we'll be able to identify how the growth and how that growth produced the jobs and the economy it did, and then a law was passed, and that growth slowed and stopped."

Already, the law has changed the way McKinney thinks about its expansion looking forward. Previously, Fuller said the city would have extended roads into the extraterritorial jurisdiction with plans to later annex that property into the city. Now, it won't.

But Quint, McKinney's development director, has said the council's decision to drop its forced annexation push before the new law went into effect isn't expected to hurt the city's expansion plans.

"Even though we're not annexing it today, it's still in our ETJ," he said of the land just outside city limits. "So whether that happens 10 years or 100 years from now, we're still planning for those areas to be in our city limits."

Shannon Blake doesn't understand why cities can't develop, while also allowing country farms to remain.

"We knew that the city would grow around us. We just didn't want them to grow through us," she said.

<https://www.dallasnews.com/news/collin-county/2018/02/21/going-going-gone-booming-collin-county-growth-means-rural-areas-wont-farmland-forever>



# With \$2.5 billion in backed-up highway projects, North Texans turn up the heat on Austin

FEB. 22, 2018

Written by Ray Leszcynski, Communities  
Dallas Morning News

The anger and frustration of motorists stuck on LBJ Freeway may soon spread to users of a trio of other crowded North Texas roadways.

Funds to improve three highway logjams are being used as collateral to persuade the Texas Transportation Commission to build LBJ East, the 10.8 miles of Interstate 635 between Interstate 30 and Central Expressway that has been deemed the region's top transportation project.

The three potentially endangered projects -- the Interstate 30 bridge over Lake Ray Hubbard, Interstate 35E between LBJ and the Denton County line and U.S. Highway 80 east toward Kaufman County -- together represent \$2.5 billion in planned projects that may be pulled to get LBJ East completed.

And doing that would turn a North Dallas highway problem into major roadway obstacles or Denton, Kaufman and Rockwall counties.

Denton County Judge Mary Horn told Gov. Greg Abbott "it's time to govern" in a Feb. 8 letter complaining about delayed projects in the area, and that tolled, managed lanes previously in the plan were the best way to pay for LBJ East.

"If we don't get creative with such things as managed lanes, we're going to be delaying projects all over the region." Horn said in a subsequent interview. "If all the money is spent on LBJ, which I certainly want expanded, then everybody else is going to suffer."

## 'A strategy that cannibalizes'

Last week, Rockwall County commissioners passed a unanimous resolution calling for state leaders to reconsider managed lanes for LBJ East. County leaders say that Interstate 30 bridge improvements over Lake Ray Hubbard -- and their booming economy -- are now at stake.

"The overall success of the Interstate 30 project is the most important transportation product in the history of Rockwall County," said David Sweet, the county judge.

In the middle of the I-30 bridge is the peninsula where ground has broken on Bayside, the first billion-dollar development in Rowlett's history.

"A strategy that cannibalizes other major transportation projects as collateral to fund the I-635 East project jeopardizes the growth and development of our entire region," Rowlett Mayor Tammy Dana-Bashian said. "We must fix I-30."

## Not back on the table

In passing on LBJ East expansion at its January meeting, state commissioners pushed regional planners for a list of projects to potentially delay in lieu of toll funding to pay the debt on the \$1.8 billion freeway.

But even as three projects at a combined \$653 million were named by the Regional Transportation Commission on Feb. 8, the state commission did not include LBJ East on the agenda for its monthly meeting Thursday in Austin.

At a community meeting last week, residents of the stretch of Interstate 635 that includes Lake Highlands, Garland and Mesquite vowed they'll show a continued presence to the Texas Transportation Commission even though it will not formally reconsider their project.

"We need LBJ East to become LBJ Now," Lake Highlands resident Mark Holmes said at the community meeting. "I would hate to think we're stealing, borrowing, taking funds from other projects folks may need. But LBJ East has to be done and it has to be done now."

The fix to the Interstate 30 bridge over Lake Ray Hubbard would cost \$128 million, while the cost for work on Interstate 35E between LBJ and the Denton County line would be an estimated \$262 million and another \$263 million is earmarked for U.S. Highway 80 east toward Kaufman County. Those plans would have to be scrapped or pushed back, however, to ensure funds for LBJ East.

Most North Texas county officials don't dispute the need for LBJ East or the project's status as the region's top priority. But they resent state leaders for taking North Texas' funding solution -- two tolled (managed) lanes in each direction -- off the table.

Furthermore, the county leaders say, they've done their part to provide transportation infrastructure.

### **'You've got to be brave'**

After working to persuade about two-thirds of Kaufman residents to accept the county's \$56 million road bond in 2013, County Bruce Wood said he doesn't like the idea of money already committed to improve his county being used as collateral.

"U.S. 80 is a critical pathway into Dallas County for our daily commuters as well as folks that live in Van Zandt County and areas east," said Wood, who sent a letter to Abbott on Feb. 7. "I am simply asking the state to find those monies elsewhere."

Denton County's road bond programs in 2004 and 2008 totaled more than \$400 million, Horn said.

Putting those votes on a ballot, urging a conservative taxpaying base to buy-in to expensive infrastructure, takes political capital.

"You've got to be brave to do it. We took some flak," Horn said.

Rockwall passed a \$17.25 million road bond in 2004 and followed with \$100 million for projects in 2008. Four of Rockwall's projects were specific to improving intersections on Interstate 30.

"We started our projects thinking that I-30 was the backbone of the transportation program in Rockwall County with the hope that someday, TxDOT would fund improvements throughout," Commissioner David Magness said. "Which is where we are today."

<https://www.dallasnews.com/news/transportation/2018/02/22/25-billion-backed-highway-projects-north-texans-turn-heat-austin>

## American Cities and the Creeping Criminalization of Walking

Montclair, California, is the latest American city to fall for the dangerous fiction that outlawing the act of walking while looking at a mobile device will make people safer.

By Angie Schmitt  
Streetsblog USA  
Feb 20, 2018

Walking in America is dangerous business. If you get around on your own two feet, odds are you routinely have to deal with high-speed streets designed with little if any accommodation for walking, dodging aggressive drivers any time you cross.

It takes a toll. Almost 6,000 pedestrians were killed in 2016 — a nearly 50 percent rise over 2009. A disproportionate share of victims are people of color and the elderly.

Then there are the laws that criminalize the basic act of walking. Jacksonville, Florida, for instance, has a confusing array of 28 different laws limiting pedestrian behavior, which police wield selectively to harass and fine people of color, according to an investigation by ProPublica and the Times Leader.

Instead of addressing the root causes of pedestrian deaths, our institutions have criminalized the ordinary act of walking, exposing the most vulnerable members of society to the punitive effects of biased law enforcement.

The injustices that arise from criminalizing pedestrians may get worse as more cities look to outlaw the act of walking while looking at or listening to a mobile device. The latest domino to fall is Montclair, California, where the City Council late last year passed an ordinance that bans texting or wearing headphones in crosswalks. Honolulu passed a similar law last summer.

It's a developing trend that echoes the historical origins of jaywalking laws nearly a century ago. As historian Peter Norton details in his book "Fighting Traffic," the offense of jaywalking was concocted by automotive interests to deflect public outrage about the massive loss of life motorists were inflicting in American cities. Creating a social stigma around people who refused to cede the street to cars was a means for car companies to redirect blame back onto victims and strengthen motorists' claim to the right-of-way.

Fast forward to the present day, and it's clear that technologies like ubiquitous wireless connectivity are incompatible with the act of driving safely and the concentration it requires. We know distracted driving should be treated like a public health epidemic, and yet marketing efforts like the Ford Motor Company's "petextrian" campaign shift the blame to people struck by motorists.

In the same way earlier laws regulating the act of walking abetted the automotive industry's play for dominance on city streets, the new wave of laws about "distracted walking" deflects attention from the dangerous combination of driving and internet connectivity that's embedded in the products sold by today's car companies.

And it seems to be working, despite the absence of data to support the notion that "distracted walking" is a serious public safety issue. In Montclair, City Manager Ed Starr proposed the new law after reading an article about texting and driving in China without contacting any pedestrian safety experts, reports the Daily Bulletin.

Tellingly, cities that have recently had success reducing pedestrian fatalities — like New York — haven't done it by blaming pedestrians. They've made streets safer for everyone by reducing the incidence of speeding through street design measures and automated enforcement.

With the new laws targeting people in crosswalks, the strategy of changing behavior that inflicts harm on other people goes out the window. Instead, police resources will be wasted on pointless tickets, and people on foot will be further marginalized, harassed, and exposed to the risk of racially discriminatory arrests.

<https://usa.streetsblog.org/2018/02/20/american-cities-and-the-creeping-criminalization-of-walking/>

## Roads to nowhere: how infrastructure built on American inequality

From highways carved through thriving 'ghettoes' to walls segregating black and white areas, US city development has a long and divisive history

February 21, 2018  
By Johnny Miller  
The Guardian

It's a little after 3pm in Detroit's 8 Mile neighbourhood, and the cicadas are buzzing loudly in the trees. Children weave down the pavements on bicycles, while a pickup basketball game gets under way in a nearby park. The sky is a deep blue with only a hint of an approaching thunderstorm – in other words, a muggy, typical summer Sunday in Michigan's largest city.

"8 Mile", as the locals call it, is far from the much-touted economic "renaissance" taking place in Detroit's centre. Tax delinquency and debt are still major issues, as they are in most places in the city. Crime and blight exist side by side with carefully trimmed hedgerows and mowed lawns, a patchwork that changes from block to block. In many ways it resembles every other blighted neighbourhood in the city – but with one significant difference. Hidden behind the oak-lined streets is an insidious piece of history that most Detroiters, let alone Americans, don't even know exists: a half mile-long, 5ft tall concrete barrier that locals simply call "the wall".

"Growing up, we didn't know what that wall was for," says Teresa Moon, president of the 8 Mile Community Organization. "It used to be a rite of passage to walk on top of the wall, like a balancing beam. You know, just kids having fun, that kind of thing. It was only later when I found out what it was for, and when I realised the audacity that they had to build it."

In 1942, 8 Mile was a black neighbourhood – segregated by law, segregated by culture, segregated from white Oakland County by the eponymous 8 Mile Road. It was a self-contained community, filled with not only African Americans but immigrants of all colours, some of whom had built their houses with their own hands.

It was also adjacent to empty land – valuable land that developers were rapaciously turning into homes for a surging postwar population. Land that one housing developer wanted to use to build a "whites-only neighbourhood". The only problem was, he couldn't get federal funding to develop the land unless he could prove he had a strategy to prevent black people and white people from mixing. His answer: wall off the white neighbourhood with a concrete barrier.

"That wall is a monument," says Moon. "We survived it. It's a part of what happened, and no one feels any negativity towards what happened."

Her neighbour, Lou Ross, agrees. "What that Wall was intended for, it didn't work that way. It did for a minute – but it didn't last."

Today, policymakers are making plans to revamp the nation's infrastructure. The Trump administration has pledged to create a \$1tn infrastructure renewal plan, and came to power, after all, on the promise of building a massive wall. But, like Trump's wall and the 8-mile wall, infrastructure is not value-free – and the decisions made now will affect the future of inequality in our cities.

### 'White roads through black bedrooms'

To get an understanding of how infrastructure transforms communities, there's no better place to start than the Federal Housing Authority "redlining" housing maps. Commissioned by the federal

government in the 1930s, these maps were critical to decisions of where and what type of infrastructure, lending and housing each neighbourhood of each American city would be able to receive.

“The FHA promoted home ownership in new – and primarily suburban – neighbourhoods so long as they were white and not ethnically or economically diverse,” writes Antero Pietila in *Not in My Neighbourhood: How Bigotry Shaped a Great American City*.

If your neighbourhood had the misfortune to be “redlined”, it was often doomed to a future of stillborn investment and decay. Specifically, it would be impossible to secure federally backed mortgages, a sort of scarlet letter branded across huge swaths of the city. Developers avoided these areas and concentrated investment into white areas, and services stagnated. The seeds of the future ghettos of America had been sown.

FHA maps were created for every major city in the US. Original assessment documents unearthed by researchers at the T-Races project reveal the cold, casually racist way in which data collectors consigned vast neighbourhoods to neglect and poverty:

“This is a ‘melting pot’ area and is literally honeycombed with diverse and subversive racial elements. It is seriously doubted whether there is a single block in the area which does not contain detrimental racial elements ... It is hazardous residential territory and is accorded a general medial red grade.”– *Original FHA evaluator report for Boyle Heights, California*

West Oakland in California is a typical example of a redlined neighbourhood. Historically a working-class community of immigrants and African Americans, it stagnated after being redlined. By the 1950s and 60s, during the interstate building boom, West Oakland was in a prime position to be carved up and paved over: full of low-income housing, it offered little to no political opposition. A literal ring of concrete was poured around the neighbourhood, the precursors to today’s I-580, I-880 and I-980, and the result was decay, pollution and crime that characterised West Oakland for decades. But it was by no means alone. The process of routing roads through black communities was so common it even had a name among critics: “White roads through black bedrooms.”

### **Baltimore’s ‘road to nowhere’**

Nowhere is infrastructure so obviously divisive as with the vast interstate highway system. Ubiquitous, generally free and heavily used, it’s undeniably a vital part of the American experience. There are more than one million miles of federal aid highways in the US, which cost \$105bn a year to maintain. If American highway spending were a country, it would have the world’s 63rd largest GDP, just behind Morocco. But while these roads unify and connect millions of the country’s citizens, they’ve also excluded and destroyed many black communities.

West Baltimore is an exceptionally bleak area in an exceptionally poor, overwhelmingly black American city. The city recorded 343 homicides in 2017, the highest murder rate per capita in the country. It’s almost double that of Chicago, and 18 times higher than New York City. Racial divisions run deep here, a segregation of opportunity, class and even life expectancy.

On a humid September morning, police cars darted furiously through empty streets, their sirens blaring. In front of the housing complex where Freddie Gray was killed in 2015, two white police officers questioned a young black man in an SUV, their hands resting on their weapons. Many of the homes have boarded-up windows and doors, and even wooden scaffolding to prevent them from collapsing. The city has more than 16,000 abandoned properties, some of them vacant for decades.

In the middle of this blight stands a monument to failed American city planning: a giant ditch that bisects West Baltimore neatly into north and south. Officially named State Route 40, it was originally intended to be a key part of a proposed east-west freeway presented as crucial to the city's growth. This gigantic project upended hundreds of lives, transformed an entire landscape and cost tens of millions of dollars. The locals call it the "road to nowhere".

"It was an obvious name to give," says Denise Johnson, a community organiser who grew up in West Baltimore. "We lost families, we lost homeowners, we lost businesses, and we lost churches. And we lost people. People who were stable. People who didn't plan to leave the community."

In the 1950s, a vast increase in cars was beginning to clog the roads to and from the new suburbs. The federal government poured money into the brand new interstate system, encouraging radials, arteries and thoroughfares through dense urban neighbourhoods. This also presented city planners with what seemed an unprecedented opportunity – to use federal funds to clear out "slums" and open up vast tracts of land.

Where to build a freeway became not only an economic decision, but also a moral one – a chance to uplift and sweep clean America's ghettos.

But were they ghettos?

"This was not a neighbourhood that was struggling," says John Bullock, the city councilman for Baltimore's ninth district, which includes the road to nowhere. "We're talking about middle-class neighbourhoods, which were seen through the eyes of others as slums or ghettos because of the colour of the people who lived there."

The road, says Bullock, who also teaches political science at Towson University, was yet another example of infrastructure marginalising black citizens. "We're talking about generations of black people who have faced these challenges. Not only from the highway, but also disinvestment, the redlining, the lack of employment. Because if we say housing was lost, churches were lost, we have to remember also businesses were lost. And oftentimes people have to go outside their communities to spend that money, which never gets recirculated in that community."

Moreover, while the freeways opened up routes from the suburbs to the city centres, there were often a conspicuous lack of entrances in black communities. The gigantic concrete ditch in West Baltimore is a perfect example: sunken, without exits – it effectively seals off one side from the other.

Interstates touched the lives of millions of people, in hundreds of cities across the US. From Atlanta to Chicago, Denver to New York, black communities felt the twin pain of urban decay and expropriation of land. But before the Voting Rights Act, black people had no legal recourse through which to oppose such plans.

"I call it the falseness of community engagement," says Denise Johnson, her voice rising with emotion at the frustration of decades of failed promises. "Back then, when they were building that highway, there was no mandated policy that you had to engage the community. Now, there is a mandated policy to engage the community, which is a good thing. But at the same time, it's still just ... their agenda."

In recent years those failed promises have included the Red Line. This was a light rail project, heavily championed by the city council, that would have connected East and West Baltimore, and provided thousands of jobs and economic development. The proposed route of the Red Line would have been overlaid on the road to nowhere, with a stop at Harlem Park in West Baltimore. But despite the project winning federal approval and funding, incoming governor Larry Hogan cancelled

the project, citing its cost, enraging the city government and large portions of the African American community.

In Baltimore, the added insult was that the road to nowhere didn't even have to happen. To this day, the one-mile, six-lane road sees so little traffic that when it is shut down, as it is occasionally due to film shoots or snowfall, hardly anyone notices. It ends abruptly just outside the city, a strange amputation that is now a park-and-ride, cleaving a terrible wound through the middle of a major city for no reason: too big to replace, too expensive to tear down.

### **Detroit: the death of Black Bottom**

Detroit, like Baltimore, also suffered disruptive interstate projects that decimated African American communities. Submerged highways snake through the city: I-94, I-96, I-75. Home to the automobile, it may be the best connected city in America for cars. Above these transportation corridors, the ghost factories of Ford, General Motors and Chrysler dot a desolate landscape that resembles an urban prairie.

One such district teeming with available land is the historically African American neighbourhood that used to be known as Black Bottom. It was a vibrant, dense area in a prime location just north-east of downtown, with a nationally renowned music scene and home to many famous residents, including boxer Joe Louis and the first African American mayor of Detroit, Coleman Young. The area was mixed, rich and poor, with migrants from Syria, Poland and Germany co-existing in a bustling urban area that ran from the Detroit river all the way up to Grand Ave. Young called it a "thrilling convergence of people, a wonderfully versatile and self-contained society".

By the mid-1950s, however, the declining auto industry had hit Black Bottom hard, and the all-white Detroit city council deemed it a "slum". The neighbourhood became one of the first casualties in the grand "Detroit Plan". Freeways, hospitals, universities and housing developments were planned and built, creating radical changes to the city fabric, including the destruction of vast amounts of housing to construct Route 10 and I-75.

While some improvements were applauded and created highly valuable land, like Lafayette Park, almost all of the beneficiaries of the improved housing stock were white. Tens of thousands of African Americans were either forced into high-rent properties or high-rise public housing projects. Moreover, white landowners often prevented African Americans from renting in "white communities". The forced removals of the 1950s remain one of the single biggest upheavals in the city's modern history.

Today, Black Bottom is gone. All that remains are some vacant industrial buildings, empty fields and I-75.

### **Jackson Ward: the 'black Wall Street'**

In Jackson Ward, a neighbourhood in Richmond, Virginia, the story was much the same. Formed after the civil war by urban African Americans and recently freed slaves, it was an unlikely place for a vibrant black community (the city was the capital of the briefly lived Confederate States of America).

But vibrant it was. The business community there was known as "black Wall Street" and its social and economic capital earned it the nickname the "Harlem of the South". Maggie Walker, the first female bank president (of any race) to charter a bank in the US, lived there; a statue of her welcomes visitors to the Ward today. The area was central to the civil rights movement in Richmond and today is honoured with US National Park Service historic status.



Jackson Ward began to change, however, during the second world war. The construction of Gilpin Court, a large public housing project, and the I-95, a transport artery to connect Richmond to its neighbours, saw federal funds pour in. Unsurprisingly, the formerly redlined, historically important neighbourhood of Jackson Ward was chosen as the path of construction.

Photographs show the breadth of the interstate – almost a city block wide. The southern section was fortunate in its proximity to downtown, and parts of it are now a sought-after neighbourhood. But the northern section, anchored by Gilpin Court and the Shockoe Hill cemetery, were isolated. Roads, businesses and homes were demolished, turning Gilpin Court into an island. The area plunged into an economic and cultural malaise, disintegrating into blocks of land now filled only with grass.

One small victory was the Sixth Mount Zion Baptist church, a historic site of worship built in 1884, which had the misfortune to be located directly in the path of the interstate. With the bulldozers looming, a loud and furious resistance from community members prevented construction proceeding as planned. The church was permitted to stand, and the entire interstate was re-engineered to bend around it – one of the few symbols of resistance still visible.

Today, northern Jackson Ward is still 96% African American, and the average income is only \$9,357, far below the poverty line of \$15,000.

### **The future**

Making the case that infrastructure itself can be exclusionary is hardly straightforward. Many of the worst decisions in US planning were made decades ago to intentionally disenfranchise, marginalise and separate communities; policies such as redlining and “blight clearing” are well-documented embarrassments. But many decisions that segregated communities were unintentional. The stop sign and one-way street might seem benign, but they shape our lives in ways we sometimes don’t even realise.

Roads, bridges and walls are agents of change, with a direct impact on our lives. Who has control over where these are placed? Who says how many there will be? How big? As the US gears up for its biggest infrastructure revitalisation project in decades, it is only by asking these questions and acknowledging the power of city planning to impact lives that we can hope to prevent the injustices of the past and fix those of the present.

*Johnny Miller is the founder of the NGO africanDRONE. This story was produced in part with a travel grant and technology support from Code for Africa and from the International Center for Journalists.*

<https://www.theguardian.com/cities/2018/feb/21/roads-nowhere-infrastructure-american-inequality#img-13>

## Self-driving cars use crazy amounts of power, and it's becoming a problem

JACK STEWART  
WIRED MAGAZINE  
FEBRUARY 6, 2018

FOR LONGTIME RESIDENTS of Pittsburgh, seeing self-driving cars built by Uber, Argo AI, and others roam their streets is nothing new. The city's history with robot cars goes back to the late 1980s, when students at Carnegie Mellon University caught the occasional glimpse of a strange vehicle lumbering across campus. The bright-blue Chevy panel van, chugging along at slower than a walking pace, may not have looked like much. But NavLab 1 was slowly—very slowly—pioneering the age of autonomous driving.

Why did the researchers at CMU's Robotics Institute use the van instead of, say, a Prius? First, this was a decade before Toyota started making the hybrid. Second, the NavLab (that's Navigational Laboratory) was one of the first autonomous vehicles to carry its computers with it. They needed space, and lots of it. For the four researchers monitoring computer workstations, with their bulky cathode ray monitors stretched across a workbench. For the on-board supercomputer, camera, giant laser scanner, and air-conditioner. And for the four-cylinder gasoline engine that did nothing but generate electricity to keep the kit running.

Thirty years on, the companies carrying that early research into reality have proven that cars can indeed drive themselves, and now they're swiveling to sort out the practical bits. Those include regulations, liability, security, business models, and turning prototypes into production vehicles, by miniaturizing the electronics and reducing that massive electricity draw.

Today's self-drivers don't need extra engines, but they still use terrific amounts of power to run their onboard sensors and do all the calculations needed to analyze the world and make driving decisions. And it's becoming a problem.

A production car you can buy today, with just cameras and radar, generates something like 6 gigabytes of data every 30 seconds. It's even more for a self-driver, with additional sensors like lidar. All the data needs to be combined, sorted, and turned into a robot-friendly picture of the world, with instructions on how to move through it. That takes huge computing power, which means huge electricity demands. Prototypes use around 2,500 watts, enough to light 40 incandescent light bulbs.

“To put such a system into a combustion-engined car doesn't make any sense, because the fuel consumption will go up tremendously,” says Wilko Stark, Mercedes-Benz's vice president of strategy. Switch over to electric cars, and that draw translates to reduced range, because power from the battery goes to the computers instead of the motors.

At first, companies may be able to write off the lost range or fuel. “It's not a huge problem for the early applications, where we expect them to be used,” says Chris Urmson, who ran Google's self-driving program and is now CEO of Aurora, a self-driving startup that has partnered with Volkswagen, Hyundai, and Chinese automaker Byton. That's because the first robocars will likely be city-bound fleets of electric shuttles, moseying along at low speeds and able to recharge often.

Buyers of regular cars aren't likely to be impressed though. Maybe you're old enough to have dealt with a parent who turned off the car's AC to save gas. Now imagine having to turn off the self-driving abilities just to make it to your destination without running out of electrons.

The good news is that the folks who make the chips buried in the car's computers are on the case. At CES last month, Nvidia put the spotlight on a new processor designed specifically for autonomous vehicles, called Xavier. It has an eight-core CPU and 512-core GPU, a deep learning accelerator, computer vision accelerators, and 8K video processors. The company says it's the most complex system on a chip ever created. "We're bringing supercomputing from the data center into the car," says the company's man in charge of automotive, Danny Shapiro. But what's key is that Xavier does more work for less power. "We're able to deliver 30 trillion operations per second, all on a single SOC, or system on chip, that consumes 30 watts of energy."

Even that's not good enough for full self-driving vehicles. Nvidia believes that a fully self-sufficient, no-steering-wheel-or-pedals kind of driverless car will need to run on a platform it's calling Pegasus. With two Xavier chips and two more GPUs, this platform can crunch 320 trillion operations per second and keep power consumption to an acceptable 500 watts.

Nvidia's competitors are chasing the same goals. Intel is developing low-power chips optimized for self-driving cars, Tesla is building its own chip for Autopilot, and Qualcomm is building the communications hardware they'll need—all with low power and efficiency in mind.

Specialized automotive chips help with other practical problems. Open the trunk on one of the self-driving prototypes running around Phoenix or San Francisco and you'll likely see racks of computer equipment. Some of that is for testing and development—designers want to capture and record every moment the car's in motion—and a consumer-facing version will require less hardware. But having somewhere to throw your groceries isn't a negotiable for regular car buyers.

If you've had your laptop burn your legs, you know computers also get hot when they work hard. That heat is wasted energy, and it's also not something you want in your car on a hot day. Some robocar prototypes need water-cooling with hoses and radiators, which eat up even more space. So now, the race is on to compact all that prototype equipment down to something the size of a laptop and tuck it away behind the glovebox, where it can be reached for upgrades but mostly ignored. New chips, with their lower power requirements, help here too: They generate less heat, so can get away with a small fan for cooling, and smaller packaging.

The car industry has a role model in the consumer electronics business, where devices get ever smaller and more capable. "All of our customers are always saying more performance, lower power—we need to do that across all markets," says John Ronco, VP of product marketing at ARM, which designs the basic architecture of chips you find in most modern smartphones, as well as Nvidia's self-driving chips.

It's the age-old refrain—more for less—but it's crucial if you want your first robocar to be in something a little more comfortable than a lurching blue panel van.

<https://www.wired.com/story/self-driving-cars-power-consumption-nvidia-chip/>

## Editorial: Curb Bicycle Clutter

Feb. 26, 2018  
Dallas Morning News

Dallas, roll out simple steps to bike-share success

What's up with the bikes? That may be a refrain we all hear in our minds as we buzz through downtown these days, and it is also the first thing we heard blurted out while taking an infrequent visitor on a tour of Dallas the other day.

Big D is awash in green, yellow and orange two-wheelers scattered across sidewalks, a level of disarray that makes it seem as though a magical force suddenly snatched bike riders from their saddles.

This isn't a good look for Dallas.

Nor is it good for bike-sharing programs. The city needs a more bike- and pedestrian-friendly culture, and the look of a bike graveyard will eventually harden public opinion against having cheap bikes at the ready. Public spaces are shared spaces, and bike companies must honor that even if their customers don't. We'd hate to see bike sharing fail because bikes have become urban litter. Fortunately, that is a fate that riders, bike companies and the city can easily avoid.

In a city that has few alternatives to the automobile, bike sharing fills needs. For some, it provides a partial solution to Dallas' vexing first-mile, last-mile connections for mass-transit users. Curious tourists use them to explore the core of the city. Aspiring entrepreneurs even use them to earn a few bucks. The best example we've seen recently is a curb painter who uses the bikes to run his "small business."

Dockless bikes self-lock and can be left anywhere, on a sidewalk or in a park, which is a blessing and a curse. Without the need for expensive docks, a new bike company can appear almost overnight.

And by opting to let free-market competitors duke it out without stiff city regulations, Dallas has reaped benefits. In less than six months, Dallas has gone from the largest American city without a bike-share program to attracting five companies and an estimated 20,000 bikes en route to becoming the largest bike-share city in the nation. And two other companies are kicking the tires on Dallas.

Success is wonderful, and the marketplace will sort itself out — if rampant clutter doesn't kill progress. A few simple fixes right now can ensure that doesn't happen:

- Establish strategically located bike racks or paint sidewalks with "leave bikes here" boxes to encourage riders to be more thoughtful about where they drop bikes. This is something neighborhood groups and business could do.
- Put limits on the number of bikes that can be on a street corner and require the companies to move a portion of their bike fleets from downtown into the neighborhoods.

- Tap technology to encourage riders to return bikes to authorized places. In Singapore, a bike-share company uses a geofencing app to guide users to designated parking areas.
- Chronic abusers are locked out of the system; responsible riders get discounts.
- Require companies to pay a franchise fee, deposit or bond to cover cleanup costs and use of the right of way and to improve mobility infrastructure. The city also should have access to aggregate ride data to better shape broader transportation investments and quality-of-life improvements, such as where to put bike lanes.

Dallas now has a bike-sharing program. Let's make sure we're all pedaling in the right direction.

## Ride-share companies are congesting cities

Studies find Uber and Lyft draw users from public transit, biking and walking

Feb. 26, 2018  
Steve LeBlanc  
The Associated Press

BOSTON — One promise of ridehailing companies like Uber and Lyft was fewer cars clogging city streets. But studies suggest the opposite: that ridehailing companies are pulling riders off buses, subways, bicycles and their own feet and putting them in cars instead.

And in what could be a new wrinkle, a service by Uber called Express Pool now is seen as directly competing with mass transit.

Uber and Lyft argue that in Boston, for instance, they complement public transit by connecting riders to hubs like Logan Airport and South Station. But they have not released their own specific data about rides, leaving studies up to outside researchers.

And the impact of all those cars is becoming clear, said Christo Wilson, a professor of computer science at Boston's Northeastern University, who has looked at Uber's practice of surge pricing during heavy volume.

"The emerging consensus is that ride-sharing [is] increasing congestion," Wilson said.

One study included surveys of 944 ride-hailing users over four weeks in late 2017 in the Boston area. Nearly six in 10 said they would have used public transportation, walked, biked or skipped the trip if the ride-hailing apps weren't available.

The report also found many riders aren't using hailed rides to connect to a subway or bus line, but instead as a separate mode of transit, said Alison Felix, one of the report's authors.

"Ride-sharing is pulling from and not complementing public transportation," she said.

That's not quite what Uber founder Travis Kalanick suggested in 2015 when he said, "We envision a world where there's no more traffic in Boston in five years."

A study released in December found that large increases in the number of taxis and ride-sharing vehicles are contributing to slow traffic in Manhattan's central business district. It recommended policies to prevent further increases in "the number of vacant vehicles occupied only by drivers waiting for their next trip request."

In San Francisco, a study released in June found that on a typical weekday, ride-hailing drivers make more than 170,000 vehicle trips, about 12 times the number of taxi trips, and that the trips are concentrated in the densest and most congested parts of the city.

And a survey released in October of more than 4,000 adults in Boston, Chicago, Los Angeles, New York, the San Francisco Bay Area, Seattle and Washington, D.C., also concluded that 49 to 61 percent of ride-hailing trips would have not been made at all — or instead by walking, biking or public transit — if the option didn't exist.

The Boston study found that the main reason people opted for ride-hailing was speed. Even those with a public transit pass would drop it for ride-hailing despite the higher cost.

A spokesman for Lyft stressed that ride-hailing could reduce the number of personally owned cars on the roads.

“Lyft is focused on making personal car ownership optional by getting more people to share a ride, helping to reduce car ownership, and partnering with public transportation,” spokesman Adrian Durbin said in a statement.

Uber is hoping to wean drivers from their cars in part by encouraging its carpooling services, spokeswoman Alix Anfang said.

“Uber’s long-term goal is to end the reliance on personal vehicles and allow a mix of public transportation and services like Uber,” Anfang said.

Uber’s new Express Pool links riders who want to travel to similar destinations.

Riders walk a short distance to be picked up at a common location and are dropped off near their final destinations — essentially, how a bus or subway line functions.

The service was tested in November in San Francisco and Boston and has found enough ridership to support it 24 hours a day. Round-the-clock service was also rolled out last week in Los Angeles, Philadelphia, Washington, Miami, San Diego and Denver, with more cities to follow.

“This could be good for congestion if it causes vehicle occupancy rates to go up, but on the other hand, the Uber Pool rides and I guess these Express rides are really, really cheap, just a couple of dollars, so they’re almost certainly going to be pulling people away from public transport options,” Wilson said. “Why get on a bus with 50 people when you can get into a car and maybe if you’re lucky, you’ll be the only person in it?”

<https://www.nbcdfw.com/news/tech/Studies-are-Increasingly-Clear-Uber-Lyft-Congest-Cities-475113873.html>

## Koch-backed groups ramp up gas tax fight

Texans hearing from conservative groups opposed to increase

Feb. 27, 2018

By TOM BENNING Washington Bureau  
Dallas Morning News

WASHINGTON — Some hard-to-ignore stop signs keep cropping up for any Texas Republican who might consider increasing the federal gasoline tax.

A convoy of conservative groups — many of them fueled by Charles and David Koch, the influential billionaires and GOP mega-donors — has been ramping up opposition in recent weeks to that kind of revenue-raising proposal.

And in Texas, the rubber is now hitting the road.

The state chapter of Americans for Prosperity, one of those Koch-backed groups, marshaled volunteers this weekend to make thousands of phone calls against any potential gas tax hike into the districts of Rep. Brian Babin, R-Woodville, and Rep. Randy Weber, R-Friendswood.

It's not that the group has signs that those two might consider an increase. Instead, the outfit wants to send a "friendly reminder to stand strong," said Sam Sheetz, AFP- Texas' policy director.

"It's just a bad policy from top to bottom," he said, explaining that new infrastructure funding should come from spending cuts elsewhere in the budget.

The federal gasoline tax, which is paid at the pump, has long produced strong reactions.

The 18.4-cent-agallon levy has not been increased since 1993, even as the nation's transportation needs continue to grow. That also means the tax has seen its purchasing power diminish over time, thanks to inflation and vehicles' increased fuel efficiency.

President Donald Trump, who is pushing a hefty infrastructure package, has floated a gas tax hike in private meetings. And the U.S. Chamber of Commerce and the American Trucking Association have even named a price: an increase of 20-to-25 cents.

"Americans are willing to contribute a little more if it means better, safer roads, and a faster commute," U.S. Chamber president Tom Donohue wrote last month.

And while such a move is so far a non-starter for many Texas lawmakers — Sens. John Cornyn and Ted Cruz have rejected it outright — some are keeping a bit of an open mind.

Where Babin and Weber fit in that spectrum is unclear, though Sheetz, the AFP-Texas official, stressed that both Republicans are "great on economic freedom" issues. The lawmakers, both members of the House transportation committee, didn't return requests for comment.

But the early pushback underscores the stakes.

Several conservative outfits, including the influential Club for Growth, have blasted a gas tax hike as an unnecessary move that would hit poorer Americans hard. And perhaps no group has



been more vocal in recent weeks than the Koch network, which has deep involvement in fiscal issues.

The government affairs arm of Koch Companies Public Sector recently told lawmakers that such an increase would undermine the recent \$1.5 trillion tax overhaul that's projected to provide tax cuts to millions of Americans, according to the Washington Post.

The national office of Americans for Prosperity this month produced a state-by-state report on how much a 25-cent gas tax hike would cost motorists each year, projecting that it would tally some \$372 per household in Texas.

And now the phone-banking efforts by Americans for Prosperity in Texas point to deeper engagement on the ground, an effort that officials predicted was just the beginning.

"We are focusing on every single member of Congress in the state of Texas," Sheetz said. "We don't need to take a step backward with another tax increase."

## San Antonio traffic deaths spiked in 2016 — but dropped in 2017

February 23, 2018  
By Bruce Selcraig, Staff Writer  
San Antonio Express News

Traffic fatalities in San Antonio declined by 26 percent last year compared to an especially deadly 2016 — 53 fewer deaths — but while relieved city officials and traffic engineers are crediting a number of programs for the improvement, few could venture a clear cause-and-effect for the numbers.

“I have no answer for it,” said John Gianotti, an engineer for the Texas Department of Transportation. “I know the city’s programs are working, and I know our efforts on U.S. 281 — like flashing signs warning of wrong-way drivers — have reduced the number of crashes, but attributing the 2016 spike or last year’s decline to any one thing is very difficult.”

The welcomed reduction in local traffic deaths — 145 in 2017 compared to 198 in 2016 — came in a calendar year that saw 3,752 people killed on Texas roadways, itself a drop from the state’s 2016 total of 3,850 after years of increases, according to current TxDOT figures.

The Insurance Council of Texas reports that since 2010, traffic deaths in the state have increased by 34 percent — a logical rise that generally can be attributed to Texas’ auto-centric growth and lower gasoline prices, experts say — but more specifically to cell phone-related distracted driving and, in some counties, increased fatalities involving trucks in Texas’ revitalized oil patch.

San Antonio bucked that trend, returning to a number of deaths at the low end of routine for recent years except for the 2016 jump.

“I definitely think this decline is due to a collective effort, involving things like better engineering, dedicated bike lanes, improvements in crosswalks and better lighting,” said District 5 Councilwoman Shirley Gonzales. An avid cyclist herself, Gonzales said some features such as bike lanes have unexpected traffic-calming effects — the more bikes present, the more drivers seemingly obey speed limits, she suggested.

The decline was publicized by the city’s Vision Zero San Antonio program, based on an analysis of data from the San Antonio Police Department and the Texas Department of Transportation’s Crash Report Information System.

Compared to 2016, deaths from motorcycle accidents fell from 28 to 16 in 2017; declined from 66 to 46 for pedestrian deaths, and from five to two for bicycle fatalities.

One statistic in the report caught the attention of city officials — a full third of all fatal and serious crashes involving pedestrians occurred on just 1 percent of San Antonio’s roads. The study identified 76 areas in San Antonio where two or more crashes within a half mile of each other resulted in a death or serious injury.

Among the city’s worst streets for pedestrian-auto crashes, Gonzales said, were Culebra Road, Zarzamora Street and Fredericksburg Road. Nearly half of those severe pedestrian crashes occurred from 6 p.m. to midnight, with the greatest number coming during the 6-7 p.m. hour.

TxDOT’s Gianotti said poor urban lighting and hard-to-see clothing contribute to many crashes.

“I don’t know why so many people in San Antonio want to wear black when they go out at night,” said Gianotti, perhaps forgetting the colors of a popular local basketball team — silver and black. “I always wear a reflective vest when I go out at night. Illumination is a very big deal.”

Also a cyclist, Gianotti said bicycle accidents could climb as the city builds more bike lanes, attracts more young residents and encourages denser growth downtown.

The study by Vision Zero, a city-led initiative modeled after a pioneering Swedish program started in 1997 that aims to achieve a highway system with no fatalities or serious injuries, looked at data from 2011 to 2015.

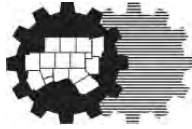
Gonzales has advocated for the city to take the responsibility to change “a culture and public policy decisions” that often leave pedestrians and cyclists defenseless against automobiles.

There is always some randomness to auto fatality statistics, say those who study them. A crash involving a drunk driver and a school bus, for example, would dramatically increase a city’s fatalities, but not necessarily offer insight about the safety of its streets, vehicles, or enforcement of traffic laws. And cities with robust mass transit systems almost always have lower traffic fatality rates than similar-sized cities that are auto-dependent.

“Alcohol, speeding and distracted driving remain the major factors in the majority of accidents on our roadways today,” said Mark Hanna, a spokesperson for the Insurance Council of Texas.

Art Reinhardt, assistant director of transportation and planning with the city’s public works department, said he hoped continued education of drivers, better engineering and San Antonio residents practicing safer behavior would help continue the decline in traffic deaths. “Our goal is to achieve zero fatalities on San Antonio roadways,” said Reinhardt. “We still have much work to do.”

<https://www.expressnews.com/news/local/article/San-Antonio-traffic-deaths-spiked-in-2016-but-12703608.php>



North Central Texas  
Council of Governments

**PRESS RELEASE**



**Dallas-Fort Worth  
CLEAN CITIES**

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## **DFW Clean Cities Recognizes Leaders in Fuel Efficiency**

Winners contribute to savings of over 25 million gallons of gas in 2016

**Jan. 11, 2018** (Arlington, Texas) – Public-sector fleets are taking steps toward cleaner, more efficient operations, and the Dallas-Fort Worth Clean Cities Coalition is highlighting the efforts of many of the top performers.

DFW Clean Cities recently recognized 19 partners for their work to embrace alternatives to traditional gasoline as part of the third annual Fleet Recognition Awards. Three levels of awards – Gold, Silver and Bronze – were possible.

The cities of Carrollton, Denton, Euless, Grapevine, Lancaster, Richardson and Southlake, as well as the Town of Addison, earned Silver awards.

Eleven entities, the cities of Allen, Coppell, Fort Worth, Lewisville, North Richland Hills, Plano, Rockwall and Wylie, along with Dallas Area Rapid Transit, Denton ISD, and the Town of Flower Mound, were awarded Bronze status.

Participating governing bodies were required to provide information on their progress via the DFW Clean Cities Annual Report. Entities were scored on a 100-point scale based on their work to embrace clean vehicle technologies, partner with the North Central Texas Council of Governments and DFW Clean Cities, and educate their drivers. A maximum of 30 points were awarded for emissions reduction, 30 for fuel consumption, 20 for partnering with NCTCOG and DFWCC, and 20 for educating drivers and operators.

Fleets earning Silver status scored 70-84 points, while Bronze winners received 55-69 points. There were no Gold awardees in Dallas-Fort Worth.

The winners contributed to the region-wide reduction of more than 25 million gallons of gasoline in 2016, which represented the largest savings on record. Alternative fuel vehicles accounted for the vast majority of gallons (97 percent) and greenhouse gas emissions (75 percent) reduced, according to the report. Other contributors were: electric and plug-in vehicles, improvements to fuel economy, hybrids, idle reduction, off-road vehicles and a reduction in vehicle miles traveled.

Recognized winners can now advertise their accomplishments with window stickers for their fleets' vehicles, while their websites display electronic versions advertising Silver or Bronze status.

For information on how your fleet may qualify for recognition, visit [www.dfwcleancities.org](http://www.dfwcleancities.org).

**About the North Central Texas Council of Governments:**

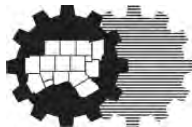
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

**About Clean Cities:**

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

###



North Central Texas  
Council of Governments

## PRESS RELEASE

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### Residents Invited to Discuss Metropolitan Transportation Plan

February meetings provide additional chance to comment on Mobility 2045

**Feb. 1, 2018** (Arlington, Texas) – North Central Texas Council of Governments staff members will present an update on Mobility 2045 during public meetings in February. Residents can provide input on the Metropolitan Transportation Plan for North Central Texas, as well as several other transportation initiatives, Feb. 5 (Arlington), Feb. 7 (Haltom City) and Feb. 13 (Richardson).

Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that can reduce congestion and improve air quality. Draft recommendations are expected to be available this spring with RTC action to follow in the summer.

In addition to developing a Metropolitan Transportation Plan, NCTCOG is responsible for assisting with funding initiatives and identifying transportation needs.

Staff will present the Sustainable Development Phase 4 Program, which awards funding to projects such as transit-oriented development elements and Access North Texas, which documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes.

Staff will also provide proposed modifications to the FY 2018 and FY 2019 Work Program. The Unified Planning Work Program for regional transportation planning provides a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization within a two-year period.

Finally, modifications to the list of funded projects and the AirCheckTexas Program will be highlighted.

Watch the Arlington meeting in real time by clicking the "live" tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

#### Public Meeting Details

**Monday, Feb. 5, 2018**

**2:30 p.m.**

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

**Wednesday, Feb. 7, 2018**

**6 p.m.**

Haltom City Library  
4809 Haltom Road  
Haltom City, TX 76117

**Tuesday, Feb. 13, 2018**

**6 p.m.**

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

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://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](http://www.nctcog.org).

# # #



# Access North Texas

## Regional Transportation Council

Sarah Chadderdon, AICP

March 8, 2018



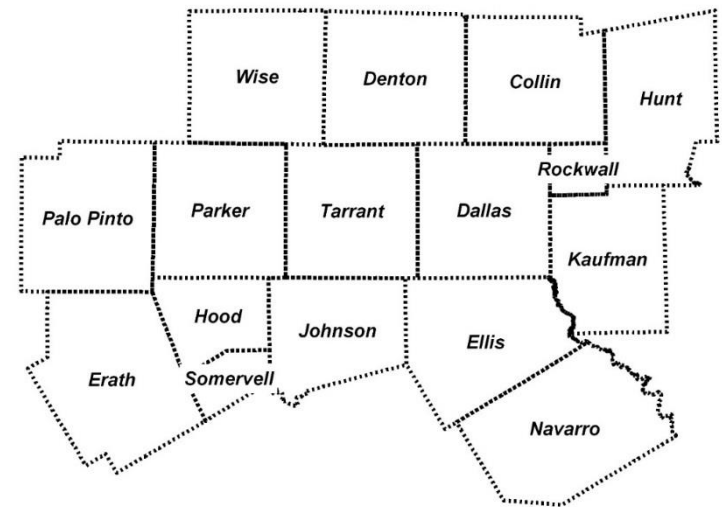
# Background

Regional public transportation coordination plan to:

Identify the public transportation needs of older adults, individuals with disabilities, and individuals with lower incomes

Specify strategies to address needs and current challenges

Avoid duplication of transit services, eliminate gaps in service and meet federal and State requirements for transit coordination in 16 counties



# Progress Since 2013

New transit service in Hutchins (southeast Dallas County)



Transportation link from Hunt County to DART's Downtown Rowlett Station



NCTCOG's cooperative vehicle procurement



# Outreach

Reached out to over 2,350 individuals including the public, transit riders, transit agencies, health and human service agencies, workforce agencies, businesses, educational institutions, elected officials and local government staff

Conducted 14 outreach meetings with 611 attendees, numerous conference calls, emails and conversations

Offered a public transportation poll in English and Spanish, received over 1,000 responses

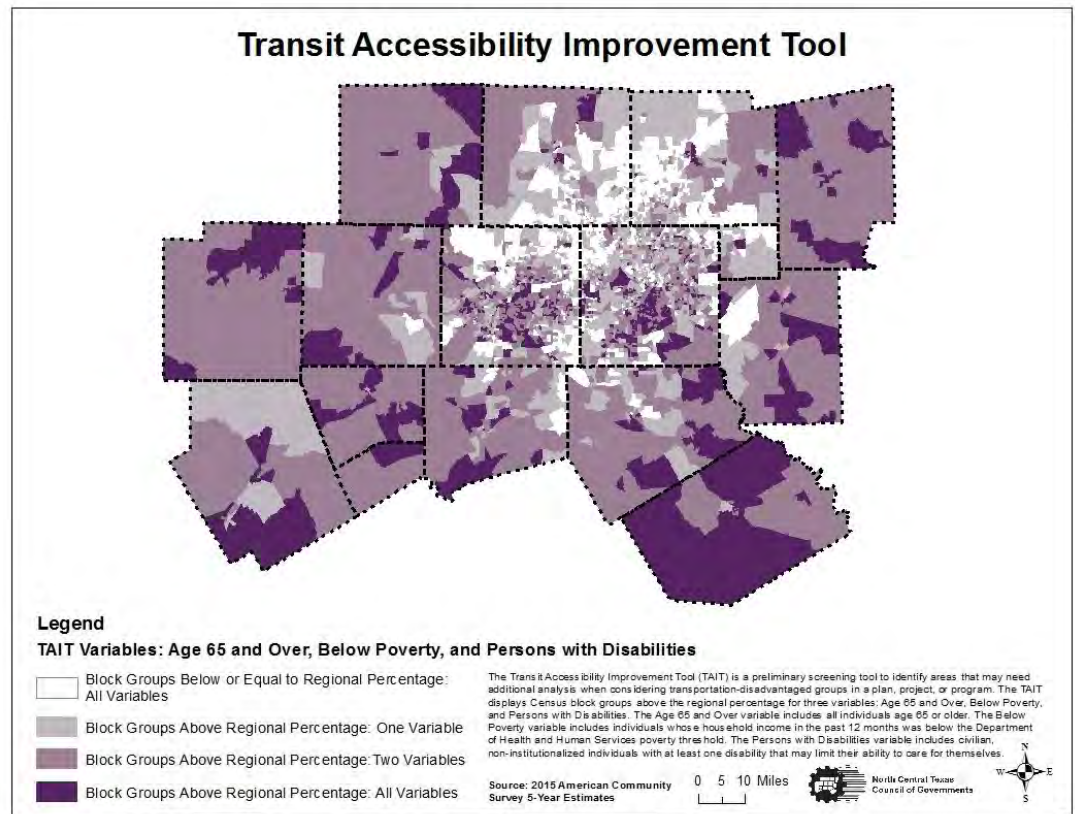


# Data Collection & Analysis

Transit Accessibility Improvement Tool (TAIT) identifies populations that may depend on public transportation

Collected demographic data including population growth, Limited English Proficiency, and commute statistics

Identified existing transportation resources



# Summary of Plan Recommendations

## Availability

Address gaps in service

Explore non-traditional ways to deliver public transit

## Affordability

Increase affordability of fares for individuals most in need

Integrate transit funding sources

## Complexity

Improve seamlessness for regional trips

Pursue simplified regional fares

## Advocacy

Recruit influential champions for public transit

Plan document at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)

# Next Steps

Request Executive Board endorsement of Access North Texas

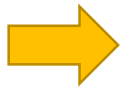
Transmit document to the Texas Department of Transportation

Regional partners will implement strategies identified in the plan

Future projects that seek funding under the Regional Transportation Council Transit Call For Projects must be included in Access North Texas

# Schedule

Date	Deliverable
August 19, 2016	Kick-Off Meeting
September 2016 – July 2017	Outreach Meetings; Stakeholder and Public Involvement
July 2017 – December 2017	Additional Stakeholder Coordination
January 26, 2018	STTC: Information Item
February 5-13, 2018	Public Meetings
February 8, 2018	RTC: Information Item
February 23, 2018	STTC: Action Item
March 8, 2018	RTC: Action Item
March 22, 2018	Executive Board: Action Item



Review the plan at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)

# Requested Action

Approve Access North Texas, the region's locally developed, coordinated public transit-human services transportation plan



# Questions or Comments

## Contact:

Kelli Schlicher, AICP  
Transportation Planner  
(817) 695-9287  
[kschlicher@nctcog.org](mailto:kschlicher@nctcog.org)

Sarah Chadderdon, AICP  
Program Manager  
(817) 695-9180  
[schadderdon@nctcog.org](mailto:schadderdon@nctcog.org)



GO

Programs > Topics A-J > Topics K-Z > Departments > Services > About Us

transportation

Home > Transportation > Transit Provider Links  
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- Transit Operations Home
- FTA Funding Call for Projects
- Regional Coordination Plan
- Related Links >
- Transit Planning
- Transportation Provider Inventory
- Transportation Home



Select Language [?] ?

Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas region.

Since August 2016, staff has coordinated with a wide range of stakeholders, transit customers, and the public to document the transportation needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. Access North Texas outlines strategies to address these needs and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community during the next four years.

Please review the following draft documents:

[Access North Texas](#)  
[Appendix B – Regional Reports](#)  
[Appendix C – County-by-County Supplemental Information](#)

Join us at one of three public meetings (details below). The Arlington meeting will be live streamed at [www.nctcog.org/video](http://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](http://www.nctcog.org/input). If you can’t attend a meeting, you can submit a comment by March 6, 2018 using the online form at [www.nctcog.org/input](http://www.nctcog.org/input).

Monday, Feb. 5  
 2:30 pm  
 North Central Texas Council of Governments  
 616 Six Flags Drive  
 Arlington, TX 76011

Wednesday, Feb. 7  
 6:00 pm  
 Haltom City Public Library  
 4809 Haltom Road  
 Haltom City, TX 76117

Tuesday, Feb. 13  
 6:00 pm

Richardson Civic Center  
 411 W. Arapaho Road  
 Richardson, TX 75083

For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcog.org](mailto: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](mailto: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 Feb. 5 meeting: 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

ACCESS NORTH TEXAS MEETING MATERIALS		
Meeting	Date/Location	Meeting Materials
Collin County Outreach Meeting	Monday, July 10, 2017 Allen, TX	<a href="#">Presentation</a> <small>pdf</small> <a href="#">Minutes</a> <small>pdf</small>
Denton County Outreach Meeting	Wednesday, April 26, 2017 Denton, TX  Wednesday, April 19, 2017 Lewisville, TX	<a href="#">Flier</a> <small>pdf</small> <a href="#">Presentation</a> <small>pdf</small> <a href="#">Minutes</a> <small>pdf</small>
Rockwall County Outreach Meeting	Tuesday, March 21, 2017 Rockwall, Texas	<a href="#">Flier</a> <small>pdf</small> <a href="#">Presentation</a> <small>pdf</small> <a href="#">Minutes</a> <small>pdf</small>
Kaufman County Outreach Meeting	Monday, March 13, 2017 Terrell, Texas	<a href="#">Flier</a> <small>pdf</small> <a href="#">Presentation</a> <small>pdf</small> <a href="#">Minutes</a> <small>pdf</small>
Parker and Palo Pinto Counties Outreach Meeting	Tuesday, February 21, 2017 Weatherford, Texas	<a href="#">Flier</a> <small>pdf</small> <a href="#">Presentation</a> <small>pdf</small> <a href="#">Minutes</a> <small>pdf</small>
Hood, Somervell, and Erath Counties Outreach Meeting	Wednesday, February 15, 2017 Granbury, Texas	<a href="#">Flier</a> <small>pdf</small> <a href="#">Presentation</a> <small>pdf</small> <a href="#">Minutes</a> <small>pdf</small>
Wise County Outreach Meeting	Thursday, January 19, 2017 Decatur, Texas	<a href="#">Flier</a> <small>pdf</small> <a href="#">Presentation</a> <small>pdf</small> <a href="#">Minutes</a> <small>[pdf]</small>
	Wednesday, January 11, 2017 UNT at Dallas	

<p>Dallas County Outreach Meetings</p>	<p>Dallas, Texas                  Thursday, January 12, 2017                  DART Headquarters                  Dallas, Texas                  Wednesday, January 25, 2017                  Richland College - Garland Campus                  Garland, Texas</p>	<p><a href="#">Flier</a> <small>[pdf]</small>  <a href="#">Presentation</a> <small>[pdf]</small>  <a href="#">Minutes</a> <small>[pdf]</small></p>
<p>Ellis and Navarro Counties Outreach Meeting</p>	<p>Wednesday, November 9, 2016                  Waxahachie, Texas</p>	<p><a href="#">Flier</a> <small>[pdf]</small>  <a href="#">Presentation</a> <small>[pdf]</small>  <a href="#">Minutes</a> <small>[pdf]</small></p>
<p>Johnson County Outreach Meeting</p>	<p>Monday, October 24, 2016                  Cleburne, Texas</p>	<p><a href="#">Flier</a> <small>[pdf]</small>  <a href="#">Presentation</a> <small>[pdf]</small>  <a href="#">Minutes</a> <small>[pdf]</small></p>
<p>Hunt County Outreach Meeting</p>	<p>Tuesday, September 20, 2016                  Greenville, Texas</p>	<p><a href="#">Flier</a> <small>[pdf]</small>  <a href="#">Presentation</a> <small>[pdf]</small>  <a href="#">Meeting Minutes</a> <small>[pdf]</small></p>
<p>Kick Off Meeting</p>	<p>Friday, August 19, 2016                  Fort Worth, Texas</p>	<p><a href="#">Flier</a> <small>[pdf]</small>  <a href="#">Presentation</a> <small>[pdf]</small>  <a href="#">Meeting Minutes</a> <small>[pdf]</small></p>

If any questions, please contact Kelli Schlicher, Transportation Planner III, at (817) 695-9287 or [kschlicher@nctcog.org](mailto:kschlicher@nctcog.org)

For county-specific information please click below:



Click on a county name below to learn more.

Collin County  
Dallas County  
Denton County  
DFW Airport  
Ellis County  
Erath County  
Hood County

Hunt County  
Johnson County  
Kaufman County  
Navarro County  
Palo Pinto County

Parker County  
Rockwall County  
Somervell County  
Tarrant County  
Wise County

### Plan Requirements

A coordinated public transit-human services plan is required by the Fixing America's Surface Transportation Act (FAST) the current federal transportation bill. Furthermore, coordination is mandated in Texas among transportation providers, health and human service agencies, and workforce boards by Texas Administrative Code Chapter 461. In North Central Texas, NCTCOG is the designated lead entity responsible for preparing and maintaining the region's public transportation coordination plan

### 2013 Access North Texas Plan

[Click here](#) to download the previous Access North Texas plan.

If you have questions, please contact Kelli Schlicher, Transportation Planner III, (817) 695-9287, [kschlicher@nctcog.org](mailto:kschlicher@nctcog.org)

Last Updated January 2018

2/2/2018 tmb %Trans

[CONTACT US](#) | [SITE MAP](#) | [LEGAL](#) | [SYSTEM REQUIREMENTS](#)



North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

Main Operator: (817) 640-3300 | Fax: (817) 640-7806

**2017-2018 CMAQ/STBG Funding Program**  
**Sustainable Development Phase 4: Turnback, Context-Sensitive, Transit-Oriented Development Program**  
**Final Recommendations**

Partner(s)	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding							Total Proposed Funding	Selection Criteria Met	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	Regional (RTR)	State	Local	Other	TDCs			
City of Crowley	Main Street	From Beverly St. to Crowley Rd. (FM 731)	Reconstruct from 3 to 2 lanes, add bicycle lanes, new sidewalks, add on-street parking, and construct two roundabouts	2017	ENG	\$0	\$0	\$0	\$0	\$719,336	\$0	0	\$719,336	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	TxDOT will implement an additional project on FM 1187 as in-kind compensation for the City of Crowley taking that facility off-system. This in-kind project is in place of the rehabilitation of the roadway that typically comes with a Turnback agreement. CMAQ/STBG funding amounts will be adjusted to maximize the use of CMAQ funds.
				2018	ROW	\$0	\$0	\$0	\$0	\$8,525	\$0	0	\$8,525		
				2018	UTIL	\$0	\$0	\$0	\$0	\$300,000	\$0	0	\$300,000		
				2020	CON	\$1,447,099	\$3,052,901	\$0	\$0	\$5,642,051	\$0	0	\$10,142,051		
City of Ennis	UPRR Safety Zone	Bus 287/Ennis Avenue at UP Railroad	Construct grade separation at the intersection of Bus 287/Ennis Avenue and the Union Pacific Railroad line in order to facilitate a Sustainable Development project on Ennis Avenue	TBD	ENG	\$0	\$0	\$0	\$0	\$4,000,000	\$0	0	\$4,000,000	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	"Other" funding proposed to be contributed by Union Pacific; RTC share will increase if TxDOT and UP contributions are lowered
				TBD	CON	\$0	\$10,000,000	\$0	\$5,000,000	\$0	\$2,000,000	0	\$17,000,000		
City of Irving	SH 356/Irving Blvd.	From O'Connor Rd. to Strickland Plaza	Reconstruct from 3 to 2 lanes with a bicycle lane, sidewalk improvements, and on-street parking from O'Connor to Britain	2018	ENG	\$0	\$0	\$0	\$0	\$1,787,410	\$0	0	\$1,787,410	Turnback, Redevelopment opportunities, Payback, Context-sensitive design, pedestrian-friendly streetscapes	RTR 161 DA-1 funds to be used; Irving to repay the RTC's \$12,000,000 using TIF funds; City is matching the RTR funds by funding the pre-construction phases; Repayment to begin one year after the completion of construction, and will occur over the life of Irving's TIF District or until the RTC is repaid, whichever comes first; City of Irving to provide progress reports on the status of the TIF and its performance
				2019	ROW	\$0	\$0	\$0	\$0	\$400,000	\$0	0	\$400,000		
				2020	UTIL	\$0	\$0	\$0	\$0	\$5,118,640	\$0	0	\$5,118,640		
				2020	CON	\$0	\$0	\$12,000,000	\$0	\$755,460	\$0	0	\$12,755,460		
City of Lewisville	College Street	From Mill St. to Railroad St.	Reconstruct from 2 to 2 lanes, add bicycle lanes, widen/expand sidewalks, and add on-street parking	2018	ENG	\$0	\$0	\$0	\$0	\$600,000	\$0	0	\$600,000	Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscape	The City of Lewisville is utilizing Transportation Development Credits earned via the MTP Policy Bundle initiative in lieu of the construction local match.
				2019	CON	\$605,000	\$2,395,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000		
DCTA	DCTA Intermodal Transit Center	At E. College St. and N. Railroad St.	Construct DCTA Intermodal Transit Center, bus lanes, and park and ride to enhance and expand transit service	2019	TRANS	\$11,301,056	\$0	\$0	\$0	\$0	\$0	2,260,211	\$11,301,056	TOD, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscape	DCTA is utilizing Transportation Development Credits earned via the MTP Policy Bundle initiative in lieu of the local match.
City of Weatherford	US 180 (Northern Loop)	From FM 2552 to Alamo St.	Reconstruct 2/4 lane roadway to 4 lane roadway including a roundabout at the intersection of US 180, new bicycle lanes, new sidewalks, and intersection improvements at FM 51	2019	ENG	\$0	\$1,584,000	\$0	\$94,000	\$302,000	\$0	0	\$1,980,000	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	TxDOT to pay a State match for the on-system components
				2020	ROW	\$0	\$0	\$0	\$0	\$2,150,000	\$0	0	\$2,150,000		
				2022	CON	\$680,800	\$9,287,200	\$0	\$824,600	\$1,667,400	\$0	0	\$12,460,000		
<b>Total</b>						<b>\$14,033,955</b>	<b>\$26,319,101</b>	<b>\$12,000,000</b>	<b>\$5,918,600</b>	<b>\$23,450,822</b>	<b>\$2,000,000</b>	<b>2,860,211</b>	<b>\$83,722,478</b>		

# 2017-2018 CMAQ/STBG\* FUNDING: SUSTAINABLE DEVELOPMENT: PHASE 4

Regional Transportation Council  
March 8, 2018

\* Congestion Mitigation and Air Quality Improvement Program/  
Surface Transportation Block Grant

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships (May bring back a Round 2 effort)
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects**
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects**
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

- = Project Selection Completed
- = Pending STTC/RTC Approval
- = Program Partially Completed



# CMAQ/STBG FUNDING PROGRAM: SUSTAINABLE DEVELOPMENT PHASE 4

Description/ Purpose	To support sustainable development initiatives by providing funds for Turnback Partnerships, Context Sensitive Design, and TOD projects.
Initial Requests	<ul style="list-style-type: none"><li>• Downtown Weatherford Turnback</li><li>• Harwood Road in Bedford</li><li>• Lewisville Turnback (Mill St./FM 1171)</li><li>• Main Street in Crowley</li><li>• SH 356 Couplet Turnback in Irving</li><li>• Park Lane/Vickery Meadow in Dallas</li></ul>
Next Steps	Coordinate with partnering agencies and TxDOT. Anticipate action in Summer or Fall 2017.

# SELECTION CRITERIA

- When selecting projects, the following criteria were taken into account by staff:
  - Partnership in TxDOT's Turnback Program (local governments take control of the facility and it is removed from the State system)
  - Opportunities for redevelopment
  - Payback mechanisms if applicable (Tax Increment Finance (TIF) Districts, Public Improvement Districts (PID), etc.)
  - Inclusion of context-sensitive design elements
  - Inclusion of transit-oriented development (TOD) elements
  - Inclusion of pedestrian-friendly streetscape elements

# PROPOSED FUNDING BY AGENCY

**DRAFT**

<b>PROJECT</b>	<b>AGENCY</b>	<b>PROPOSED RTC FUNDING<sup>1</sup></b>
SH 356/Irving Blvd.	City of Irving	\$12,000,000
US 180 (Northern Loop)	City of Weatherford	\$11,552,000
DCTA Intermodal Transit Center	Denton County Transportation Authority	\$11,301,056
Bus 287/Ennis Avenue at UP Railroad	City of Ennis	\$10,000,000
Main Street	City of Crowley	\$4,500,000
College Street	City of Lewisville	\$3,000,000
	<b>Total</b>	<b>\$52,353,056</b>

1: All proposed funding amounts are federal with the exception of the City of Irving, to which staff is proposing to award Regional Toll Revenue (RTR) funds.

# TIMELINE

MEETING/TASK	DATE
STTC Information	January 26, 2018
RTC Information	February 8, 2018
Public Meetings	February 2018
STTC Action	February 23, 2018
<b>RTC Action</b>	<b>March 8, 2018</b>

# REQUESTED ACTION

- RTC approval of:
  - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Sustainable Development Phase 4 Program (Electronic Item 8.1)
  - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

# QUESTIONS?

**Christie J. Gotti**

Senior Program Manager

817-608-2338

[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

**Adam Beckom, AICP**

Principal Transportation Planner

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[abeckom@nctcog.org](mailto:abeckom@nctcog.org)

**Brian Dell**

Transportation Planner III

817-704-5694

[bdell@nctcog.org](mailto:bdell@nctcog.org)

**2017-2018 CMAQ/STBG Funding Program  
Safety, Innovative Construction, and Emergency Projects  
Draft Recommendations**

Implementing Agency	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding				Total Proposed Funding	Evaluation Criteria Addressed	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local			
Denton County, Town of Shady Shores, and City of Lake Dallas	South Shady Shores Road	From West Shady Shores Road to Swisher Road	Reconstruct road from 2 to 2 lanes to elevate it out of the flood plain with drainage improvements	2019	ENG	\$0	\$0	\$0	\$1,400,000	\$1,400,000	Addresses flooding hazard/system resilience	Denton County, Town of Shady Shores, and City of Lake Dallas to pay for engineering and utility relocations as well as provide matching funds for the construction phase
				2020	UTIL	\$0	\$0	\$0	\$2,800,000	\$2,800,000		
				2021	CON	\$0	\$10,000,000	\$0	\$4,000,000	\$14,000,000		
Town of Highland Park	Wycliff Roadway and Drainage Improvements	Wycliff Avenue From West of Lakeside Drive to West of Glenwood Avenue	Reconstruction of a two-lane roadway that will include a new bridge structure to raise roadway out of the 100-year floodplain as well as drainage improvements at Tributary 1 in order to reduce/eliminate flood frequency	2019	ENG	\$0	\$0	\$0	\$1,250,000	\$1,250,000	Addresses flooding hazard/system resilience	Project includes improvements at a nearby tributary (Tributary 1) within the City of Dallas; City of Dallas to pay the local match for that portion of the project
				2020	UTIL	\$0	\$0	\$0	\$200,000	\$200,000		
				2021	CON	\$0	\$5,600,000	\$0	\$2,400,000	\$8,000,000		
TxDOT Dallas	IH 30 Managed Lane Access Gates	From SH 161 to Sylvan Avenue	Install access gates along the IH 30 Managed lane corridor	2019	CON	\$0	\$1,200,000	\$300,000	\$0	\$1,500,000	Incident management/First responder safety	
NCTCOG	Regional Safety Program - Phase 1	Regionwide	Implement improvements within the region that address and mitigate safety issues (e.g. wrong-way driving, dangerous intersections, etc.) and work toward achieving the RTC's recently approved safety targets/goals	2020, 2021, 2022	IMP	\$7,500,000	\$7,500,000	\$0	\$15,000,000	\$30,000,000	Improvements identified in Regional Safety Plan	Funds will be used for programs/projects that will address safety issues throughout the region; Projects selected through the program will be funded with 50% federal funds and a 50% local match
City of Fort Worth	Meacham Airport Northern Hangar Turn Lane	Bus 287/N. Main Street at North Hangar Entrance	Add right turn lane for southbound traffic	2019	ENG	\$41,600	\$0	\$0	\$10,400	\$52,000	Reduce risk of vehicle crashes	Safety: 124 crashes from 2012-2016
				2019	CON	\$155,200	\$0	\$0	\$38,800	\$194,000		
City of Fort Worth	Meacham Airport - North Entrance Turn Lane	Bus 287/N. Main Street at North Airport Entrance	Add right turn lane for southbound traffic into Airport's northern entrance (main entrance for jet fuel trucks)	2019	ENG	\$41,600	\$0	\$0	\$10,400	\$52,000	Reduce risk of vehicle crashes	Safety: 2 crashes from 2012-2016
				2019	CON	\$142,400	\$0	\$0	\$35,600	\$178,000		
<b>Total</b>						<b>\$7,880,800</b>	<b>\$24,300,000</b>	<b>\$300,000</b>	<b>\$27,145,200</b>	<b>\$59,626,000</b>		

# 2017-2018 CMAQ/STBG\* FUNDING: SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Regional Transportation Council

March 8, 2018

\* Congestion Mitigation and Air Quality Improvement Program/  
Surface Transportation Block Grant



# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships (May bring back a Round 2 effort)
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects**
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects**
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

- = Project Selection Completed
- = Pending STTC/RTC Approval
- = Program Partially Completed

# SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Description/ Purpose	To support operations, safety, innovative construction, and emergency improvements.
Initial Requests	<ul style="list-style-type: none"><li>• Wycliff Avenue Flooding Project</li><li>• Shady Shores Bridges</li></ul>

# SELECTION CRITERIA

- When evaluating projects, the following criteria were taken into account by staff:
  - Project addresses a safety issue (pedestrian safety at risk, history of vehicle crashes, etc.)
  - Project involves an innovative construction element (e.g., modular bridges)
  - Project addresses an emergency situation
    - Flooding issues that affect system resilience
  - Project includes incident management/first responder safety benefits
  - Projects that implement recommendations from regional safety plan

# PROPOSED FUNDING BY AGENCY

**DRAFT**

<b>PROJECT/PROGRAM</b>	<b>AGENCY</b>	<b>PROPOSED RTC FUNDING</b>
Regional Safety Program – Phase 1	NCTCOG	\$15,000,000
South Shady Shores Road	Denton County, City of Lake Dallas, Town of Shady Shores	\$10,000,000
Wycliff Avenue	Town of Highland Park	\$5,600,000
IH 30 Managed Lane Access Gates	TxDOT Dallas	\$1,200,000
Meacham Airport Improvements	City of Fort Worth	\$380,800
	<b>Total</b>	<b>\$32,180,800</b>

# TIMELINE

MEETING/TASK	DATE
STTC Information	February 23, 2018
<b>RTC Information</b>	<b>March 8, 2018</b>
Public Involvement (Online Opportunity to be held in place of meetings)	March 2018
STTC Action	March 23, 2018
RTC Action	April 12, 2018

# QUESTIONS?

**Adam Beckom, AICP**

Principal Transportation Planner

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**Christie J. Gotti**

Senior Program Manager

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**Brian Dell**

Transportation Planner III

817-704-5694

[bdell@nctcog.org](mailto:bdell@nctcog.org)

# 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT LISTINGS

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Regional Transportation Council

March 8, 2018

# 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): DEVELOPMENT PROCESS

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- Review existing projects and gather information on additional locally funded projects.
- Make needed revisions to existing project schedules, funding, and/or scope.
- Develop revised project listings.
- Financially constrain project programming based on estimated future revenues.
- Conduct Mobility Plan and Air Quality conformity review.
- Solicit public input.
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA).



# 2019-2022 TIP DEVELOPMENT: FOCUS AREAS

---

- Milestone Policy Implementation
  - The TIP Team has been tracking projects that are part of the MPO Milestone Policy list approved by the Regional Transportation Council (RTC) in April 2016.
  - When meeting with local agencies, project schedules were discussed to ensure that agencies meet the deadlines set forth and avoid the cancellation of funding.
  - RTC funds programmed to projects that were required to go to construction by the end of FY 2017 and were not able to do so will be cancelled through TIP Development or the November 2018 TIP Modification Cycle.
- Draft Project Information
  - Reflects updates to projects provided by agencies as well as updates from recent/pending TIP Modifications where applicable
  - Financially constrained to the 2018 Unified Transportation Program (UTP) allocations

# 2019-2022 TIP DEVELOPMENT: FOCUS AREAS (CONT'D)

---

- Fiscal Year (FY) 2019 Surveys
  - Surveys have been sent to agencies that have a project or phase in FY 2019, the first year of the new TIP.
  - Responses provide more clarity on project schedules to help NCTCOG staff determine which projects will truly be ready in FY 2019.
  - Failure to provide a survey response will lead to your project being pushed to a later year.
  - Doing this work now can help prevent the need for additional TIP Modifications in the future.

# 2019-2022 TIP DEVELOPMENT: FOCUS AREAS (CONT'D)

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- Regional Toll Revenue (RTR) Exchanges and Closeouts
  - Adjustments are being made to RTR project funding levels as they are closed out by staff and excess funding is remitted to TxDOT.
- Mobility 2045
  - In addition to a new TIP, a new Metropolitan Transportation Plan (MTP) is being developed.
  - The TIP team and the MTP team are working closely together to ensure that projects in the TIP are consistent with the new MTP.
- 10-Year Plan Projects
  - Projects approved by the RTC as part of the Regional 10-Year Plan initiative continue to be tracked and updated through the TIP Development process.

# 2019-2022 TIP: SCOPE OF PROGRAMMING

---

- \$5.33 Billion in the 2019-2022 TIP (Roadway and Transit)
  - \$2.84 Billion in Federal Commitments
  - \$0.84 Billion in State Commitments
  - \$0.14 Billion in Regional Commitments
  - \$1.11 Billion in Local Commitments
  - \$0.40 Billion in Transit Commitments
- 1,086 Active Projects (Roadway and Transit)
- 71 Implementing Agencies (Roadway and Transit)

# TIMELINE

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May – October 2017	Conducted meetings with implementing agencies
August 2017 – February 2018	Data entry and financial constraint
February 2018	Present draft listings to STTC for Information
<b>March 2018</b>	<b>Present draft listings to RTC for Information</b>
<b>March 16, 2018</b>	<b>Deadline for providing comments on draft listings</b>
April 2018	Conduct public meetings
	Present final listings to STTC for Action
May 2018	Present final listings to RTC for Action
June 2018	Transmit final document to TxDOT
	Executive Board endorsement
August 2018	Anticipated approval of the STIP by Texas Transportation Commission
October/November 2018	Anticipated federal approval of the STIP

# REQUEST FOR REVIEW

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- Please remind your staffs to review the listings for projects being implemented by your agency and within your jurisdiction and verify:
  - Start and end dates of each phase
  - Fiscal years of each phase
  - Scope
  - Limits
  - Funding amounts
- If a project does not have funding in FY 2019, 2020, 2021, or 2022, it will not be in the new TIP.
  - FY 2018 projects will not automatically carry over. We must determine now if projects should be “double-listed” in FY 2019 if they could be delayed.
  - Projects in FY 2023 and later will be in the environmental clearance appendix of the TIP.
- All comments must be received by **March 16, 2018** to be included in the final project listings

# 2019-2022 TIP DEVELOPMENT: QUESTIONS/COMMENTS

---

**Adam Beckom, AICP**

Principal Transportation Planner

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**Christie J. Gotti**

Senior Program Manager

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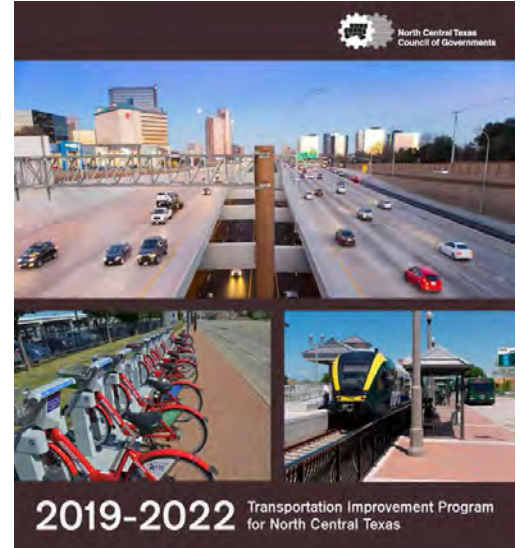
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

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Home](#)[Home](#) > [Transportation](#) > [Transportation Funding and Transportation Improvement Program \(TIP\)](#)[Print this page](#)

## 2019-2022 Transportation Improvement Program Draft Project Listings

Within metropolitan areas across the country, regional transportation projects are tracked through Transportation Improvement Programs. The Transportation Improvement Program or TIP is a staged, multi-year program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth metropolitan area. The TIP contains projects with committed funds in fiscal years 2019, 2020, 2021, and 2022. Project listings are financially constrained to available resources.

Every two years, the North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP.

[BACK TO TIP MAIN PAGE](#)

[3/1/2018--Draft Project Listings--Regional Transportation Council \[PDF\]](#)

[2/23/2018--Draft Project Listings--Surface Transportation Technical Committee \[PDF\]](#)



3/1/2018 1/9/2018 TKW %Trans

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Main Operator: (817) 640-3300 | Fax: (817) 640-7806

**Regional Transportation Council Attendance Roster**  
**March 2017-February 2018**

RTC MEMBER	Entity	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17	9/14/17	10/12/17	11/9/17	12/14/17	1/11/18	2/8/18
Douglas Athas (06/13)	Garland	E(R)	P	P	P	P	P	P	P	P	P	P	P
Tennell Atkins (09/17)	Dallas	--	--	--	--	--	--	A	P	P	P	P	P
Sara Bagheri (12/16)	Denton	P	P	P	E(R)	P	P	P	P	P	E(R)	P	E
Sue S. Bauman (10/17)	DART		--	--	--	--	--	--	P	P	P	A	P
Carol Bush (01/15)	Ellis Cnty	P	E	P	A	P	P	E	P	P	P	P	E(R)
Loyl Bussell (05/17)	TxDOT, FW	--	--	P	P	E(R)	P	P	P	P	P	P	P
Rickey D. Callahan (09/17)	Dallas	--	--	--	--	--	--	A	P	E	P	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	A	E	P	P	P
David L. Cook (05/16)	Mansfield	P	P	E(R)	P	E	P	P	P	E(R)	P	P	P
Rudy Durham (7/07)	Lewisville	P	E(R)	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	E	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	--	--	--	--	P	P	P	P	P	A	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	E(R)	P	P	P	P	P	P	P	P	E(R)
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	--	--	--	--	P	P	A	P	A	A	A	A
Sandy Greyson (11/11)	Dallas	A	P	P	P	A	P	P	P	P	P	P	E
Mojoy Haddad (10/14)	NTTA	P	A	P	A	P	P	P	P	A	A	P	E
Roger Harmon (1/02)	Johnson Cnty	P	P	E	E	P	P	P	P	P	P	P	E(R)
Clay Lewis Jenkins (04/11)	Dallas Cnty	E	P	P	P	P	P	P	P	E	E	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	A(R)	E(R)	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	E(R)	P	P	E(R)	P	P
Lee M. Kleinman (09/13)	Dallas	E	P	E	P	A	P	P	P	P	P	E(R)	P
Harry LaRosiliere (06/17)	Plano	--	--	--	P	P	E(R)	P	E(R)	P	P	P	E(R)
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	P	P	E	P	P	P
Scott Mahaffey (03/13)	FWTA	E(R)	P	P	P	P	P	P	E(R)	P	E(R)	P	P
B. Adam McGough (07/16)	Dallas	P	P	P	E(R)	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	P	P	P	P	E	A	P	A	P	E	A	E(R)
Steve Mitchell (07/17)	Richardson	--	--	--	--	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	E(R)	P	P	P	A	P	P	E(R)	P	P	P	P
Stan Pickett (06/15)	Mesquite	E	E(R)	P	P	P	P	P	P	E	P	P	P
Mark Riley (1/09)	Parker Cnty	P	P	E(R)	P	P	E	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	P	E(R)	P	P	E(R)	P	P	P	P	P	P	P
Will Sowell (10/17)	Frisco	--	--	--	--	--	--	--	P	E(R)	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	E	E(R)	P	A	P	P	P	E(R)	E(R)	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	E(R)	P	P	E(R)	E(R)	P	P	E(R)	A(R)

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster  
March 2017-February 2018**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>3/9/17</b>	<b>4/13/17</b>	<b>5/11/17</b>	<b>6/8/17</b>	<b>7/13/17</b>	<b>8/10/17</b>	<b>9/14/17</b>	<b>10/12/17</b>	<b>11/9/17</b>	<b>12/14/17</b>	<b>1/11/18</b>	<b>2/8/18</b>
William Tsao (3/17)	Dallas	P	P	P	P	P	E(R)	P	P	P	P	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	E	E	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	E(R)	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	P	E(R)	P	P	A(R)	P	E(R)	E	E	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	E	P	P	P	P	P	P	E(R)	P	P	P
Ann Zadeh (06/17)	Fort Worth	--	--	--	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  
January 2017-January 2018

STTC MEMBERS	Entity	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18
Antoinette Bacchus	Dallas County	P	P	P	P	A	P	A	P	A	P	A	P
Micah Baker	Dallas County	A	A	A	A	P	A	A	A	P	A	P	A
Bryan Beck	Fort Worth	--	--	--	--	--	--	--	--	--	P	P	P
Katherine Beck	Fort Worth	--	--	--	P	P	A	P	P	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	A	P	P	P	P
Keith Brooks	Arlington	P	A	R	P	A	P	P	P	A	A	A	A
Mohammed Bur	TxDOT, Dallas	P	P	P	P	A	P	P	A	P	P	P	P
Dave Carter	Richardson	A	P	P	P	A	P	P	P	P	P	P	P
Curt Cassidy	Mesquite	--	--	--	--	--	--	--	--	--	--	--	P
Season Clemens	TxDOT, Dallas	--	--	--	--	--	--	--	P	A	P	P	A
Robert Cohen	Southlake	--	--	--	--	--	--	R	P	A	R	P	R
Kent Collins	Coppell	P	P	R	P	A	P	P	A	A	P	P	P
John Cordary, Jr.	TxDOT, FW	P	A	P	P	P	P	P	P	P	P	A	P
Hal Cranor	Eules	P	P	P	R	P	P	R	P	P	A	P	P
Jacqueline Culton	Duncanville	--	--	--	--	--	P	P	P	P	A	A	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	A	A	P	A	A	P	P	P	P	P	P	P
Greg Dickens	Hurst	A	R	R	R	R	R	R	R	A	R	R	R
David Disheroon	Johnson County	P	P	A	P	P	A	P	A	P	A	P	A
Phil Dupler	FWTA	--	--	--	--	--	--	--	--	--	P	P	P
Massoud Ebrahim	Greenville	A	P	P	P	P	A	P	P	P	P	P	P
Chad Edwards	DART	P	P	P	P	P	A	P	P	P	A	P	P
Claud Elsom	Rockwall County	A	P	P	P	P	P	A	P	P	A	A	P
Keith Fisher	Cleburne	P	R	P	P	P	P	P	A	R	P	P	R
Eric Fladager	Fort Worth	P	P	A	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	R	P	P	P	P	P	P	P	P
Gary Graham	McKinney	R	P	P	R	R	P	R	P	P	P	R	P
Tom Hammons	Carrollton	A	A	A	A	A	A	A	A	P	A	A	A
Ron Hartline	The Colony	R	A	R	R	R	R	A	R	A	R	R	R
Kristina Holcomb	DCTA	P	P	P	P	P	P	P	A	R	R	R	R
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	A	P	R	P	P	P	P	P	P	P	A	P
Terry Hughes	Weatherford	P	P	P	P	P	P	P	A	P	P	P	P
Jeremy Hutt	Colleyville	A	P	P	P	P	P	A	R	P	P	P	P
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	P	P	P	A	P	P
Kelly Johnson	NTTA	A	A	A	A	A	P	A	A	A	A	A	A
Tom Johnson	DeSoto	P	A	P	P	P	P	A	P	P	P	A	A
Sholeh Karimi	Grand Prairie	P	P	P	P	A	P	P	P	A	P	P	P
Paul Knippel	Frisco	A	A	A	A	A	A	A	P	P	P	A	A
Chiamin Korngiebel	Dallas	P	P	A	A	P	P	P	R	R	A	A	P
Alonzo Liñán	Keller	--	P	A	P	P	P	P	P	P	P	P	P

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster  
January 2017-January 2018

STTC MEMBERS	Entity	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18
Paul Luedtke	Garland	P	P	P	R	P	P	P	P	P	P	P	P
Stanford Lynch	Hunt County	R	P	A	P	P	P	P	P	P	R	R	P
Alberto Mares	Ellis County	--	--	--	--	--	--	P	A	P	P	P	R
Laura Melton	Burleson	A	A	P	P	P	P	P	P	P	A	A	P
Brian Moen	Frisco	A	A	P	P	A	P	P	P	A	A	P	P
Cesar Molina, Jr.	Carrollton	A	P	A	P	A	P	R	A	A	P	P	P
Lloyd Neal	Plano	P	P	A	P	P	P	P	A	A	A	P	A
Mark Nelson	Denton	P	P	R	P	A	P	P	P	R	P	P	P
Corey Nesbit	Mesquite	--	--	--	--	--	--	--	--	--	--	--	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	A	P	A	P
Kenneth Overstreet	Bedford	A	A	A	A	P	A	A	A	R	A	A	A
Kevin Overton	Dallas	P	P	P	P	P	A	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	P
Shawn Poe	Rowlett	P	P	P	P	P	P	P	P	P	P	P	P
John Polster	Denton County	A	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	A	P	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	P	P	P	P	P	P	A	A	P	P	P
Lisa Pyles	Addison	P	P	A	A	P	P	A	P	A	P	A	A
William Riley	Tarrant County	P	P	P	A	P	P	P	P	A	P	P	P
Greg Royster	DFW Int. Airport	A	A	P	A	P	A	A	A	A	P	P	A
Moosa Saghian	Kaufman County	P	P	P	P	P	A	A	P	P	P	P	P
David Salmon	Lewisville	R	P	P	P	R	A	P	P	P	A	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	A	P	A	P	A	P	A	A	P
Tom Simerly	Fort Worth	--	--	--	--	A	P	A	P	P	P	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	A	A	P	P	P	P	P	P	A	P
Chelsea St. Louis	Dallas	P	P	P	R	P	P	P	P	P	P	P	P
Caleb Thornhill	Plano	A	P	P	P	A	P	P	P	A	P	A	A
Matthew Tilke	McKinney	--	--	--	--	--	--	--	--	--	--	--	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	P	P	P	P	A	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	A	P	P	R	P	P	P	P	P
Daniel Vedral	Irving	A	P	A	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	P	A	A	P	A	P	P	P	A	P	P
Bill Wimberley	Hood County	P	P	P	R	P	P	P	P	P	P	R	P
Robert Woodbury	Cedar Hill	--	--	--	--	--	--	--	--	--	P	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 26, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 26, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Katherine Beck, David Boski, Mohammed Bur, Dave Carter, Curt Cassidy, Hunt Harris (representing Robert Cohen), Kent Collins, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hoteling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Joseph Jackson (representing Alberto Mares), Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Tom Simmerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Bob Brown, Ron Brown, Ken Bunkley, Sarah Chadderdon, Brian Crooks, Elizabeth Crowe, Rhett Dollins, David Dryden, Daniel Edwards Sr., Craig Elliott, Brian Flood, Keineth Fuller, Christie Gotti, Wade Haffey, Phillip Hanley, Victor Henderson, Rebekah Hernandez, Chris Hoff, Joseph Jackson, Tim James, Yagnesh Jarmarwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Garry Kraus, Dan Lamers, April Leger, Eron Linn, Brad Lunberger, Gregory Masota, Wes McClure, Michael Morris, Jenny Narvaez, Jeff Neal, Cody Nelson, Alex Nervo, Brian O'Neill, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Russell Schaffner, Kelli Schlicher, Shannon Stevenson, Dean Stuller, Don Szczesny, Marian Thompson, Gretchen Vazquez, Amanda Wilson, Brian Wilson, Jing Xu, Melanie Young, and Kate Zielke.

1. **Approval of December 8, 2017, Minutes:** The minutes of the December 8, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **FY2018 and FY2019 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.1.1, was requested. The Committee's action also included a recommendation that the RTC direct staff to amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.1.2.
  - 2.2. **Video Web Hosting Services and Equipment Upgrade in the Transportation Council Room:** Approval of \$50,000 in Regional Transportation Council (RTC) Local funding to support the upgrade of video displays in the Transportation Council Room was requested. The Committee's action also included a recommendation that the RTC

direct staff to include this funding in the FY2018 and FY2019 Unified Planning Work Program, 2017-2020 Transportation Improvement Program, and other administrative/planning documents as necessary.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **Blue-Green-Grey Awards:** Emily Beckham presented staff recommendations for the Blue-Green-Grey Application for New Ideas funding opportunity. This initiative was launched in October 2017 and focused on three elements: water (Blue), environment (Green), and transportation infrastructure (Grey). The initiative was designed to advance projects or programs that have innovative outcomes in these three elements, primarily to provide seed money to entities to develop ideas for full implementation. In addition, the effort focused on building partnerships among the three sectors to implement projects in the region. Eligible applicants included universities, cities, counties, transit authorities, private firms, non-profits, and individuals with projects located within the 12-county Metropolitan Planning Area. Awarded projects or programs must be submitted to implementing agencies or fully implemented within 12 months of award. Evaluation and scoring criteria was highlighted. Applications were scored based on team qualifications (correct mix of experience and expertise), project impact (long-term effect and ability to change future design), innovation (new approaches, design, or methodologies that address the three elements), and applicability/transferability (able to use in other communities and consistent with eligible funding programs and Regional Transportation Council objectives). A total of 53 applications were received and evaluated. Additional information on application scoring was provided in Electronic Item 3.1, and details of the scoring criteria and recommendations were provided in Electronic Item 3.2. Of the applications received, staff proposed three projects for award: 1) City of Southlake Burney Lane Biofiltration System for \$50,000, 2) City of Farmers Branch Green Bus Stop Design Guidelines for \$30,000, and 3) Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot for \$29,170 for a total award of approximately \$110,000. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of project totals recommended for award in Electronic Item 3.2. Mark Nelson (M); Chad Edwards (S). The motion passed unanimously.
4. **"Big Projects": IH 635 Update, IH 35W 3C Update, Communication Program with the Texas Legislature, and Follow up to the Texas Transportation Commission Meeting:** Michael Morris provided an update on IH 35W 3C, IH 635 East, and the January 25, 2018, Texas Transportation Commission (TTC) Meeting. He stated no action would be requested. Regarding IH 35W 3C, over 400 letters were received by the Governor on the importance of the project. The Texas Department of Transportation (TxDOT) is in negotiations with the private-sector developer through an existing contract. There is a \$10 million cost for associated paperwork/project development costs. TxDOT has offered to pay \$5 million of these costs, and the Regional Transportation Council (RTC) approved the additional \$5 million as a contingency. Related to IH 635 East, members of the Regional Transportation Council (RTC) and staff attended the January 25, 2018, TTC meeting to present the importance of the project proceeding to procurement. The Texas Transportation Commission Chairman announced at the meeting that no action would be taken on the IH 635 East project, but presentations were allowed on the topic. Mr. Morris noted that TxDOT Dallas will continue to move out on current efforts related to the project and the RTC will continue its efforts to implement "Big Projects" in the State of Texas and the region. John Polster noted to members, that even if the IH 635 East project does not directly impact them, the related policy issues do have a lasting impact to every entity in the State and

region regarding how projects are implemented. Chad Edwards asked what staff anticipated would be the next steps related to moving the project to procurement. Mr. Morris noted that he expects the IH 635 East project will eventually be placed on the TTC agenda. Staff will work with TxDOT Dallas to develop a funding package for the project. Possible cost savings and funding options were discussed, as well as options for the Skillman/Audelia project. Staff proposed that the region continue to work with TxDOT as an innovative team to get the project the IH 635 East project to procurement.

5. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** Marian Thompson presented the recommended projects to be funded under the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects. The Regional Traffic Signal Retiming Program is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. In order for projects to be eligible, 80 percent of traffic signals could not have been retimed since 2013, 80 percent of traffic signals should be located along a route of significant, eight or more consecutive traffic signals must be included, and have no construction planned within two years. Approximately \$2 million was available in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding for this program. The Minor Improvement Program improves the capacity of the existing roadway system by implementing low-cost operational improvements that enhance mobility and improve air quality. Eligible projects should be along a Route of Significance, have no construction planned within two years, and funding is not to exceed \$50,000. Approximately \$2.9 million in CMAQ funding was available for this program. Staff time was ineligible for both programs. In addition, a 20 percent (minimum) local match was required and funding was available at 66 percent in the eastern subregion and 34 percent in the western subregion. The evaluation and scoring criteria for both programs were reviewed. Ms. Thompson noted this criteria was unchanged from when the opening of the Call for Projects was requested. A total of 60 applications were received for the Regional Traffic Signal Retiming Program and 147 for the Minor Improvement Program. Projects recommended for funding in each of the programs were highlighted. Ms. Thompson noted that following review of projects, staff received comments and noted that spreadsheet calculations needed adjustment. Calculations resulting from a rounding issue were updated. Revisions to Electronic Item 5.1 and Electronic Item 5.2, provided in the meeting mail out material, were provided to members by email in revised Electronic Item 5.1 and Electronic Item 5.2. The provided items delineate a full score sheet and criteria for each project. The schedule for this effort was reviewed. Approval of the selected projects will be requested at the February 23 Committee meeting and March 8 Regional Transportation Council meeting. Clarence Daugherty asked if there was an emphasis on projects that connect jurisdictions. Ms. Thompson noted that projects that were multi-jurisdictional were awarded additional points. Members asked for clarification on the scoring changes between the updated items sent to members and those presented at the meeting. Staff noted that the updated electronic items contained accurate information and added that an updated presentation would be posted on the web site following the meeting. Alonzo Liñán noted that he had additional questions regarding the scoring of City of Keller projects that were multi-jurisdictional. Staff requested that Mr. Liñán coordinate with staff to resolve his questions.
6. **Mobility 2045 Update:** Kevin Feldt provided an update on Mobility 2045, the region's next long-range transportation plan. Mobility 2045 goals are consistent with the goals of Mobility 2040 and center around mobility, quality of life, system sustainability, and implementation. Draft transit corridor recommendations were highlighted and include current recommendations as well as additional projects to be implemented between now and 2045.



Major roadway recommendations were also highlighted. Changes since last presented are primarily in the Collin County area. Projects in this area are in a sisyphian situation, and final project recommendations may vary. Major arterial recommendations were also highlighted, with no changes since presented in December. Mr. Feldt noted that draft recommendations are intended to be a preview of the recommendations presented at the February 8 Regional Transportation Council (RTC) Mobility 2045 Plan Workshop. Asset optimization recommendations and the illustrative roadway map recommendations were also reviewed. Proposed policy recommendations that will differ from Mobility 2040 include the addition of technology policies that support open data best practices, automated vehicle deployment, multi-occupancy ride sharing, and transportation communications network development. Related to freight, proposed efforts include encouraging regional railroads to participate in regional planning. In addition, Mobility 2045 will include active transportation with focus on mode share (a measurable share of all transportation modes) discussed at the January 11 RTC meeting. Efforts will also focus on asset optimization, resiliency, and roadway maintenance. Another proposed policy addition is to support the ability to modify the Mobility Plan for emergency operation improvements such as technology lanes, access ramps, and auxiliary lanes. In addition, support for the implementation of managed toll lanes within a tolled managed lane policy area is proposed. The proposed tolled managed lane policy area represents approximately 13 percent of the land area while it encompasses approximately 67 percent of the region's congestion. The idea is to focus tolled managed lanes in an area that could provide the most value. Mr. Feldt highlighted the financial elements of Mobility 2045. He noted Mobility 2040 identified approximately \$119 billion in revenue. Draft estimates for Mobility 2045 identify \$125-\$140 billion in revenue. Work continues on many projects, and preliminary cost estimates must be finalized as staff balances revenues with expenditures. The schedule for this effort was reviewed, with final Committee approval requested in May 2018 and Regional Transportation Council approval requested in June 2018. Clarence Daugherty noted that recommended projects and illustrative maps may need to remain fluid between this meeting and the upcoming RTC meeting. Mr. Daugherty also asked if staff had received any comments on the tolled managed lane policy area. Mr. Feldt noted no other comments had been received. In addition, Mr. Daugherty asked if the planning model used for development of the transportation plan would be updated to include the impact of technology on the transportation system. Mr. Feldt noted that policies included in Mobility 2045 will form the foundation for future technology impacts. Dan Kessler noted that this type of consideration would be one of the reasons updates to the Mobility Plan are likely needed on a two-year cycle. Chad Davis asked if changes resulting from the Wise County thoroughfare plan could be completed in time for inclusion in Mobility 2045. Mr. Feldt stated there was still time to include the changes.

7. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4:**

Adam Beckom presented projects to be funded under the Sustainable Development Phase 4 Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of other CMAQ/STBG funding programs was highlighted. The goal of this program is to support sustainable development initiatives by providing funds for Turnback partnership, context sensitive design, and Transit Oriented Development (TOD). He noted that project requests have changed substantially since presented in April 2017. When selecting projects for this effort, staff used the following criteria: 1) can the North Central Texas Council of Governments partner with the Texas Department of Transportation (TxDOT) as part of the TxDOT Turnback program, 2) are there opportunities for redevelopment, 3) is there a payback mechanism for these projects through a Tax Increment Finance (TIF) District or a

Public Improvement District (PID), and 4) do the projects include context sensitive design elements, pedestrian friendly elements, as well as TOD elements. Details on the projects proposed for funding were provided in Electronic Item 7. Projects included: SH 356/Irving Blvd. in Irving for approximately \$12 million, US 180 (Northern Loop) in Weatherford for approximately \$11.5 million, Business 287/Ennis Avenue at Union Pacific Railroad in Ennis for approximately \$9 million, Denton County Transportation Authority Intermodal Transit Center for approximately \$7.8 million, Main Street in Crowley for approximately \$4.5 million, and College Street in Lewisville for approximately \$3 million. Proposed funding totals approximately \$47.9 million. The schedule for this effort was reviewed, with Surface Transportation Technical Committee approval to be requested in February and Regional Transportation Council approval in March.

8. **Access North Texas:** Kelli Schlicher provided information on the recent update to Access North Texas. Access North Texas is the regional public transportation coordination plan that aims to improve public transportation for older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. It lists regional and county specific strategies to address existing transportation challenges. Lastly, its goal is to encourage coordination of existing transit services and providers while meeting necessary federal and state requirements. Access North Texas was first adopted in 2013. Since then, regional partners have implemented many of the strategies from the plan. Examples of progress since 2013 were highlighted such as new transit service in the City of Hutchins, a transportation link from Hunt County to Dallas Area Rapid Transit's downtown Rowlett station, and a cooperative vehicle procurement. Ms. Schlicher highlighted efforts to update Access North Texas that began in August 2016. Efforts included 14 outreach meetings. Individuals representing older adults, individuals with disabilities, individual with lower incomes, veterans as well as transit riders, elected officials, health and human service organizations, and local government staff were contacted. Over 600 people attended the outreach meetings and conference calls. Staff conducted follow up emails and one-on-one conversations. Additionally, a transportation poll was created in English and Spanish for individuals and agencies to provide feedback on public transportation. In total, over 1,000 responses were received. Staff supplemented outreach activities with data collection and analysis. The Transit Accessibility Improvement Tool was updated, which maps populations of potentially transportation disadvantaged populations compared to region-wide populations and provides information about areas with greater potential need for public transit. Demographic information was collected and analyzed, including Limited English Proficiency and commuting statistics. Lastly, existing transportation providers in each county were identified. All information collected was reviewed and the plan describes strategies to address needs across the entire North Central Texas region, as well as specific strategies for each county. Regional strategies that apply throughout the region include exploring partnerships to increase the affordability of fares for those most in need. In January 2017, the Regional Transportation Council (RTC) approved \$1 million to support the early implementation of this strategy. Other strategies include assessing needs and implementing public transportation in areas that are currently lacking transit, continuing to explore non-traditional ways to deliver public transit, and simplifying regional trips to reduce the number of transfers between providers. Ms. Schlicher reviewed next steps. RTC's action last month will help staff begin coordination with transit providers to build resiliency to a program that addressed the affordability of transit fares. In February, staff will present Access North Texas at public meetings and incorporate feedback from STTC, RTC, and the public. Upon approval, regional partners will begin to implement strategies identified in the plan. She noted that projects that seek funding through the RTC's Transit Call for Projects must be identified in the plan, specifically those that seek funding under the Enhanced Mobility of

Seniors and Individuals with Disabilities Program. The schedule for this effort was reviewed, and Ms. Schlicher noted the draft plan and appendices are posted at [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Todd Plesko asked if a methodology has been developed to determine what is considered an affordable transit fare. Ms. Schlicher noted that a methodology has not been developed. The proposed strategy leaves it open for providers to propose a solution.

9. **General Motors Update:** Michael Morris presented an initiative to engage public and private-sector parties to advance test track possibilities for next generation people mover systems. An aerial image of the General Motors (GM) facility in Arlington was shown and provided in Electronic Item 9. This GM assembly plant is the only facility that does not have the ability for its vehicles to be loaded directly onto rail. A test track for people mover technology at the GM facility is desirable because it could later be used by GM to move its vehicles directly to the rail head. In addition, a new warehouse facility being constructed at the location of the previous Six Flags Mall will house parts that will be delivered to the GM assembly plant. People mover technology may be an option to also deliver the parts to the GM facility. Negotiations are underway with GM, the State of Texas, local governments, and the Regional Transportation Council (RTC) regarding options, alignment, and funding. Staff will continue to provide updates to members.
10. **High-Speed Rail Update:** Michael Morris provided an update on the latest efforts related to high-speed rail in the Dallas-Fort Worth region. A graphic highlighting potential high-speed rail corridors for the State was presented. Public hearings in the region will be held regarding high-speed rail from Houston to Dallas on Monday January 29 and Tuesday January 30. North Central Texas Council of Governments (NCTCOG) will be submitting public comments on the Environmental Impact Statement. An environmental study was begun for the Fort Worth to Dallas corridor. The Texas Department of Transportation (TxDOT) was leading this effort with American Recovery and Reinvestment Act (ARRA) funds. That project is closing out because the ARRA funds expired in 2017, so final deliverables are coming in from the contractor. That effort will not result in a draft Environmental Impact Statement. The Regional Transportation Council (RTC) approved \$5 million to complete the environmental study and efforts are underway to determine whether the \$5 million will be provided to TxDOT to complete the study, or if RTC staff will hire contractors to finish the environmental review. This decision will require future Committee/RTC action. The last section discussed was high-speed rail from Fort Worth to Laredo. Metropolitan Planning Organization directors from Laredo, San Antonio, Austin, Temple-Killeen, and Waco met with NCTCOG staff earlier in the week on a strategy to explore hyper loop and high-speed rail technologies between Laredo and Fort Worth. MPO directors expressed interest and an urban feasibility/interest study is proposed to gauge how communities feel about next generation magnetic levitation and/or high-speed rail between the communities. A contractor will be hired to work in all five areas with NCTCOG paying approximately \$300,000 of the \$500,000 needed. Efforts will include significant public outreach. Details of the items discussed will be brought back to the Committee for approval. Clarence Daugherty asked if the Fort Worth to Laredo effort would be a feasibility study. Mr. Morris noted that it would likely be a feasibility-type study to determine interest by the communities impacted by the potential corridor. The study would include the evaluation of potential routes and stations.
11. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Report:** Bailey Muller presented information on the Dallas-Fort Worth Clean Cities (DFWCC) recognition program. The DFWCC recognizes fleets who demonstrate excellence in their fleet reporting. Fleets

who earned gold, silver, or bronze designation based on their 2016 reports were recognized in December 2017. A total of 19 fleets received recognition and were noted in Electronic Item 11. Annual reporting and adoption of the Clean Fleet Policy are requirements for clean vehicle funding, as well as the DFW Clean Cities Recognition Program. In addition, annual reporting and adoption of the policy are components of the Metropolitan Transportation Plan Policy Bundle. The Clean Fleet Policy was approved by the RTC in 2014 and to date, 64 entities have adopted the policy. Annual reporting is also an important element to assist the Department of Energy's goal to save 2.5 billion gallons of petroleum per year by 2020 nationwide. Supporting that goal, the DFWCC has a goal to demonstrate a 15 percent increase in petroleum reductions each year. In order for reductions to be tracked, all of the coalitions need to submit an annual report that is a result of regional fleets submitting their reports to the coalitions. Fleet reports for 2017 activities are due February 15. Reports are available for download at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport). Data is gathered on emission reduction measures, fuel reduction actions, employee training and education, as well as involvement in all of the Clean Cities Coalition's yearly activities. Staff reviews reports and uses a weighted scale to determine fleets eligible for the recognition awards. A visualization of the petroleum reduction goals for each year was provided. Members were encouraged to have their entities participate, as next year's goal will be a reduction of 30 million gallons of petroleum in the region. Ms. Muller noted that DFWCC efforts address each of the seven air quality emphasis areas.

12. **Fast Facts:** Kate Zielke noted the Federal Highway Administration (FHWA) has awarded the North Central Texas Council of Governments (NCTCOG) the Implementation Assistance Program Award for work to update the regional ecosystem framework and to identify potential conservation areas and mitigation opportunities in the Loop 9 corridor. This work was completed by both the Transportation and Environment and Development Departments.

Berrien Barks provided the managed lane high-occupancy vehicle (HOV) subsidy report. The HOV 2+ subsidy, part of the Regional Transportation Council's (RTC) managed lane policy, is to help offset the cost of the discount that is given to HOV users that travel the tolled managed lanes during the peak periods. The RTC is responsible for this subsidy on the North Tarrant Express and the LBJ Express facilities. As of November 2017, the subsidy is approximately \$1.9 million. Electronic Item 12.1 contains the region's near term managed lane map, as well as the subsidy amount broken out by corridor.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Texas Commission on Environmental Quality (TCEQ) announced through its Texas Emission Reduction Program that the Clean School Bus Grant has reopened. Replacements will now be available through this funding. Details were provided in Electronic Item 12.2.

Bailey Muller also highlighted Dallas-Fort Worth Clean Cities upcoming events. NCTCOG is hosting a free webinar on January 30 at 1:30 pm, on idle reduction strategies for emergency vehicles. On February 13, NCTCOG is hosting an onsite meeting at 12:30 pm, alongside the Regional Freight Advisory Committee, on clean freight solutions. In addition, another webinar is scheduled for February 27 at 1:30 pm on refuse haulers and clean freight solutions. Details were provided in Electronic Item 12.3.

In addition, Bailey Muller provided an update on alternative fuel corridors. In November 2017, staff submitted a variety of regional corridors including US 67, US 287 and US 75 to the Texas Department of Transportation (TxDOT) to be included in the State's official submittal packet to the FHWA for alternative fuel corridor nominations. Staff initially

submitted data to have IH 820 and IH 635 included in the nominations. However, TxDOT decided to hold all regional loops across the state until the 2018 submittal. Details were provided in Electronic Item 12.4.

Kristina Ronneberg presented information on Clean Construction Contract language recently incorporated into the NCTCOG Public Works Construction Standards. To help reduce emissions from the construction sector, NCTCOG staff developed template clean construction contract language that could be developed or incorporated into public works contracts as a strategy to improve air quality. The language was approved and included in the final version of the Public Works Construction Standards Fifth Edition that was approved by the Executive Board in October 2017. The full contract language is available at Electronic Item 12.5.

Jenny Narvaez highlighted correspondence from the Environmental Protection Agency (EPA) Deputy Regional Administrator to Governor Abbott providing the State's 2015 ozone standard designations, provided in Electronic Item 12.6. For each of the areas, the same counties that were designated nonattainment under the 2008 standard are those designated under the 2015 standard. The EPA plans to finalize the ozone designations in the spring of 2018. It is anticipated that by that time, NCTCOG will receive its classifications as marginal, moderate, serious, etc. Once received, staff will provide an update to members.

Adam Beckom provided an update on the eastern/western funding distribution percentages for the region. At the December 2017 Texas Transportation Committee (TTC) meeting, Hunt County was awarded \$102 million for several interchanges along the IH 30 corridor. The funding allocation is reflected in Electronic Item 12.7. This brings cumulative funding totals to 30.78 percent in the western subregion and 69.22 percent in the eastern subregion.

Brian Dell noted staff is working to finish the data entry and review for the development of the 2019-2022 Transportation Improvement Program (TIP). Over the past several months, staff has provided emails with questions/surveys about projects that have funding in FY2019. This will assist staff financially constrain the TIP. Entities with additional comments or information were requested to contact staff by January 31. He added, that a new TIP is often over programmed in its first year. If staff does not receive responses, projects may be pushed out due to the uncertainty of whether the money is needed and the project ready to proceed.

Brian Dell also noted that on December 1, 2017, staff submitted the 2017 Transportation Development Credit (TDC) annual report to TxDOT. This report is mandated by the State each year and details the projects that were awarded TDCs. In 2017, the RTC awarded 6,948,165 TDCs from its five categories. A copy of the report was provided in Electronic Item 12.8.

Carli Baylor noted that a summary of December public meetings was provided in Electronic Item 12.9. Items were posted online December 11 through January 10 for members of the public to provide input on proposed modifications to the list of funded projects.

Carli Baylor also noted the Public Comments Report was provided in Electronic Item 12.10 and contained general public comments submitted by the public from November 20 to December 19.

Carli Baylor highlighted the February public meeting notice in Electronic Item 12.11. Public meetings will be held February 5, 7, and 13, 2018. Staff will present information on Mobility 2045, transportation funding, and Access North Texas.

Jeff Neal provided information on the NCTCOG Environment and Development Department's low water crossings interactive web map. Information about low water crossings in the 16-county region is being collected so that as funding arises, this information can be used as data to provide to funding agencies. This information also helps NCTCOG plan for flood plain, storm water, public works emergency management, and transportation needs. Details and contact information were provided in Electronic Item 12.12. Mr. Neal noted that this information will also be valuable as staff Transportation Department staff works on an application to the FHWA's Resiliency and Durability to Extreme Weather Pilot Program.

Vercie Pruitt-Jenkins highlighted the recent Federal Certification Review. In June 2017, the FHWA and Federal Transit Administration (FTA) conducted an onsite visit at the North Central Texas Council of Governments regarding the Federal Certification Review. Certification is required at least once every four years for transportation management areas or urbanized areas with a population of 200,000 to determine if the process meets the federal planning requirements. As part of the review, meetings were held with staff, RTC members, and the public and surveys were transmitted to over 10,000 persons to receive comments on the transportation planning process. As a result of the review, FHWA and FTA certified in December 2017 that the Dallas-Fort Worth metropolitan transportation planning process meets federal requirements.

April Leger noted that beginning with this month's mail out material, staff is reducing the number of items that are printed in member's meeting packets. Electronic items will continue to be provided through the emailed agenda, as well as the agenda posted online. In addition, staff will continue to post meeting presentations online following the meeting.

The current Local Motion was provided in Electronic Item 12.13, and transportation partner progress reports were provided in Electronic Item 12.14.

13. **Other Business (Old and New):** Mark Nelson discussed interest in a coordinating with local governments on a draft policy template for bicycle share rules and regulations and potential future discussion at the Bicycle Pedestrian Advisory Committee to address the negative side effects of an effort that was intended to have a positive impact in communities. Dan Kessler noted that a solution that is transferable to other municipalities would be a positive effort and added that his request will be provided to North Central Texas Council of Governments bicycle/pedestrian staff.

Dan Kessler introduced a new North Central Texas Council of Governments staff member, Cody Nelson.

14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 23, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:20 pm.





A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## March 2018

### The T has a new name



Public transportation in Fort Worth has a new name — and look. The Fort Worth Transportation Authority has traded “The T,” a moniker familiar to many residents of Tarrant County, for “Trinity Metro.”

### Calendar

**March 2, 11 am**  
**DRMC**

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

**March 7, 8:30 am**  
**TRTC**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St..  
Fort Worth, TX 76102

**March 8, 1 pm**  
**Regional Transportation Council**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**March 23, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### President releases national infrastructure plan

The Trump Administration released a long-awaited infrastructure proposal, intended to increase both federal funds and investments in the US. The plan would establish incentive programs for State and local governments, as well as private business in the form of \$200 billion in grants. The total proposed funding is lower than previously discussed during the State of the Union, but the plan calls for many incentive programs for public and private investments and leveraging of \$14 billion through credit programs. The funding breakdown is:

- \$100 billion for incentive programs and grants
- \$50 billion for grants for rural infrastructure improvements
- \$20 billion for transformative projects to increase innovation and attract private business investment
- \$14 billion for current federal credit programs to leverage funding
- \$10 billion for a revolving fund for the General Services Administration
- \$6 billion to the Treasury to make up for private activity bonds

Part II of the plan lists additional provisions for infrastructure improvements to incentivize alternate project development and remove barriers to the development process.

Part III details a more efficient permitting process for environmental review by creating new review structures, delegating more decision-making power to states, and authorizing pilot programs for innovative review processes.

Part IV presents provisions to aid in access to education and workforce development programs.

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For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department



North Central Texas  
Council of Governments

## North Texas ozone season begins March 1

Since 10 North Texas counties are designated nonattainment for ozone pollution, air quality is on the minds of the region's transportation planners throughout the year. But special attention is paid to air quality during ozone season, which began March 1.

Historically, the spring is when ozone levels begin increasing, and the North Central Texas Council of Governments will visit many community fairs over the next two months to remind residents of the importance

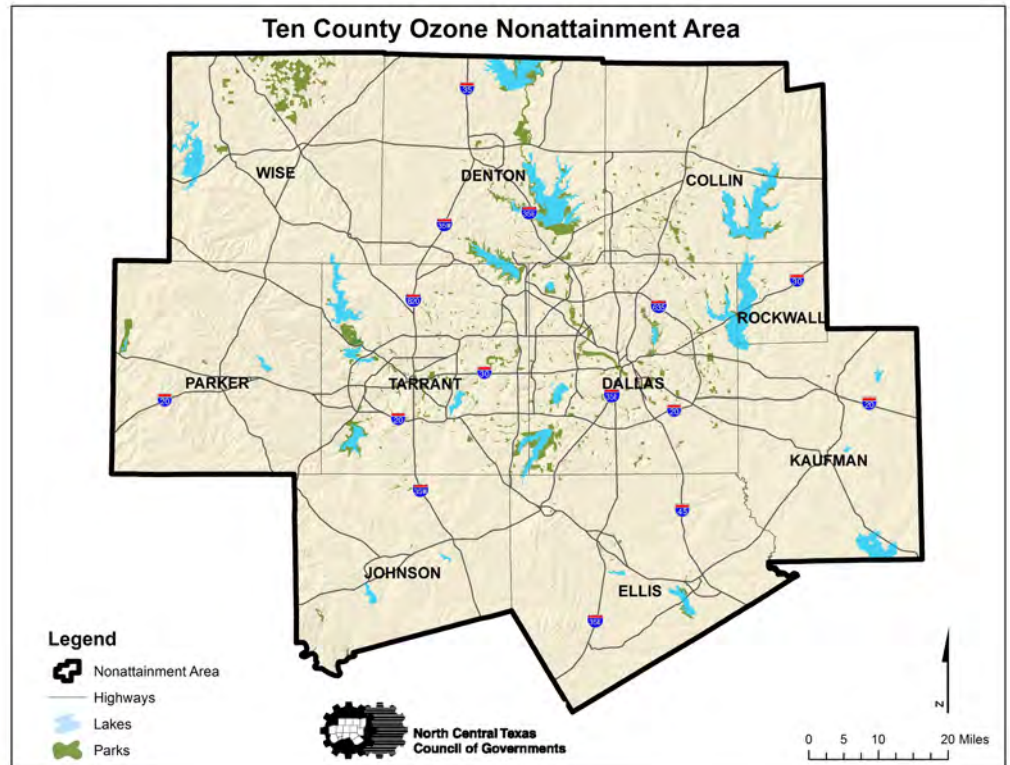
of making clean-air choices. NCTCOG's efforts culminate in Clean Air Action Day, a celebration held on the first Friday of summer. This year, Clean Air Action Day will fall on June 22, and participants are asked to implement an action to help reduce ozone in the region.

Since this event began, it has provided an opportunity to introduce residents to clean air choices such as carpooling, telecommuting and taking transit. Employers have also joined in on the challenge.

The City of Grand Prairie has been recognized for two consecutive years as Air North Texas Partner of the Year. As part of its efforts, Grand Prairie asked employers to make clean air commitments. Last year, nearly 650 pledges were made by companies in the city, with Lockheed Martin leading the way.

The results of these efforts and other factors are reflected in the steady improvement in the region's ozone levels. Since 1998, the design value has fallen from 102 parts per billion to 79 ppb. Although there is still work to be done to meet the federal standard of 70 ppb, the current design value is the best on record. Find out how you can become part of the solution to improve air quality by visiting [www.airnorthtexas.org](http://www.airnorthtexas.org).

You can also sign up for air pollution alerts, which help you stay informed of when additional clean air actions are recommended.





## RTC OKs awards for innovative projects

The Regional Transportation Council approved funding in February for three innovative projects as part of the Blue-Green-Grey initiative.

The awards focus on water (blue), environment (green) and transportation infrastructure (grey).

Southlake was selected for the Burney Lane Biofiltration System project, with recommended funding of \$50,000.

Farmers Branch's Green Bus Stop Design Guidelines project will receive \$30,000, Dallas Area Rapid Transit's Community Gardens Hatcher Station Pilot Project was also approved and will receive of \$29,170.

This initiative was created to advance projects or programs with innovative outcomes in each of the three areas by providing seed money so that entities may develop ideas and grant applications for full funding or implementation.

Eligible applicants for this award included governmental agencies, private firms, non-profits and teams of individuals. The maximum award was \$50,000.

The recipients were chosen from among 53 applicants for funding.

# REGIONAL News

## NCTCOG sponsoring Car Care Clinics in April



NCTCOG is partnering with local automotive repair shops to sponsor Car Care Clinics throughout April 2018 to help North Texas drivers whose vehicles have the check engine light illuminated.

A vehicle's check engine light turns on when there may be an issue that could negatively impact its emissions.

These FREE clinics will provide drivers with an opportunity to talk to a technician about their vehicle's issues. AirCheckTexas Drive a Clean Machine on-site application processing for financial assistance will be available at select locations. NCTCOG has approximately \$28 million available to help qualifying motorists fix emissions problems or buy new vehicles.

To find a clinic, visit [www.NTXCarCare.org](http://www.NTXCarCare.org). For additional information, send an email to [NTXCarCare@nctcog.org](mailto:NTXCarCare@nctcog.org), or call 817-704-5697.

## Volkswagen settlement update

North Texas could benefit from the settlement paid by Volkswagen after a court determined the automaker used devices that helped vehicles "defeat" emissions tests.

In November, Texas filed as a beneficiary to claim approximately \$209 million, which will be used to fund projects to replace or repower diesel vehicles or equipment. The Texas Commission on Environmental Quality was named the lead agency and will administer these funds in Texas.

On January 28, the trustee of the Volkswagen settlement filed a list of designated beneficiaries. The next step is for TCEQ to submit a mitigation plan, which must be done 30 days before submitting the first funding request.

The TCEQ is currently accepting public comment pertaining to the use of the trust funds and development of the mitigation plan. For information and to submit comments, visit [www.tceq.texas.gov/agency/trust](http://www.tceq.texas.gov/agency/trust).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

### **Dallas Area Rapid Transit**

DART.org

### **Denton County**

### **Transportation Authority**

DCTA.net

### **North Texas Tollway Authority**

NTTA.org

### **The Fort Worth**

### **Transportation Authority**

FWTA.org

### **Texas Department of Transportation**

TxDOT.gov

## By the Numbers

# **\$209 million**

The portion of the Volkswagen settlement Texas could receive.

# **PUBLIC** *Involvement*

## **Staff requests public input on funding program**

A funding program for safety, innovative and emergency transportation projects will be available for review during the upcoming online public comment period, scheduled to begin March 12.

The Safety, Innovative Construction and Emergency Projects Program awards federal funding for emergencies and to projects that improve safety conditions or have an innovative construction method.

Details on the program and the projects being proposed for funding will be available for review and comment.

Information related to April Car Care Clinics, the AirCheckTexas Program and funding opportunities for vehicles and refueling stations will also be posted.

The online comment period runs through April 10, at [www.nctcog.org/input](http://www.nctcog.org/input). To request printed copies, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

## **Spring outreach season kicks off March 24**

The NCTCOG Transportation Department will kick off spring outreach season Saturday, March 24, when staff members visit the Fort Worth Water Gardens for Earth Party. Each spring, the department participates in outreach events to talk with North Texans about transportation and air quality.

NCTCOG's outreach efforts will continue throughout April, beginning with Brookhaven College's Earth Day Fest on April 3 and concluding with Earth X at Fair Park in Dallas on Earth Day, April 22. At each event, NCTCOG will provide information on its planning efforts, visiting with residents about transportation and air quality programs such as Air North Texas, AirCheckTexas, Try Parking It and sustainable development.

For more information, visit [www.airnorthtexas.org](http://www.airnorthtexas.org).

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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.