

AGENDA

**Regional Transportation Council
Thursday, November 9, 2017
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 October 12, 2017, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Rob Franke, RTC Chair
Item Summary: Approval of the October 12, 2017, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 1:05 – 1:05** 2. **Consent Agenda (There are no items on the Consent Agenda)**
 Action Possible Action Information Minutes: 0
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Director's Message: Next 60 Days, Season of Giving
 2. Air North Texas Partner Awards
 3. Regional Transportation Council (RTC) Member Representation at Events
 - RTC Chair Rob Franke, RTC Secretary Gary Fickes, and Douglas Athas - Texas Transportation Commission Workshop, October 25
 4. State Representative Victoria Neave's Town Hall Meeting on IH 635 East (Michael Morris and Kelly Selman)
 5. Collin County Consensus Building Progress on North/South Roadways
 6. Presentation on Transportation, Housing, and Urban Development Floor Amendment-Rescission to Contract Authority, Postponed from the Oct 12 Meeting, Proposed for the December 14 RTC Meeting
 7. Ozone Season Update ([Electronic Item 3.1](#))
 8. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
 9. Clean Vehicle Webinar: Clean Vehicle Solutions for Refuse Haulers, November 30 ([Electronic Item 3.3](#))
 10. Federal Highway Administration Response to RTC Buy America Letter ([Electronic Item 3.4](#))
 11. October Public Meeting Minutes ([Electronic Item 3.5](#))
 12. November Public Meeting Notice ([Electronic Item 3.6](#))
 13. National Drive Electric Week Recap ([Electronic Item 3.7](#))
 14. Aviation Fact Sheet ([Electronic Item 3.8](#))
 15. Public Comments Report ([Electronic Item 3.9](#))
 16. Recent Correspondence ([Electronic Item 3.10](#))
 17. Recent News Articles ([Electronic Item 3.11](#))
 18. Recent Press Releases ([Electronic Item 3.12](#))
 19. Transportation Partners Progress Reports

1:20 – 1:25

4. **2017 Clean Diesel Subaward and Call for Projects**

Action Possible Action Information Minutes: 5

Presenter: Lori Clark

Item Summary: Staff will request Regional Transportation Council approval to issue a subaward to the Denton County Transportation Authority (DCTA) to open a Call for Projects (CFP) to subaward additional funds for clean diesel projects. Authorization to extend an existing CFP deadline for airport ground support equipment will also be requested. Staff received Surface Transportation Technical Committee endorsement at the October 27, 2017, meeting.

Background: In July, the North Central Texas Council of Governments (NCTCOG) submitted a grant proposal to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. EPA has recommended this proposal for full funding, which will provide NCTCOG approximately \$2 million in federal dollars to subaward. Eligible projects include replacement of older, high-emitting diesel-powered vehicles and equipment owned by public or private fleets contracted to local governments in the 10-county ozone nonattainment area. This initiative is an extension of technology improvement efforts submitted by NCTCOG for inclusion as “Local Initiatives” in the 2015 8-Hour Attainment Demonstration State Implementation Plan Revision.

In preparation for submitting this proposal, NCTCOG solicited interest from local fleets who may wish to participate in the project. The Denton County Transportation Authority (DCTA) submitted a bus replacement project that was detailed in the grant proposal to EPA. NCTCOG will seek approval to proceed with a subaward to DCTA for this project. Remaining funds will be subawarded through an open, competitive CFP. A schedule and project selection criteria will be presented.

Finally, NCTCOG has been making EPA funds available for replacement of diesel-powered airport ground support equipment through the North Texas Airport Emissions Reduction CFP. This funding has been offered on a modified first-come, first-served basis since January 2017. Staff proposes to extend the current CFP deadline through September 2018.

[Electronic Item 4](#) provides additional details.

1:25 – 1:30

5. **Transit Grant Funding Cleanup**

Action Possible Action Information Minutes: 5

Presenter: Sarah Chadderdon, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of proposed reprogramming of transit funds to support several projects at Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (FWTA).

Background: As a designated recipient of Federal Transit Administration (FTA) funding, the North Central Texas Council of Governments administers grants that support transit service in the region. FTA expects funds to be spent in a timely manner and the RTC may reprogram funds as needed when projects are cancelled or otherwise unable to proceed as intended. There is approximately \$7.2 million available from older FTA grants under four programs: Congestion Mitigation and Air Quality Improvement, Enhanced Mobility of Seniors and Individuals with Disabilities, Job Access/Reverse Commute, and New Freedom. Transit authorities have requested funds to support a variety of projects and partnerships that are eligible under these funding programs. The proposed funding summary is provided in [Reference Item 5.1](#). Additional details are available in [Electronic Item 5.2](#).

1:30 – 1:40

6. **Endorsement of Reprogramming of Funds on IH 635 East Phase 3**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be requested to approve a letter from the Transportation Director to the Texas Department of Transportation regarding funding changes proposed on IH 635 East.

Background: Negotiations are continuing on the best approach to expedite the IH 635 East project. [Reference Item 6.1](#), a letter to the Texas Department of Transportation, was needed to program necessary funds in the Unified Transportation Program. [Electronic Item 6.2](#) illustrates the funding changes necessitated by this revised approach to funding IH 635 East.

1:40 – 1:50

7. **Alternative Fuel Corridor Submittal**

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request approval to submit a letter to the Texas Department of Transportation (TxDOT) supporting its proposed alternative fuel corridor nomination and seeking inclusion of selected "US" designated highways, in addition to the interstate network.

Background: The Fixing America's Surface Transportation Act included a requirement for the Secretary of Transportation to designate national electric vehicle (EV) charging, hydrogen, propane, and natural gas fueling corridors. In July 2016, the Federal Highway Administration (FHWA) issued the first request for corridor nominations. The North Central Texas Council of Governments (NCTCOG) submitted an extensive statewide network of corridors. This initial nomination is provided in [Electronic Item 7.1](#). The first designations were announced in December 2016 and included much of the NCTCOG submittal.

FHWA has released a second request for nominations to add to the national corridor network. TxDOT is coordinating a submittal

for the State of Texas and intends to include interstates that are not yet designated, as well as highway loops that provide interstate connectivity. TxDOT indicated that additional highways could be included if adequate justification could be provided. NCTCOG staff proposes to submit data supporting designation for segments of US 67, US 75, and US 287 for various fuel types. Staff will support TxDOT with technical details for these corridors and will provide other technical assistance as needed. [Electronic Item 7.2](#) provides additional details.

1:50 – 2:00

8. **"Big Projects" in Texas**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will present the latest information for a fair share allocation to the region over time.

Background: At its October 12 meeting, the Regional Transportation Council (RTC) approved four policy positions in support of "Big Projects" in the region. In addition, correspondence was transmitted to the North Texas Tollway Authority requesting it waive primacy on the eastern subregion projects. Selected RTC members and the Transportation Department Director attended the Texas Transportation Commission Workshop on this subject in October. Michael Morris will attend a statewide Texas Department of Transportation meeting on this subject to continue to advance "Big Projects" in Texas.

2:00 – 2:10

9. **Performance Measures: Roadway Safety and Transit Asset Management**

Action Possible Action Information Minutes: 10

Presenters: Natalie Bettger, Sonya Landrum, and Sarah Chadderdon, NCTCOG

Item Summary: Proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system will be presented. Roadway safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Transit asset management targets are focused on ensuring that public transportation vehicles, rail lines, and other capital assets are in a state of good repair.

Background: Federal surface transportation legislation and associated federal rulemakings have laid out quantitative performance measure requirements for aspects of the transportation system. As the Metropolitan Planning Organization for the North Central Texas Region, the Regional Transportation Council is required to set targets for system roadway safety and transit asset management. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report.

- 2:10 – 2:20** 10. **Texas Mobility Summit/Texas Innovation Alliance Update**
 Action Possible Action Information Minutes: 10
 Presenter: Tom Bamonte, NCTCOG
 Item Summary: Staff will brief the Council on Texas Innovation Alliance (TIA) activities, including the Texas Mobility Summit.
 Background: The Texas Innovation Alliance is a federation of Texas cities, universities, and transportation agencies focusing on advancing transportation innovation through a variety of shared initiatives, Staff will report on the recent activities at the Texas Mobility Summit. A copy of the agenda is provided in [Electronic Item 10.1](#). Two teams from the Dallas-Fort Worth region participated in the Mobility Summit. Additional information regarding the teams is provided in [Electronic Item 10.2](#).
- 2:20 – 2:30** 11. **Coordinated Low-Speed Automated Vehicle Procurement**
 Action Possible Action Information Minutes: 10
 Presenter: Tom Bamonte, NCTCOG
 Item Summary: Staff will brief the Council on a coordinated, statewide procurement process for low-speed automated vehicles.
 Background: Arlington’s deployment of the “Milo” automated shuttles has sparked interest by cities and developers in the region in similar deployments of low-speed automated vehicles (LSAV). Other Texas cities have expressed interest in rolling out their own LSAVs. Staff will provide a briefing on a procurement process intended to select a group of prequalified automated vehicle vendors that public entities throughout Texas can utilize to obtain LSAV vehicles and services in lieu of conducting duplicative procurement processes for the same technology.
- 2:30 – 2:40** 12. **Mobility 2045 Update**
 Action Possible Action Information Minutes: 10
 Presenter: Kevin Feldt, NCTCOG
 Item Summary: Staff will present a brief overview of the progress to date as work continues on the development of Mobility 2045, including special initiatives. Staff will also present updates regarding possible policy revisions and other topics including:
- Potential technology policies
 - Potential tolled managed lane policy
 - Focus on connections
 - Big projects and other projects
 - Revised revenue estimates
- Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan (MTP). The last comprehensive update of the MTP occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will continue over the next seven months with draft recommendations expected in early 2018. The Regional Transportation Council is expected to take action on

Mobility 2045 in June 2018. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives.

- 2:40 – 2:50** 13. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges**
 Action Possible Action Information Minutes: 10
Presenter: Adam Beckom, NCTCOG
Item Summary: Staff will brief the Regional Transportation Council on the proposed projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (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 wish to enter into partnerships with the Regional Transportation Council where federal funds are spent on projects with some portion of exchange for local funding. Details on those funding swaps and the overall funding program can be found in [Electronic Item 13.1](#) and [Electronic Item 13.2](#).
- 2:50 – 2:55** 14. **Status Report on NTTA/TxDOT Toll Equity Loan Agreement (TELA) and Associated RTC/NTTA Agreement Concerning Return of TELA Fees**
 Action Possible Action Information Minutes: 5
Presenter: Ken Kirkpatrick, NCTCOG
Item Summary: The Regional Transportation Council (RTC) will be briefed on the Mutual Termination of the RTC/North Texas Tollway Authority (NTTA) agreement concerning the return of Toll Equity Loan Agreement (TELA) fees to NTTA.
Background: In 2010, the NTTA approved a Toll Equity Loan Agreement with the Texas Department of Transportation (TxDOT) for the President George Bush Turnpike – Western Extension (SH 161) and the Chisholm Trail Parkway (CTP). The purpose of the TELA was to enhance the credit rating by using the State Highway fund as a financial backstop for SH 161 and CTP, thereby lowering NTTA’s financing costs. NTTA created a Special Projects System specifically for the financing, construction, and operation of SH 161 and CTP. The TELA required NTTA to pay certain TELA fees beginning after ten years (approximately \$8 million annually).

In April 2010, the RTC adopted policy position P10-05 ([Electronic Item 14.1](#)), which: 1) requested NTTA to release TxDOT of the TELA commitment as soon as “reasonably financially feasible” to reduce risk to the Dallas-Fort Worth region, 2) supported either the waiver of the TELA fees or the return of any such fees to NTTA by RTC, and 3) instructed staff to develop an agreement to effectuate this policy. The resulting agreement between RTC and NTTA for the return of such fees is included as [Electronic Item 14.2](#).

As of November 1, 2017, NTTA has released TxDOT of the TELA commitment ([Electronic Item 14.3](#)). This is a result of merging NTTA's Special Projects System with the NTTA System through a series of bond refinancings. Termination of the TELA commitment extinguishes the RTC's commitment to return any TELA fees to NTTA. A Mutual Termination of this agreement has been executed by NTTA and RTC staff ([Electronic Item 14.4](#)).

15. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 15.1](#))
- STTC Attendance and Minutes ([Electronic Item 15.2](#))
- Local Motion ([Electronic Item 15.3](#))

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

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

18. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, December 14, 2017, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
October 12, 2017**

The Regional Transportation Council (RTC) met on Thursday, October 12, 2017, 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, Sara Bagheri, Sue S. Bauman, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Robert Franke, George Fuller, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Ron Kelley (representing Harry LaRosiliere), David Magness, Nick Genua (representing Scott Mahaffey), B. Adam McGough, Steve Mitchell, Brian Byrd (representing Cary Moon), Stan Pickett, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Majed Al-Ghafry, David S. Arbuckle, Snetha Babbili, Vidhisha Babbili, Gustavo Baez, Lindsey Baker, Tom Bamonte, Berrien Barks, Jay Barksdale, Adam Beckom, Natalie Bettger, Brandi Bird, Jonathan Blackman, David Boski, John Brunk, Ken Bunkley, Mo Bur, David Cain, Marrk Callier, Byron Campbell, Drew Campbell, Jack Carr, Angie Carson, Dave Carter, Maribel Chavez, Ceason Clemens, Michael Copeland, John Cordary, Hal Cranor, Clarence Daugherty, Cody Derrick, Kim Diederich, Chris Dyser, Kevin Feldt, Martin Gonzalez, Christie Gotti, Philip Hiatt Haigh, Tony Hartzel, Rebekah Hernandez, Victor Hernandez, Jodi Hodges, Ivan Hughes, Terry Hughes, Tim James, Greg Janes, Dan Kessler, Ken Kirkpatrick, Paul Knippel, Wayne Kurtees, Mert Kurtulus, Dan Lamers, April Leger, Alonzo Linan, Ramiro Lopez, Stanford Lynch, Barbara Maley, Norman Marquart, Kate Marshall, Curtistene McCowan, Steve McCullough, Keith Melton, Laura Melton, Chandler Merritt, Cliff Miller, Erin Moore, Michael Morris, Jolly Mulki, Ron Natinsky, Jeff Neal, Mark Nelson, Corey Nesbit, Mickey Nowell, Noel Paramanantham, Donald Parker, Chris Parks, Johan Petterson, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Dean Radeloff, Chris Reed, Amy Rideout, Bill Riley, Kyle Riley, Christina Roach, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, David Smith, Scott Stier, Rick Stopfer, Don Szczesny, Gary Thomas, Christopher T. Tolar, Lauren Trimble, Dan Vedral, Greg Vowels, Lisa Walzl, Karla Weaver, Dennis Webb, Sandy Wesch, Cheryl Williams, Amanda Wilson, Brian Wilson, Michele Wilson, Alicia Winkelblech, Bruce Wood, Sarah Wraight, Ed Wueste, and Kate Zielke.

1. **Approval of September 14, 2017, Minutes:** The minutes of the September 14, 2017, meeting were approved as submitted in Reference Item 1. Kathryn Wilemon (M); Mike Taylor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications and Approval of Transportation Development Credits to Close Out Older Transit Grants:** Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1.1, was requested. Action included approval of Transportation Development Credits (TDCs) to support a partnership among the RTC, the Federal Transit Administration, and the Texas Department of Transportation to close out older grants using TDCs to prevent a potential loss of federal funds that support transit service in the McKinney Urbanized Area, as noted

in Electronic item 2.1.2. A copy of correspondence identifying an alternate resolution was provided in Electronic Item 2.1.3. Action also included approval to amend the Unified Planning Work Program and any other necessary planning/administrative documents with changes reflected in the TIP modifications.

- 2.2. FY2018 and FY2019 Unified Planning Work Program Modifications: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.2.1, was requested. Action also included that the RTC direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Addition information was provided in Electronic Item 2.2.2.

A motion was made to approve the items included on the Consent Agenda. B. Glen Whitley (M); Sara Bagheri (S). The motion passed unanimously.

3. Orientation to Agenda/Director of Transportation Report: A moment of silence was observed for the victims of the tragedy in Las Vegas and the recent hurricanes. Kelly Selman noted that Mo Bur, Texas Department of Transportation (TxDOT) Dallas Deputy District Engineer, recently received the 2017 Dewitt C. Greer award for distinguished professional achievement at TxDOT. Regional Transportation Council (RTC) Chair Rob Franke announced appointments to the RTC Bylaws Subcommittee: Chair Mark Riley, Vice Chair Duncan Webb, Carol Bush, Roger Harmon, Lee M. Kleinman, David Magness, Stan Pickett, Mike Taylor, Oscar Ward, Jeff W. Williams, and Ann Zadeh. Chair Mark Riley will work with staff to schedule a meeting of the subcommittee. Michael Morris noted that an update on "Big Projects" in Texas would be provided later in the agenda. In addition, he noted Transportation Investment Generating Economic Recovery (TIGER) applications were due October 16. Staff proposed that grants submitted in the previous round of TIGER funding be resubmitted for the current grant program and included: \$10 million for Regional Connections through Technology and System Integration, \$25 million for East Lancaster/SH 180 from US 287 to IH 820, and \$13 million for the Park Lane/Vickery Meadow Complete Streets project. An ozone season update was provided in Electronic Item 3.1, current air quality funding opportunities were provided in Electronic Item 3.2, and information on the October 31 Clean Vehicle Solutions for School Districts webinar was provided in Electronic Item 3.3. An update on the Volkswagen settlement was provided in Electronic Item 3.4. September public meeting minutes were provided in Electronic Item 3.5, and an October public meeting notice was provided in Electronic Item 3.6. Electronic Item 3.7 contained Road-to-Work Opportunity Pilot Project close-out information. RTC and partner commitments for the Cotton Belt passenger rail corridor were documented in Electronic Item 3.8, a Traffic Incident Management Executive Level Course announcement was provided in Electronic Item 3.9, and Travel Demand Management program performance measures were provided in Electronic Item 3.10. The Public Comments Report was provided in Electronic Item 3.11, and recent correspondence was provided in Electronic Item 3.12. In addition, a copy of the Metropolitan Planning Organization Federal Certification Review letter was distributed at the meeting in Reference Item 3.12.1. Federal partners will be invited to present a summary of their findings. Recent news articles were provided in Electronic Item 3.13, recent press releases in Electronic Item 3.14, and transportation partner progress reports were distributed at the meeting.
4. Regional Transportation Council Federal Transit Administration Call for Projects: Sarah Chadderdon presented for approval recommendations for Federal Transit Administration (FTA) funding through the Regional Transportation Council Call for Projects. Funding was available through the Enhanced Mobility of Seniors and Individuals with

Disabilities Program for projects that serve seniors and individuals with disabilities and the Job Access/Reverse Commute Program for projects that get low income individuals to and from employment. Both types of transit funding were available to support projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. FTA funding for areas outside of the two urbanized areas are administered by the Texas Department of Transportation. In the Dallas-Fort Worth-Arlington Urbanized Area, \$1.2 million was recommended for the Enhanced Mobility Program and included: Dallas Area Rapid Transit's (DART) Carrollton/Rowlett Taxi Voucher Subsidy Program; City of Dallas' Senior Medical Transportation Program; vehicles for Dallas County Health and Human Services Older Adult Services Program; City of DeSoto's new transit program; the Fort Worth Transportation Authority's Access to Community project (a partnership with Tarrant County to increase service in non-member cities); and vehicles for the City of Lancaster's Life Center Mobility Project. Two Job Access/Reverse Commute projects totaling approximately \$400,000 were recommended in this area. Both projects were submitted by Workforce Solutions of Greater Dallas: a study in the Inland Port area and subsequent vanpool service to be implemented in coordination with DART. In the Denton-Lewisville Urbanized Area, staff recommended \$300,000 for two projects from the Enhanced Mobility program. Both projects support expanding service in communities in Denton County. No Job Access/Reverse Commute projects were submitted for this geographic area. Reference Item 4 contained additional details on the projects. Ms. Chadderdon noted that the recommended projects will have a significant impact on the daily lives of the region's residents. The eight projects described in the Dallas-Fort Worth-Arlington Urbanized Area will provide over 80,000 trips each year and serve over 4,000 people. In the Denton-Lewisville Urbanized Area, funding for the two projects would support over 3,000 trips each year. Project recommendations were presented at public meetings the week of September 11 and the Surface Transportation Technical Committee recommended approval of the projects on September 22. A motion was made to approve project recommendations provided in Reference Item 4. Gary Fickes (M); Mike Taylor (S). The motion passed unanimously.

5. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Local Bond Program Partnerships:** Adam Beckom presented final recommendations for the Local Bond Program Partnerships Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant (STBG) Funding Program. The 11 programs of the CMAQ/STBG Funding Program were highlighted, as well as the status of each. The goal of the Local Bond Program Partnerships is to leverage bond funds for projects of strategic importance to local governments and the region. Over the last year, staff has been working with agencies to finalize projects of benefit to the local agencies and the region. A total of approximately \$77.4 million was recommended for the proposed projects. He noted an update to the information provided in Reference Item 5.1 was distributed at the meeting as a handout. For the Hunt County project, staff proposed to increase the recommended funding from \$16.1 million to \$20.7 million. Mr. Beckom noted that all funds are contingent upon the materialization of bond program/private-sector contributions that must be in place before the projects can be added into the Transportation Improvement Program. He added that for the City of Dallas funds, \$40 million previously approved for the Southern Gateway Pedestrian Plaza was not included in the effort. In addition, the Hunt County and Parker County funds come with a 20 percent State match on some of the construction funds. The schedule for this effort was highlighted. Electronic Item 5.2 contained additional details on the partnership program. A motion was made to approve the proposed list of projects to fund through the Local Bond Program Partnerships Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Funding Program,

distributed at the meeting in Reference Item 5.1. Action also included direction for staff to administratively amend the 2017-2017 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents, as appropriate. Mark Riley (M); Gary Fickes (S). The motion passed unanimously.

6. **2017 Infrastructure for Rebuilding America Grants Project Submittal:** Adam Beckom presented project recommendations for the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program. He noted staff was awaiting the Texas Department of Transportation (TxDOT) Austin submittal for the INFRA program to finalize which projects would be submitted on behalf of the region. TxDOT Austin submitted US 69 in the Beaumont District, SH 225 at Beltway 8 in the Houston District, and IH 35W/North Tarrant Express in the Fort Worth District. As a result, staff proposed the following projects: IH 635 LBJ East for \$165 million, DFW Connector for \$65 million, IH 20 "Y" Connection for \$100 million. Considerations when selecting the proposed projects included projects in both the east and the west, focus on large-scale projects, opportunities for mega-leveraging, whether the project was large enough to be competitive, and partnership with TxDOT. A copy of the notice of funding opportunity detailing the grant program was provided in Electronic Item 6.1. In addition, a review of the previous INFRA grant program presentation was provided in Electronic Item 6.2. The proposed projects were provided in Reference Item 6.3. Mr. Beckom reviewed the timeline for this effort. A motion was made to approve the projects proposed for submittal for the 2017 Infrastructure for Rebuilding America Grant Program as provided in Reference Item 6.3. Action also included direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents, as needed. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

7. **"Big Projects" in Texas and the Dallas-Fort Worth Region:** Michael Morris highlighted efforts for "Big Projects" in Texas and the Dallas-Fort Worth region. He noted that details were presented last month when Victor Vandergriff, Commissioner, Texas Transportation Commission (TTC), spoke in detail about an opportunity for the State to move ahead on "Big Projects." Conversations are continuing to ensure there are no unintended consequences to projects selected through the 10-Year planning effort, specifically related to interface connections between urban and rural areas. Conversations are also continuing on projects that are under construction in the region and strategic projects with unique circumstances. He noted that action was proposed on Regional Transportation Council (RTC) policy positions at this meeting, in order that approval occurs prior to the October TTC meeting. The proposed RTC policy positions were highlighted. P17-01, provided in Reference Item 7.1, would provide Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange. The policy would provide support for tax supported frontage roads and main lanes, with tolled managed lanes from US 75 to IH 30 as an effort to advance the entire project (including the IH 30 Interchange). The public sector, which includes the Texas Department of Transportation (TxDOT) and RTC, would retain the revenues from tolls and develop a tolling policy to pay back a proposed Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, operations, maintenance, rehabilitation, and congestion management only. In order to maximize congestion relief benefits, the facility would be tolled during the peak periods to bring in guaranteed transit, and off-peak and weekend tolling may be phased out over time. In addition, the policy supports requesting that the North Texas Tollway Authority (NTTA) waive primacy in the corridor and that the Skillman/Audelia project and already approved project revenues be included in the larger project in order to expedite both projects. Approval will also instruct staff to place the project in Mobility 2045 and begin public involvement. P17-02, provided in Reference Item 7.2, would provide Policy Support to Expedite IH 20 "Y" Connection/

IH 820/US 287. The scope of the lane widening has not been fully defined, but the proposal is to eliminate the four lane sections of IH 820 north and south of IH 30 and on the majority of US 287. Approval will also instruct staff to place the project in Mobility 2045 and begin public involvement. Mr. Morris noted that P17-03, Policy Support to Define Improvements on SH 183/IH 35W/IH 30/IH 45/US 175 and to Identify Resources, was provided in Reference Item 7.3 of the meeting mail out material, but incorrectly contained reference to IH 35W and should correctly refer to IH 35E. An updated version, including the correction, was distributed at the meeting in Reference Item 7.3. He clarified the proposed improvements were not an attempt to bring back a "Trinity Parkway" project replacement. TxDOT would take the lead in the partnership with the City and RTC to implement improvements within the existing TxDOT alignments on the noted corridors. The policy supports requesting the NTTA waive primacy even though project specifics are unknown at this time. In addition, the policy states the desire to see the completion of current TxDOT contracts on SH 183 and US 175 with the center sections being the product of this effort. Approval will also instruct staff to place the project in Mobility 2045 and begin public involvement and follows through with the August 9 City of Dallas request to remove the Trinity Parkway project from the Mobility Plan. P17-04, provided in Reference Item 7.4, would provide Policy Support to Advance Current Commitments. Staff felt P17-04 was important to ensure that policy support of the specific "Big Projects" does not impede the construction schedule of current commitments and that there is no loss of revenue for already approved RTC commitments. RTC contingency funds from the December 2016 10-Year Plan action and elimination of the Trinity Parkway remain intact. Draft correspondence to NTTA requesting it waive primacy for the eastern subregion projects was provided in Reference Item 7.5. In addition, Mr. Morris noted a letter from the City of Dallas explaining the reaches of tolled managed lanes and its desire to advance improvements on existing TxDOT alignments in and around downtown Dallas. The correspondence was provided to NTTA and the RTC, and distributed at the meeting in Reference Item 7.6. Lee M. Kleinman noted the letter from Dallas shares its support for the "Big Projects" in the region and that it would like to see the projects funded through the Texas Transportation Commission. Sandy Greyson asked if the P17-03 should specify that the projects would be in the existing public right-of-way to prevent discussions that this may be an effort to bring back a "Trinity Parkway" replacement. Mr. Kleinman noted that it is the City's intent to stay within the right-of-way. Kelly Selman asked for clarification whether the intent was to stay within the existing alignments or not to purchase additional right-of-way. Sandy Greyson noted she was referring to the existing alignments. Rickey Callahan noted that it was important to his constituents that nothing is done to handicap the ability to make the connection to the US 175 corridor. Mr. Morris noted that solving the problem within the TxDOT alignment is consistent with staff's proposal and that any other options should come from a City of Dallas request to the RTC. A motion was made to approve Regional Transportation Council policy positions P17-01 (Reference Item 7.1), P17-02 (Reference Item 7.2), P17-03 (Reference Item 7.3, as distributed at the meeting) with proposed clarification that projects remain in the TxDOT alignment, P17-04 (Reference Item 7.4), and the letter requesting that NTTA waiver primacy on the proposed projects in the eastern subregion in Reference Item 7.5. Lee M. Kleinman (M); B. Adam McGough (S). The motion passed unanimously.

8. **Regional Transportation Council Efforts Supporting Amazon HQ2 Location:** Michael Morris discussed a recent meeting with the Dallas Regional Chamber regarding its efforts to develop an application for the Amazon HQ2 location Request for Proposals. He noted that the Regional Transportation Council (RTC) is silent on endorsement of a specific location within the region. There have been many analyses from outsiders that underestimate the value the Dallas-Fort Worth region has to offer in terms of labor force, timeliness, logistics, and transportation, and staff presented eight areas of emphasis to the Dallas Regional

Chamber. Minimal details were presented at the RTC meeting in order that other areas were not made aware of advantages. Some of the specific performance measures were provided to the RTC by email. Electronic Item 8 included a previous funding commitment from a similar opportunity. Mr. Morris clarified the letter was provided as an example of a past effort, not as an indication of funding promised. He noted that a dollar amount range was communicated during the Dallas Regional Chamber discussion that the RTC may be willing to contribute if Amazon were to locate its second headquarters in the region. Lee M. Kleinman noted his concern that Electronic Item 8 included a specific dollar amount. Mr. Morris clarified that the letter was included as a reference to members and was not used in any submission or proposal for the Dallas Regional Chamber.

9. **Mobility 2045 Workshop Follow Up:** Kevin Feldt provided an overview of the discussion from the Mobility Plan Workshop held prior to the Regional Transportation Council (RTC) meeting. The top ten considerations for Mobility 2045 development were highlighted. In addition, major transit corridor recommendations were discussed. Mobility 2045 development begins with the projects in the current Mobility Plan. Completed transit projects will be removed, such as the Blue Line light rail system extension and the TEXRail project. In addition, high-speed rail along the Trinity Railway Express will be removed as a result of local consensus. Some projects will be considered under further evaluation such as the Frisco corridor from Irving and the McKinney Streetcar line extension. In Collin County, various transit-related initiatives are being reviewed. Major roadway recommendations adopted in Mobility 2040 were also discussed. Projects to be removed due to completion include the President George Bush Turnpike between Dallas North Tollway and US 75 and the DFW Connector. As a result of local consensus, the Trinity Parkway will also be removed. In addition, lane addition projects will be removed on the Dallas North Tollway from Belt Line to Royal. Projects undergoing design changes such as the "Y" Connector in Tarrant County and new projects were highlighted. Potential roadway opportunities in Collin County were also discussed. Projects include primarily north/south access through the county and consist of existing alignments, operational-type improvements, potential new alignments, and capacity improvements. Mr. Feldt noted it was important to understand that although the Mobility Plan includes many projects, programs, and policies. In some cases, a need has been identified but a specific alignment has not been determined because further study and analysis is needed. The Mobility Plan also includes policies and programs that will be reviewed and potentially revised. In addition, the Plan responds to legislative programs, will be focused on enhanced performance-based planning, guaranteed transit, the role of technology, and will look at creation of a tolled managed lane system policy. Mr. Feldt discussed possible technology policies to be included in Mobility 2045. Policies could include support of open data best practices, encouraging cooperation on wireless communications infrastructure, encouraging multi-occupancy ride sharing, and supporting automated vehicle deployment. He also highlighted a draft tolled managed lane system policy boundary, which covers the most congested areas in the region. The map is not intended to represent this area is exclusive for tolled facilities, but that tolls are identified to relieve traffic in the most congested areas. The schedule for development of Mobility 2045 was reviewed. Public involvement will continue through March 2018, and the draft Mobility 2045 plan presented to the RTC in April 2018. In June, final RTC approval will be requested. Staff will continue coordination with partner agencies, provide monthly RTC updates, and finalize the financial forecast for the document.

Michael Morris discussed the importance of engaging now, during the early development process, versus waiting until later in the process. He noted previous discussions by RTC Vice Chair Gary Fickes and B. Glen Whitley regarding the importance of reserving corridors for future transportation options. Jungus Jordan asked if Texas legislation regarding small

cell technology would have any impact to projects. Douglas Athas noted he did not believe the legislation would have any impact to how the RTC looks at projects. B. Glen Whitley noted the Toll Managed Lane System Policy Boundary map and indicated the area should be expanded to include the remaining portions of SH 360 to US 287. Mr. Morris noted the map is being introduced for the first time to show managed lanes are not being used in the entire region. He added, the map is only related to Texas Department of Transportation (TxDOT) tolled managed lanes. He specifically pointed out how the draft boundary overlaps the most congested portions of the region. Mr. Whitley also discussed the importance of adding corridors in the Plan for the western portion of the region in Tarrant, Parker, and Wise counties. In addition, he discussed areas on Farm to Market roads where counties are responsible for the right-of-way purchase, and the importance of retaining the right-of-way sooner than later. Mark Riley agreed with Mr. Whitley that acquiring right-of-way is critical in areas that were once considered rural in the west but that are now seeing substantial increases in development. Sandy Greyson referenced the major transit corridor recommendations and asked if rail is planned for Frisco and McKinney. Mr. Morris noted rail lines exist to Frisco and McKinney on corridors owned either by Dallas Area Rapid Transit or Burlington Northern. Staff is beginning a corridor study from Las Colinas to Frisco and details are being gathered on potential future projects in Frisco, McKinney, and other Collin County areas. Efforts are continuing to reach consensus on future transit projects. He added, as discussed at the Workshop, the region may consider another local option between now and the next legislative session to advance whatever transportation options are necessary. Details will be presented in the future. Duncan Webb added he is working to get consensus from cities within Collin County on a strategic comprehensive public transportation plan. Regarding the roadway projects, he asked if US 380, that is currently being studied by TxDOT for a major upgrade in capacity, should include a circle to indicate a design change. Mr. Morris noted staff will add a circle for US 380 on the Freeway map so the effort is not missed. Clay Lewis Jenkins discussed right-of-way and noted the importance of clarifying right-of-way acquisition is needed to implement projects, but is not intended to provide financial benefits due to the appreciation of land values. In addition, he noted the Toll Island map is accurate in regards to where toll roads are located but inaccurate in regard to the fact that much more of the population is being tolled because of work commutes. He noted many in Dallas County are of median income and must choose between arriving at work/home in a timely manner or using a tolled facility. Mr. Morris clarified the map is not referring to toll roads but facilities with tolled managed lanes. Also, metrics from the DFW Connector pilot program indicate the average tolled managed lane user chooses when the use of the facilities are appropriate and is only paying an average of \$10 per month. He also noted future conversations with the RTC regarding a new potential tolling policy for tolled managed lanes that creates a waterfall for revenue usage to pay back Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, operations, maintenance, rehabilitation, and congestion management only. Over time, tolled managed lanes would only need a toll charged to manage congestion. RTC Vice Chair Gary Fickes noted, regarding right-of-way purchase, it is important to remember if thoroughfares are not identified and improvements are built, this will result in an increase to fees because the appropriate right-of-way was not retained in the beginning.

10. **High-Occupancy Vehicle Subsidy/Technology Update:** Dan Lamers provided an update on the tolled managed lane high-occupancy vehicle (HOV) subsidy paid by the Regional Transportation Council (RTC) and the procurement of an automated vehicle occupancy verification technology. The region's managed lane system, including opened facilities and those under construction, were highlighted. As part of its Tolled Managed Lane and HOV/Express Managed Lane policies, the RTC has requested regular reports regarding the 50 percent peak period HOV discount paid by the RTC for HOV 2+ users on facilities in the

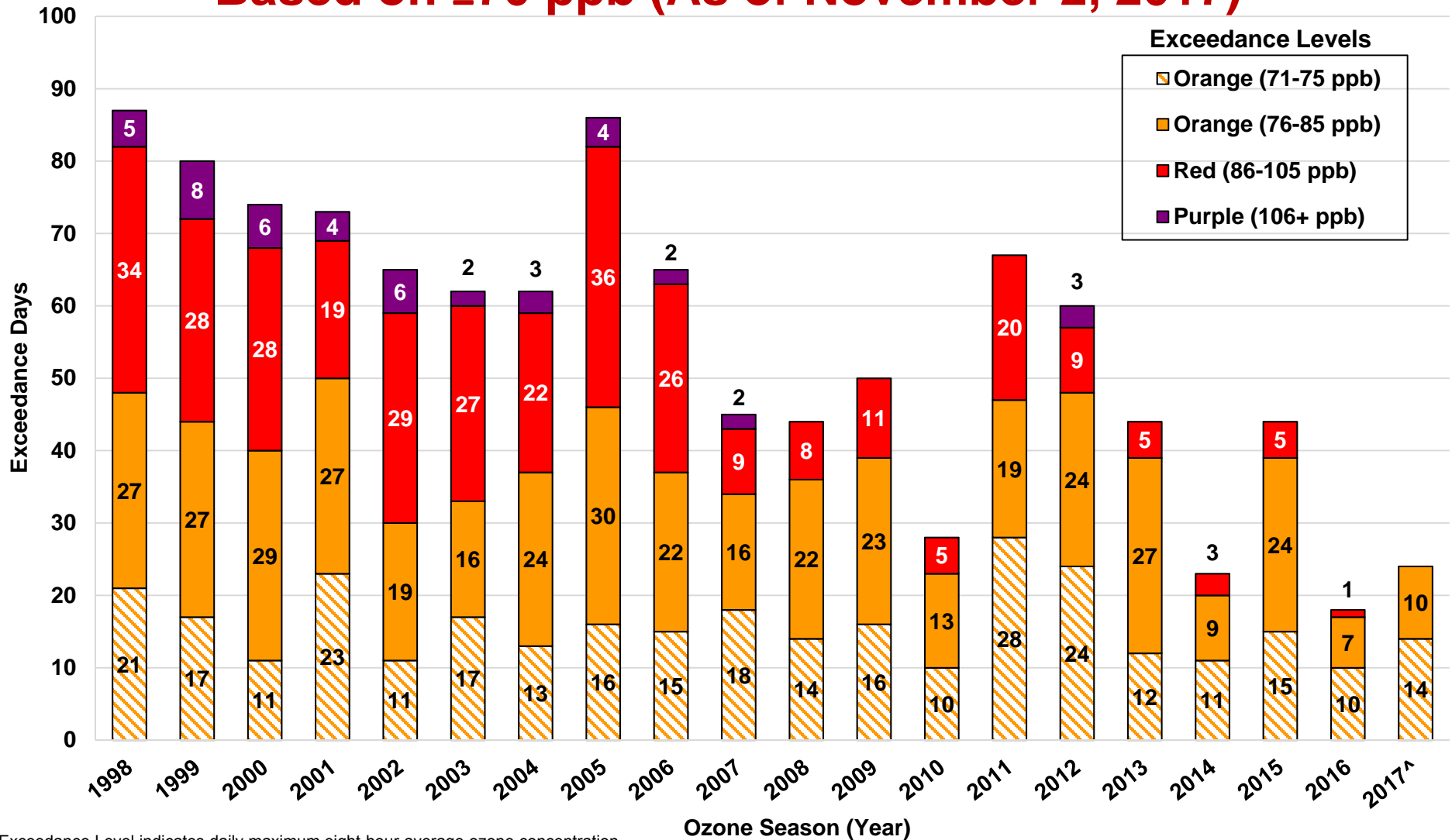
region. As of June 2017, the RTC has paid approximately \$1.5 million. In addition, approximately \$3,200 has been reimbursed to vanpool users. At this time, North Central Texas Council of Governments staff believes the 2+ occupancy requirement should remain, and staff will continue to provide quarterly updates. Regarding additional customer service needs of the North Texas Tollway Authority (NTTA), there have been no additional impacts. Also, speeds on the tolled managed lanes have not dropped below 35 miles per hour due to the fault of the operator. A table listing the subsidy by corridor was highlighted. RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Staff has been working with regional partners to identify technology options over the past few years. Efforts have included research and demonstration projects. In 2016, a Request for Proposals was issued and a vendor was recently selected. The new technology, procured through Carma Technologies, is expected to simplify the process and eliminate the need for enforcement. A car beacon is installed and registered to a toll tag. As the user drives under a toll gantry, the transaction is time stamped and the system transmits the occupancy to the Cloud where it is then processed to determine the toll to be sent to NTTA. Additional passengers download the app and are included in the occupancy. No enforcement is necessary. For occupants without a cell phone, an optional beacon is available. The timeline for the effort was highlighted. Mr. Lamers noted tests are being conducted and staff is working with the Texas Department of Transportation, NTTA, and the private sector to integrate the back office systems. A pilot test will be implemented in October/November 2017. Pilot results will then be shared with partners. Assuming that the pilot results are positive, final implementation is anticipated in early 2018 and system-wide deployment is anticipated in late 2018. Clay Lewis Jenkins asked how users would address using the tolled managed lanes with out-of-town occupants or when several coworkers are traveling together. Other members noted the inconvenience of the current system and expressed concern that the proposed technology also seemed inconvenient. Michael Morris noted the current system is unacceptable. RTC members asked staff to look into a new system, which will be tested through a pilot using the technology procured through Carma Technologies. He encouraged members to contact Mr. Lamers with any questions or scenarios that could potentially be a problem or burdensome for users. He reminded members that the current policy allows for a discount for HOV users (2+ occupancy) during the peak period only. Eventually, staff hopes to move from an HOV discount to an incentive program. Technology is needed to move forward. An RTC workshop may be necessary to discuss the item fully.

11. **Transportation, Housing, and Urban Development Floor Amendment-Rescission of Contract Authority:** This item was postponed to a future Regional Transportation Council meeting.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, November 9, 2017, 1:00 pm, at the North Central Texas Council of Governments.


The meeting adjourned at 3:00 pm.

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of November 2, 2017)



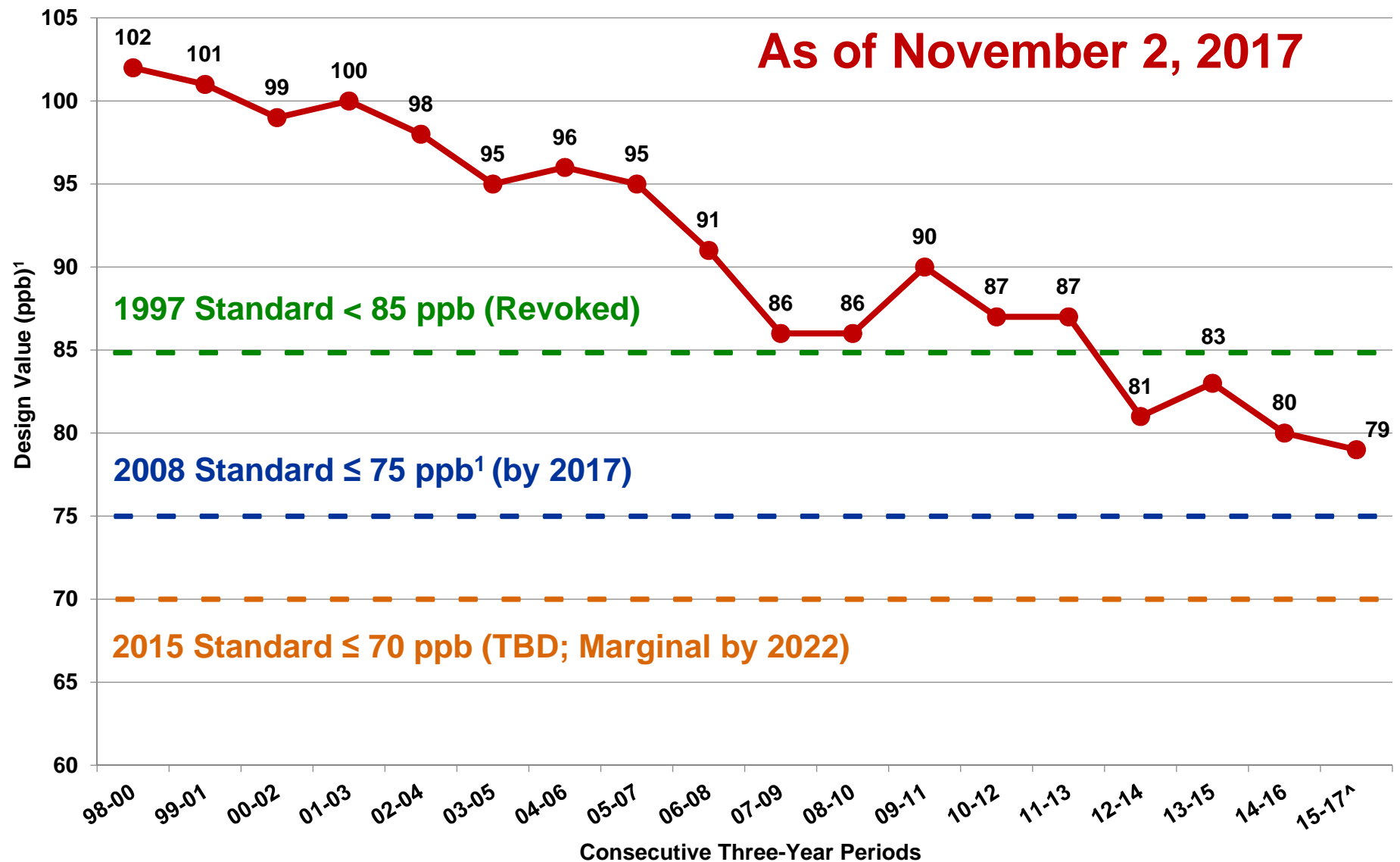
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

[^]Not a full year of data.


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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



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

[^]Not a full year of data.


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Air Quality Funding Opportunities for Vehicles

Funding programs that address air quality, such as clean vehicle projects, are available from a number of Federal, State, local, and non-profit entities. This site provides links to various current and recurring grant opportunities and incentives for clean technology and infrastructure. It also provides information that is helpful once you have received grant funding through NCTCOG.

Air Quality Funding Home

Other Air Quality Funding Opportunities

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Current Vehicle Grant Funding Opportunities

Click the links below for a program description and relevant dates and details.	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Fleets for the Future	X					X	X			Public Sector
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
Opens December 1! Rebate Grants	X	X	X	X						Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

If you have any questions on upcoming funding opportunities, please e-mail AQgrants@nctcog.org.

10/31/2017 9/21/2017 BMM/G

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FLEET SOLUTIONS - A WEBINAR SERIES

The Dallas-Fort Worth Clean Cities Coalition and the North Central Texas Council of Governments partnered to present monthly webinars for the North Texas region.

Visit www.dfwcleancities.org/webinars for more details and to register.

OCTOBER // CLEAN VEHICLE SOLUTIONS - SCHOOL DISTRICTS

For School Districts

Thinking of investing in alternative fuels? Hear strategies from school districts that have implemented alternative fuels. Topics will include electric, natural gas, and propane bus options; funding tips; and how to optimize your investments.

NOVEMBER // CLEAN VEHICLE SOLUTIONS - REFUSE HAULERS

For Cities and Private Companies

Explore alternative fuels in the solid waste management sector and learn how you could save money.

DECEMBER // IDLE REDUCTION STRATEGIES

For Local Governments

Learn about different ways your fleet can save money and increase engine life through implementing attainable idle reduction strategies.



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

From: Okonkwo, Edwin (FHWA) [<mailto:Edwin.Okonkwo@dot.gov>]

Sent: Thursday, October 05, 2017 11:48 AM

To: Chris Klaus <CKlaus@nctcog.org>

Cc: Campos, Jose (FHWA) <Jose.Campos@dot.gov>; Punske, Gregory (FHWA) <Gregory.PUNSKE@dot.gov>; Yakowenko, Gerald (FHWA) <Gerald.Yakowenko@dot.gov>;
Douwes, Christopher (FHWA) <Christopher.Douwes@dot.gov>; Weingroff, Richard (FHWA) <Richard.Weingroff@dot.gov>

Subject: Letter of Request for assistance with Buy America waivers

Chris Klaus,

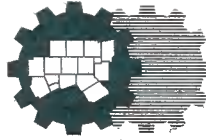
This is to acknowledge the receipt of letter of September 12 (attached) from Michael Morris on behalf of North Central Texas Council of Government (NCTCOG). The letter requests assistance with Buy America waivers submitted by MPO Dallas-Fort Worth (DFT) area in May 2017.

Please note that FHWA has not been approved to publish Buy America waivers in the Federal Register since November 2016. We have fourteen waiver requests processed and are awaiting reviews/ approval to advance to Federal Register. The waivers are being reviewed the Secretary's Office to ensure compliance with the Executive Order 13788 "Buy American and Hire American". The waiver request from MPO-DFT area is included in list for the next phase of group quarterly waiver. Until we are authorized to publish notices in the Federal Register, we will not be processing quarterly waivers for vehicles and equipment.

Thanks

Edwin

202-366-1558



North Central Texas Council Of Governments

September 12, 2017

Mr. Edwin Okonkwo
Highway Engineer
United States Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Okonkwo:

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am writing to request your assistance in resolving an issue that has recently forced delays in implementation of clean vehicle projects that are designed to reduce emissions and improve air quality as part of local efforts to attain the federal ozone standard in the DFW area.

The RTC funds implementation of a variety of emissions-reducing activities using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. These efforts include a range of clean vehicle projects that are particularly cost-effective in reducing emissions. In previous years, clean vehicle projects have routinely received waivers from the Federal Highway Administration (FHWA), providing relief from strict Buy America requirements as the rule has proved to be prohibitive for these types of assets. These requirements, as applied to CMAQ funds by FHWA, require 100 percent of iron and steel components to be domestically-sourced. Waivers have been granted based on the understanding that this requirement is infeasible for vehicle projects, and have been contingent upon final assembly in the United States, which was determined to meet the intent of the Buy America provisions. The explanation provided by FHWA on previously approved vehicle waivers states:

"In today's global vehicle manufacturing industry, vehicle components are typically obtained from suppliers all over the world. Given the number of components and small subcomponents in vehicles, it is not practical for manufacturers in the current market to certify that a vehicle meets FHWA's regulatory requirement of 100-percent domestic iron and steel content. In order to maintain jobs and obtain the benefits intended in the Federal-aid highway program, such as improved air quality and bridge inspections, FHWA recognizes that it is in the public's interest to waive the Buy America requirement for vehicles or equipment on the condition that they are assembled domestically."¹

¹ <https://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=131>

September 12, 2017

These waivers were approved on a routine basis through the second quarter of 2016. NCTCOG submitted a waiver request for the first quarter of 2017. Staff was notified by the FHWA Texas Division that the waiver process was "on hold" due to ongoing re-evaluation by the new Administration, and that waiver requests from the third and fourth quarters of 2016 were still pending. No estimated timeframe for resolving this issue was provided.

NCTCOG supports the emphasis on American-made products and understands the need to re-evaluate the waiver process from time to time. However, NCTCOG notes that the Executive Order issued by President Trump, enclosed for reference, does not prohibit additional waivers to be issued. It simply requires all agencies to evaluate processes and policies to ensure that waivers are minimized. With regard to clean vehicle projects, there has been no substantial change in the global nature of the vehicle manufacturing industry in the past year. No vehicle on the market today is able to meet the 100 percent Buy America requirement. Unless waivers continue to be authorized for projects involving acquisition of clean vehicles with CMAQ funds, the following categories of eligible CMAQ projects and programs would become ineligible:

- 1) Diesel Engine Retrofits and Other Advanced Truck Technologies
- 2) Alternative Fuels and Vehicles

Ineligibility of these categories would be in direct contradiction to the emphasis that the Fixing America's Surface Transportation Act continues to place on prioritizing use of CMAQ funds to distributing funds for "diesel retrofit" projects, which are defined as including vehicle replacements, repowers, rebuilding, after-treatment, or other technologies.

NCTCOG is currently under contract to administer four CMAQ-funded projects, which are impacted by this issue. Contracts for the following projects have all been approved by both FHWA and the Texas Department of Transportation (TxDOT), but face delays due to this issue:

- 1) a project to replace old vehicles with newer, low-emission vehicles;
- 2) a project to provide incentives for zero-emission vehicle purchases by local governments;
- 3) a project to provide alternative fuel "loaner" vehicles to local governments to encourage future purchases of the lowest emission technologies available; and,
- 4) a project to facilitate advanced truck technologies and vehicle replacements or upgrades through a revolving loan.

All vehicle types involved in these projects have received Buy America waivers from FHWA in the past few years. At best, these projects are delayed until resolution is reached regarding the waiver process and FHWA is able to resume issuing waivers. At worst, these projects will not be able to move forward at all.

Mr. Okonkwo
Page Three

September 12, 2017

NCTCOG requests your help in expediting a positive resolution. Specifically, we appreciate your assistance in championing the ongoing need for waivers on domestic content for clean vehicle activities, contingent upon final assembly in the United States. If you have any questions, please feel free to contact Chris Klaus, Senior Program Manager at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



Michael Morris, P.E.
Director of Transportation

LPC:ch

cc: Pete Stephanos, Director, Office of Program Administration, FHWA
Michael Leary, Director, Planning & Program Development, FHWA Texas Division
Jose Campos, Intermodal Team Leader, FHWA Texas Division
Barbara Maley, Air Quality Specialist/Planning Coordinator, FHWA Texas Division
Peggy Thurin, P.E., Project Manager, Texas Planning & Programming Division, TxDOT
Nick Page, MPO Coordinator, Transportation Planning & Programming Division, TxDOT
Chris Klaus, Senior Program Manager, NCTCOG

MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****Mobility 2045: The Long-Range Transportation Plan for North Central Texas******Funding Opportunities for Vehicle and Fueling Infrastructure Projects******High-Occupancy Vehicle Technology Update******Regional Traffic Signal Retiming Program*****Meeting Dates and Locations**

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

1. Tuesday, Oct. 10, 2017 – 6:00 pm – Ella Mae Shamblee Library (Fort Worth); attendance: 4; moderated by Dan Lamers, Senior Program Manager
2. Wednesday, Oct. 11, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 14; moderated by Natalie Bettger, Senior Program Manager
3. Monday, Oct. 16, 2017 – 6:00 pm – Garland Central Library (Garland); attendance: 37; moderated by Chris Klaus, Senior Program Manager

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. Mobility 2045: The Long-Range Transportation Plan for North Central Texas – presented by Kevin Feldt
2. Funding Opportunities for Vehicle and Fueling Infrastructure Projects – presented by Bailey Muller (Fort Worth); Allix Philbrick (Arlington and Garland)
3. High-Occupancy Vehicle Technology Update – presented by Dan Lamers (Fort Worth); Natalie Bettger (Arlington and Garland)
4. Regional Traffic Signal Retiming Program – presented by Gregory Masota (Fort Worth and Arlington); Natalie Bettger (Garland)

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, and a video recording of the Arlington public meeting was posted at 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 Mobility 2045: The Long-Range Transportation Plan for North Central Texas presentation: <http://www.nctcog.org/trans/outreach/meetings/2017/10/Mobility%202045.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, and will incorporate latest project developments and planning initiatives into the document, including high-speed rail, modern people movers and emerging technologies.

Next steps include finalizing partner projects, the financial forecast, and policy, program, and project recommendations. Additional public meetings will be held in January as well as April and May. The RTC will take action on Mobility 2045 on June 14, 2018.

Summary of Funding Opportunities for Vehicle and Fueling Infrastructure:
<http://www.nctcog.org/trans/outreach/meetings/2017/10/Funding.pdf>

There are many funding opportunities available for vehicle and fueling infrastructure. Major funding programs include Fleets for the Future, the Texas Emissions Reduction Program (TERP) and the Volkswagen Settlement. Funding is also available for light-duty vehicles, heavy-duty vehicles and school buses. More information on funding opportunities can be found at www.nctcog.org/airquality.

Summary of High-Occupancy Vehicle Technology Update:
<http://www.nctcog.org/trans/outreach/meetings/2017/10/Auto%20Tech.pdf>

An HOV vehicle is eligible to receive a 50 percent discount during peak periods on managed lanes in the Dallas-Fort Worth region. In order to receive said discount, drivers must first download the Drive on TEXpress app, register their TollTag and schedule their carpooling trips. NCTCOG staff have spent the last three years researching technological methods to detect the number of people in cars in the least obtrusive way possible in order to more efficiently and effectively provide the HOV discount.

The auto occupancy detection and verification technology project seeks to demonstrate the success of technology for automatically detecting and verifying vehicle occupancy on tolled managed lane facilities. The project also seeks to eliminate the need for drivers to activate HOV status every time they qualify for a carpool discount.

Staff are working with Carma Technology Corporation to create a car beacon, which reads a driver's cell phone/occupant beacon. The number of vehicle occupants is recorded in the phone app, the vehicle's TollTag is read at the gantry and occupancy information is time-stamped in the app. Once timestamped, the customer is then charged the correct toll.

A pilot for the program is being conducted on the DFW Connector corridor. Results will be shared with STTC and the RTC in January/February 2018, and a system-wide deployment is scheduled for May 2018.

Summary of Regional Traffic Signal Retiming Program:

<http://www.nctcog.org/trans/outreach/meetings/2017/10/Signal%20Retiming.pdf>

The Regional Traffic Signal Retiming Program seeks to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. Another program, the Minor Improvement Program improves the capacity of existing roadways by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality. A call for projects for both programs is initiated every three years.

To be eligible for the 2017 RTSRP Call for Projects, 80 percent of the traffic signals cannot have been retimed since 2013, signals must be located along a route of significance and no construction can be planned for two years. To be eligible for the 2017 Minor Improvements Call for Projects, signals must be located along a route of significance, the funding request cannot exceed \$50,000 and no construction can be planned for two years.

Project proposals were due on October 13, 2017, and projects will be selected by STTC and the RTC in December 2017.

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

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Dave McElwee, TARG/AARG (Arlington)

- A. Eminent domain

Question: How do you deal with Eminent domain issues?

Summary of response by Kevin Feldt: We do not implement transportation projects. Our role is to identify need and feasibility. However, right-of-way issues are prevalent on almost every project. The responsibility to acquire right of way depends on the type of facility, but the preference is to usually acquire right of way without eminent domain.

Comment: How have they dealt with that process in the past?

Summary of response by Kevin Feldt: I'm not too familiar with the process, but the first task is usually to identify a need for a facility. I also know there is a requirement to notify property owners within 300 feet of the facility. You might want to contact one of the transportation agencies or TXDOT to obtain more information.

Christine Hubley, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I am opposed to the Lake Corridor project being added to the Mobility 2045 Plan. Many of us moved out to that part of Collin County to enjoy a quiet and rural lifestyle. A freeway would destroy that. We don't want new roadways through our area. I am also at odds with some of the data in your presentations. You're using end results to justify the means.

Paul Tucker, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I'm not interested in roadway activity south of FM 1378. I'm interested in activity north of FM 1378 towards SH 121. I've lived there since 1983 and have attended public meetings for the last 20 years. We're going to see major growth in the future and are already seeing it in Anna, Melissa, Wylie, Frisco, Prosper, etc. I want to maximize my property value.

John Donaghey, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I am against the Lake Corridor project. I prefer to see real data before we spend billions of dollars to build new roadways. City councils often align with developers and don't represent their constituents.

Dixon Glaze, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: Please negate the whole Lake Corridor project.

Lawrence Neyman, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: Please encourage members of the RTC to come to these public meetings so they can hear our feedback. We don't want to be faced with giving up our lifestyle. No one wants a roadway at their doorstep. We don't want it and we don't need it in Collin County. It will destroy the environment.

Greg Sims, Citizen (Garland)

- A. Lake Corridor project in Collin County

The real problem is the amount of growth we're facing. Let's go back to Collin County and tell them it doesn't make sense to expand. Let's grow the roadway system somewhere else.

Carl Glaze, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: We're sacrificing local people to accommodate population growth. The idea of projecting growth 25 or 30 years into the future is ludicrous.

Cathy Riggins, Citizen (Garland)

- A. Lake Corridor project in Collin County

Question: How likely is it that the Lake Corridor plan will take effect?

Summary of response by Kevin Feldt: It is difficult to say because we've only conducted a small amount of work. We still need to go through the environmental process.

Summary of response by Dan Lamers: We cannot do additional work in the corridor until it is in the Plan. We don't implement projects. We determine transportation needs. We analyze historic and local government trends in order to project future needs.

- B. Coordination with the U.S. Army Corp of Engineers

Question: Will you coordinate with the USACE?

Summary of response by Dan Lamers: Yes, it's a public process and requires multiple public meetings and multiple discussions with partners and stakeholders before final decisions are made.

Mark Volpi, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I am opposed to the Lake Corridor. I understand they are just lines on a map, but the lines run right down my street. I go fishing on Lake Lavon with my daughter.

Summary of response by Dan Lamers: The RTC approves the Plan. When one part of the region needs something, the region works as a whole to come up with a solution. We've gone to the local staff and elected officials in eastern Collin County. We've had several meetings with them and project information is available to public.

Trish Donaghey, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: We purchased our property in 1978. We love it out there and don't see the congestion. The map displays where the road will be, which is on the peninsula. How many lanes will be under ground? Why are there discrepancies between Collin County and NCTCOG population projections?

Summary of response by Dan Lamers: I don't believe any part of the project will be under ground. What was shown was a hypothetical cross section. The Collin County study was based on information we provided. The studies also served different purposes.

Jamie Shahan, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I commute to UT Southwestern for work. I chose to live in Wylie because of it's quiet nature, and I want to voice my opposition. What is the process moving forward?

Summary of response by Dan Lamers: When the environmental study moves forward, public meetings will be held and property owners will be notified. However, the process could take several years, depending on complexity. Members of the public and local governments are also welcome to weigh in on alternative solutions.

Mike Berkmyro, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I am opposed to the Lake corridor. It will destroy remaining natural resources in Collin County. Do your internal studies warrant the proposed Lake Corridor freeway?

Summary of response by Dan Lamers: Collin County conducted their own work. We only provided data. Nobody is an island in this region. We have a very complex system of travel patterns and there are a lot of people who do not have a north/south commute option right now.

Funding Opportunities for Vehicle and Fueling Infrastructure

Greg Hladik, University of Texas at Arlington (Arlington)

- A. Funding for EV charging stations on college campuses

Question: Are funds available to install EV charging stations on college campuses?

Summary of response by Allix Philbrick: I will follow up with you after the meeting and provide you with more information.

High-Occupancy Vehicle Technology Update

Margaret Neyman, Citizen (Garland)

- A. Detecting people in a vehicle

Question: How does the high-occupancy vehicle technology detect people?

Summary of response by Natalie Bettger: The technology detects people through the phone app or an occupant beacon. You can request the occupant beacon.

Tyler Sims, Citizen (Garland)

- A. Smart phone applications

Question: Do I need to download a phone app for every new roadway system?

Summary of response by Natalie Bettger: You only need one app to take advantage of the HOV discount. We're working with TxDOT to implement the technology on all state facilities.

Regional Traffic Signal Retiming Program

John Worley, Citizen (Garland)

- A. Signal retiming map

Question: Is there a traffic signal retiming map? How can I obtain a copy?

Summary of response by Natalie Bettger: I will send you a link to the map.

- B. Street distance

Question: What is the street distance requirement for this program?

Summary of response by Natalie Bettger: The distance does not matter. The street, however, must possess 8 traffic signals along its corridor or in its grid system.

Other

Trish Donaghey, Citizen (Garland)

- A. FM 1378

Comment: There needs to be a right turn lane where FM 1378, also known as Country Club Road, meets Lucas Road. The backup at that particular intersection stretches several miles.

Summary of response by Natalie Bettger: I will provide you with my business card and look into what we have done with your request in the past.

Citizen #1 (Garland)

- A. Continuation of DART rail line

Question: What are the contingencies for continuing the DART rail line into Collin County?

Summary of response by Kevin Feldt: I am not familiar with specifics, but I know contingency depends on the transportation agency providing the service.

Kathy Lotzer, Citizen (Garland)

A. Railroad in Collin County area

Comment: The railroad runs behind my house. Is our voice going to be strong enough to stand up against the railroad?

Summary of response by Dan Lamers: I don't know anything about the railroad. However, if you are able to provide more specific information, we'd be happy to take a look at it.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Dan Mingea	Citizen	Lake corridor in Collin County	Attachment 1
Tyler Sims	Citizen	High-occupancy vehicle and fueling infrastructure projects	Attachment 2
Greg Sims	Citizen	Lake Corridor in Collin County	Attachment 3
Lawrence Neyman	Citizen	Lake Corridor in Collin County	Attachment 4
Mike Berkmyro	Citizen	Lake Corridor in Collin County	Attachment 5
James Boughton	Citizen	Lake Corridor in Collin County	Attachment 6
Dixon Glaze	Citizen	Lake Corridor in Collin County	Attachment 7
Jaime Shahan	Citizen	Lake Corridor in Collin County	Attachment 8
Trish Donaghey	Citizen	Lake Corridor in Collin County	Attachment 9
John Donaghey	Citizen	Lake Corridor in Collin County	Attachment 10
Paul Tucker	Citizen	Lake Corridor in Collin County	Attachment 11
Mark Volpi	Citizen	Lake Corridor in Collin County	Attachment 12

Tommie & Judy Elliott	Citizens	Lake Corridor in Collin County	Attachment 13
Connie Ener	Citizen	Lake Corridor in Collin County	Attachment 14
Christopher Hubley	Citizen	Lake Corridor in Collin County	Attachment 15
Ron Wilson	Citizen	Lake Corridor in Collin County	Attachment 16
Kathy Lotzer	Citizen	Lake Corridor in Collin County	Attachment 17
Linda Garber	Citizen	Lake Corridor in Collin County	Attachment 18
Thomas Kriehn	Lake Highlands "L" Streets	Transit updates	Attachment 19



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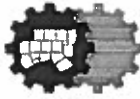
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Name DAN MINGEA
 Organization _____
 Date 10/16/2017
 Meeting Location GARLAND

Please provide written comments below:

THE LAKE CORRIDOR WILL DESTROY
 ESTABLISHED NEIGHBORHOODS,
 BUSINESSES, & ENVIRONMENT.
 IT WILL CAUSE LIGHT POLLUTION,
 NOISE POLLUTION, AIR POLLUTION,
 HIGHWAY DEBRIS.
 PER COG TX DOT "MAY" HELP
 FINANCE, PER COLLIN CO, NO TAX
 INCREASE, PER COG, GAS TAX
 (20¢) NOW WILL ↑ BY 18.3¢.
 NO LAKE CORRIDOR!



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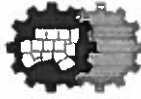
Name Tyler Sims
 Organization _____
 Date 16 October 2017
 Meeting Location Garland Library

Please provide written comments below:

The "H.O.V. app"... Is this a system/app to be used with all ~~HOV Roads~~ Road sections deemed HOV Toll Roads to pay to use? Is this going to be linked with all of Texas HOV/Toll Roads? I understand currently, that there are cameras and mailed HOV/Toll Road fees, that "increase" or have "hidden fees", such as; a single person driving in such an HOV lane would be charged at a higher rate, ^{and} or 2+ passengers, with expired tags, are seen on camera, and are mailed the hidden fee.

Do I need to pull over, for every new state, or new road - such as 75 becomes 45, and research what app to drive with?

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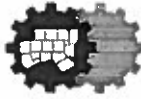
Name Greg Sims
 Organization _____
 Date 10/16/2017
 Meeting Location Garland Library

Pg 1/2

Please provide written comments below:

1. The Current Major Roadway Recommendations on the published comprehensive pdf file shows expansion of Parker Road thru Wylie to downtown Ballard Street will place significant increase to the historic section of Wylie. A better route for traffic north east & through Wylie is to expand Park to take this traffic east to Sky View, all the way to SH78. Partitioning traffic south to Gubanks Rd & W Allen Rd, would place south bound traffic on FM 544, this would provide access to G Bush toll way, and to Dalrock Rd. Please consider a plan that benefits the most traffic and not the Intermodal yard only.
2. Widening E Parker Rd south of Park Blvd in the turn, will significantly endanger the members of the Church & the patrons to the Veterinary.
3. Laron Dr @ FM 1378 needs overpass interchange.

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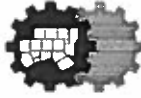
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Name Greg Sims
 Organization _____
 Date 10/16/2017
 Meeting Location Garland

Pg 2/2

Please provide written comments below:

4. Please provide references to the Collin County ~~area~~ Department that is engaged in attracting businesses to Eastern Collin County.
5. Please increase the RTC body to include non-city officials & rural area elected members to represent people outside the other members of the community covered by this planning committee.
6. What are the plans (current & future) to alleviate bottlenecks currently impairing traffic flows?
7. There is not enough water supply & treatment facilities to support the growth projections! Plans moving forward should curb all growth where other infrastructure is unavailable.



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Name Mike Berkmyro
 Organization _____
 Date October 16 2017
 Meeting Location Oakland Public Library

Please provide written comments below:

I am against the proposed Lake corridor freeway.
 I believe the proposed lake freeway will permanently
 destroy the extremely valuable Lavin Lake public
 resource. The proposed Lake corridor will forever change
 the face of the only lake in Collin County causing
 our next generations to grow up without the serene
 beauty of the lake as it is now. In addition to
 destroying the natural beauty, serenity, and recreation
 opportunities the proposed Lake Freeway also has
 dramatic environmental impacts to environmentally
 sensitive areas of the lake. NO to the
 Proposed Lake Freeway



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Name James Kerin Boughton
 Organization resident of affected proposal for Lake Laron
 Date October 16, 2017
 Meeting Location Garland Central Library, Garland, Texas

Please provide written comments below:

I am a resident of Collin County and live in the path of the proposed Lake Laron corridor for freeway routing. I am strongly apposed for this corridor freeway proposal. I have lived here most all of my life and graduated from Wylie school district. I consider this home just as anyone else who has a home would. There is no reason to displace any residents over a freeway proposal project. Citizens should not have to choose between their home and livelihood over such proposals. Please vote down the proposed Lake Corridor option crossing Lake Laron to 380. It is the right and moral thing to do for those ~~at~~ resident citizens

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affected.
 Thank you.
 Sincerely
 James K. Boughton
 affected Collin County resident



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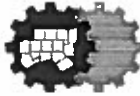
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Name Jaime Shahan
 Organization _____
 Date 10/16/17
 Meeting Location garland central library

Please provide written comments below:

We live in Wylie, Texas and recently purchased a
lot on Troy Road near the LAKE (NEXT TO 2671 Troy)
we plan to have a quiet country home there with
our small family. We are extremely concerned
about the proposed routes being detrimental to
our family, children, and our land. We oppose
the proposed route through this area and feel
that it will negatively impact Wylie and our
hope for the future on our land.



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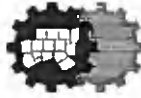
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Name Mrs. Trish Donaghey
 Organization Contact for ~ 250 landowners
 Date 10-16-17
 Meeting Location Garland Centrl. Library Brand-Culleoka turnpike

Please provide written comments below:

- ① How many lanes will be underground?
- ② What study was used by NCTCOG to project density + Why is it so different from Collin County's numbers? 2.1 M vs. 3.4 M
- ③ How would you like to serve your country during Vietnam, work a combined 70 yrs. w/your spouse, buy your dream property, build your dream house, + 20 yrs. later learn a 6-lane "70 mph freeway" will ruin it?!

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Name Mark Volpi
 Organization Homeowner on Troy Road
 Date 10/16/2017
 Meeting Location Nicholson Library

Please provide written comments below:

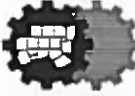
Questioning the need for an additional North-South freeway running through Collin & Dallas county given the anticipated growth and the paradigm shift in transportation that will occur in the next 20 yrs.

- Request demographic info/need
- a website

- new technology
(i.e) AV to the community

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Quick way to make sure it does not get on 45?



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Name TOMMIE & JUDY ELLIOTT

Organization _____

Date 10-16-17

Meeting Location GARLAND CENTRAL LIBRARY 625 RUSTIN GARLAND, TX

Please provide written comments below:

THE STATE TOOK OUR HOME OF 27 YEARS BACK IN 2007 TO MAKE
ROAD IMPROVEMENTS. WE ARE 73 AND 69 YEARS OLD NOW. IF THE PROJECT
TAKES ANOTHER 10 YEARS ARE WE GOING TO HAVE TO MOVE AGAIN? THAT'S
WRONG. WE'VE PAID OUR DUES. WHY NOT GO BEHIND US TO EITHER THE
FAR BACK PART OF OUR LAND OR TAKE THE CORPS LAND. NO ONE WILL
LOSE PROPERTY OR HOMES. IT COULDN'T BE ANY MORE EXPENSIVE. THE
EGRETS AND COUDTES WILL BE DISPLAYED, BUT PUT RESTRICTIONS ON
LAND AROUND THE ROAD. THAT'S WHAT THE NATIONAL PARKS DO.
WE'VE LIVED ON THE SAME LAND FOR 37 YEARS. WE DESERVE TO BE
LEFT ALONE IN OUR GOLDEN YEARS. MY HUSBAND IS A DISABLED VET.

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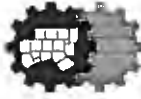
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 I wish to make both oral and written comments at the public meeting

Name Connie Ener
Organization Landowners in Cullerka - Branch Area
Date 10-16-17
Meeting Location Gaillard Central Library

Please provide written comments below:

I am concerned about the negative environmental impact the Lake Corridor will have if built down SH 121 over Lake Haven & onto GBT. This expressway will cause more pollution, noise, disruption of recreational sailing & boating & pose a serious threat environmentally to lake down which provides water to a multitude of communities. Especially if this becomes a Hc route.

I am against this Lake Corridor & Bridge. Use existing roadways & expand them as needed for both N-S & E-W development.



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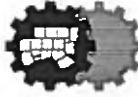
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4. Please return this form to an NCTCOG employee at the registration desk.

- 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 Christopher Hubley
 Organization _____
 Date 10/16/2017
 Meeting Location Garland, TX Library

Please provide written comments below:

I am opposed to what is called the "Lake Corridor" LAC that is ~~also~~ a possible addition to the Collin County Strategic Plan. Please ~~do not~~ ~~re~~ improve existing rights of way, instead of disturbing existing or future residents. I am also opposed to any possible crossings of Lake Ray Hubbard for this road or east-west thoroughfares. Please preserve our environment and honor the wishes of residents in more rural parts of Collin County.
 Thank you!



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.
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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 RON WILSON
 Organization RETIRED DALLAS POLICE DEPT
 Date 10-16-17
 Meeting Location GARLAND Central Lib.

Please provide written comments below:

I AM A 71 YEAR OLD RETIREE . I HAVE A FIXED
PENSION WHICH ALLOWS ME TO PAY MY BILLS
WITH VERY LITTLE LEFTOVER EACH MONTH .
MY WIFE & I HAVE AN AFFORDABLE MORTGAGE
AT OUR PLACE ON FM 982 SOUTH OF
PRINCETON, TX. IF WE ARE FORCED TO LEAVE
THERE IS NO WAY WE CAN RELOCATE
WITHOUT A DRASTIC CHANGE TO OUR BUDGET.

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>



Public Meeting Comment Form

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

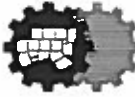
Name Kathy Lotzer
 Organization self
 Date 10-16-17
 Meeting Location Central Library Garland, TX

Please provide written comments below:

Please do not put a bridge over Lake Laron. The lake has the seclusion of a getaway + wild life that will not benefit from the traffic going over the bridge.

A higher percentage of vehicles ~~or~~ crossing the bridge will be 18 wheelers. since the Intermodal is just south of the lake. There will be by products, litter, etc from all cars. Eighteen wheelers will have many times that of cars.

There are camp grounds, horse trails, fishing boatings that will be disturbed by the constant movement of vehicles ~~or~~ over on 8 lane highway.



Public Meeting Comment Form

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 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 Linda Garber
 Organization Journeys End Farm & Ranch
 Date 10.16.17
 Meeting Location Garber Central Library 625 Austin St. Garbend

Please provide written comments below:

Lake Corridor opposition & Concerns - Again?!
Protection of a major water source, family cemeteries,
animal & bird sanctuaries, etc., not just private land concerns.
Do your environmental studies early on in this
process.
Lack of communication between agencies waste
so much money and citizens time fighting
the same fight.
Progress must happen. No one wants to live by even
a needed highway. I understand that.
Building through this "corridor" cost to the lake
and the surrounding environment, does not outweigh
the benefit to the North Central Texas area.



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 THOMAS B. KRIFIAN
 Organization LAKE HIGHLANDS "L" STREETS
 Date 10/16/2017
 Meeting Location NICHOLSON LIBRARY, GARLAND TX

Please provide written comments below:

I'M NOT SOLD ON ROBOT-STEERED AUTOMOBILES, I'D
RATHER UPGRADE THE EXISTING BUS ROUTES. AT D/FW AIRPORT,
I'D LIKE TO SEE REVIVAL AND EXTENSION OF THE AIRTRANS
PROGRAMMER, (SAME MAKE AND MODEL OF ROLLING STOCK
AS THE SKYLINK, BUT WITH A DIFFERENT PAINT SCHEME.)
THE SKYLINK IS DESIGNED FOR TIGHT SECURITY AND THUS
CANNOT BE EXTENDED. THE AIRTRANS SHOULDN'T NEED SUCH
TIGHT SECURITY, UNLESS SOME IDIOT DECIDES TO BLOW
UP A TRAM ANYWAY. THE RED, YELLOW, GREEN, BLUE, AND
AMTRAK TRAM ROUTES COULD BE THE SAME AS PREVIOUSLY.
THERE'S A PROPOSAL FOR LOCATING AMAZON'S H2 PROJECT
AT D/FW AIRPORT. I THINK THE PROPOSAL IS FOR CONVERTING
THE JUNK YARDS ~~ACROSS~~ FROM THE NORTH AND SOUTH
REDUCED PARKING LOTS INTO OFFICE COMPLEXES, WHICH
SHALL BE SERVED BY EXTENSIONS OF THE RED AND BLUE

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

THE AIRPORT'S BOARD OF DIRECTORS PART, AND THE T SHOULD AVOID SIMILAR FREIGHT LOGISTICS FOR SHIPPING THE LUGGAGE TOWARD HOTELS IN DALLAS, FT. WORTH, ARLINGTON, AND ELSEWHERE.

TRAM ROUTES. THE ~~AMAZON EMPLOYEES~~ ^{OFFICE} ~~WOULD~~ ~~BE~~ ~~IMPORTANT~~ ~~AIRTRANS~~ ~~EXTENSIONS~~ ~~WOULD~~ ~~ORBIT~~ ~~CIRCUMNAVIGATE~~ THE AIRPORT BETWEEN WORKPLACES AND LUNCHOUR HANGOUTS.

MORE IMPORTANT AIRTRANS EXTENSIONS WOULD BE A BROWN LINE WHICH SERVES D/FW NORTH STATION AND TERMINALS A ~~AND B~~, AND A SILVER LINE WHICH SERVES CENTREPORT STATION AND TERMINALS E AND F. I'M NOT SOLD ON EXTENDING ~~THE~~ DARTRAIL'S ORANGE AND COTTONBELT LINES DIRECTLY INTO TERMINAL A, ~~OR~~ ON EXTENDING ~~THE~~ FT. WORTH'S TEXRAIL DIRECTLY INTO TERMINAL B, OR ON EXTENDING THE TRINITY RAILWAY EXPRESS DIRECTLY INTO TERMINAL E. UNTIL THE AIRPORT'S BOARD OF DIRECTORS ~~DOES~~ DECIDES WHAT TO DO WITH THE BROWN AND SILVER TRAM LINES, I'M STUCK ~~WITH~~ WITH THE AIRPORT'S EXISTING SHUTTLE BUSES.

I WOULD PREFER THAT TEXAS CENTRAL'S HIGH-SPEED RAIL SERVICE COULD RUN ALONG STANDARD GAUGE TRACKS AND HENCE ALONG DART RAIL'S BLUE AND ORANGE LINE TRACKS PAST UNION TERMINAL TOWARDS D/FW NORTH STATION, AND THEN ALONG TEXRAIL'S TRACKS BACK SOUTH TOWARDS FT. WORTH'S ITC STATION. UNFORTUNATELY, I'VE READ THAT THE TEXAS CENTRAL CORPORATION WILL USE SHINKANSEN ROLLING STOCK. IN JAPAN, THE SHINKANSEN USES WIDE-GAUGE TRACKS. I'VE READ THAT SKYCHECKS TRUCKDRIVERS ARE COMPLAINING ABOUT OVERHEATED TRUCK CABS. THESE TRUCKDRIVERS WOULD LIKE TO HAVE THE TRUCK CABS AIR-CONDITIONED.

I THINK D/FW AIRPORT'S BOARD OF DIRECTORS SHOULD REVIVE EXTENSION OF THE AIRTRANS SILVER I-FREIGHT LINE DIRECTLY INTO ~~THE~~ SKYCHECKS KITCHEN. AS IT WERE, THE KITCHEN FEATURES A ~~FE~~ FREIGHT TRAM TRACKS THAT DEADEND AT THE INTERNATIONAL PARKWAY.

THE SKYCHECKS TRUCKDRIVERS DRIVE ~~PASSENGER~~ DIRECTLY ONTO THE TARMACS, ENROUTE TOWARDS ASSIGNED AIRCRAFT. ON THE OTHER HAND, I DON'T THINK AMAZON'S TRUCKDRIVERS SHOULD ALSO DRIVE DIRECTLY ONTO THE TARMACS, ENROUTE TOWARDS ASSIGNED FREIGHT AIRCRAFT. INSTEAD, AMAZON'S TRUCKDRIVERS SHOULD DROP THEIR HEMI-CYLINDRICAL SHIPPING CONTAINERS OFF AT A TRUCK TERMINAL (POSSIBLY ACROSS FROM THE SKYCHECKS KITCHEN), WHERE THE CONTAINERS ARE TRANSFERRED ONTO ~~AIRTRANS~~ AIRTRANS SILVER LINE FREIGHT TRAMS, ENROUTE TOWARDS ASSIGNED FREIGHT AIRCRAFT GATES.

KLOTEN AIRPORT LUGGAGE TO AND FROM HOTELS IN DOWNTOWN ZURICH, SWITZERLAND. THUS, SAY, TOURISTS CAN SHIP THEIR LUGGAGE ON AHEAD TOWARDS PRE-RESERVED HOTEL ROOMS, WHILE THEY THEMSELVES GET AN EARLY START ON TOURING THE TOWN.

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Mobility 2045 Comments

Website and Email

1. Trish Donaghey

Hi Dan,

At the Oct. 16 public meeting, you stated there were no maps by COG that are any more specific than straight lines on a page, like the lines on page 8 of the presentation by Kevin Feldt included in the handout = first map attached below. Further, you stated that any other maps out there that are more specific than this Oct. 16th straight-line map were drawn by the county or TXDOT or NTTA or some other agency, but NOT by COG. Does this mean that maps included in 4 COG presentations on Feb. 16th, Mar. 31st, June 1st, and Sept. 29th were copied from other agencies and then inserted into COG presentations?

Response by Dan Lamers, NCTCOG

Ms. Donaghey,

Thank you for taking the time to request clarification of the work NCTCOG has been doing in cooperation with Collin County and TxDOT. During the public meeting it was not clear which maps were being referred to at various times. What NCTCOG has shown on the maps you attached are from the recent technical study prepared by NCTCOG and represent conceptual, corridor level diagrams that indicate what we have assumed in our technical analysis for the purpose on evaluating potential future demand if such a facility were in place. As I stated repeatedly during the meeting, there has been no detailed roadway alignment or lane configuration recommended at this point. Again, the maps you have attached are indeed NCTCOG maps, however, they are not intended to convey a specific facility alignment or configuration.

Additionally, as I stated during the meeting, we are working with the County on a multimodal system of potential improvements, of which this corridor is one item. A comprehensive state and federally required environmental study will be conducted as part of any decision-making process that recommends a specific alignment or configuration. Through that process, all environmental and social considerations will be reviewed for all reasonable alternatives in the corridor. That process will also include numerous opportunities for public and local official participation.

I hope this brings some clarification to the situation. NCTCOG is approaching this discussion with Collin County officials, TxDOT, and the community with respect and transparency. It is possible that on occasion, with several efforts proceeding at the same time, that there may be a perception of conflicting information. When that happens it is most important that we clarify the situation as quickly as possible. If you have any further questions, please let me know.

2. John and Sherry Worley

Please forward this to the Meeting Moderator if it is deemed appropriate:

I attended the NCTCOG public meeting in Garland last evening (10-16-17). Among the discussions from the audience was the Collin County Thoroughfare Plan with the DETAILED drawing of the proposed new roads. The NCTCOG staff were quite adamant that they had never seen any such detailed location drawing - like the one I held up for all to see and as shown in the attached image. The staff stated that their drawings were general lines and arcs. The staff went on to say that Collin County had "jumped the gun" when they created the drawing.

My first question is: Is my memory correct as to the NCTCOG staff position on the detail maps?

Go to the NCTCOG website at: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>
About halfway down the webpage is: "List of Outreach Meetings". This area contains links to NCTCOG presentations from 9/29/17, 6/1/17, 3/31/17, and 2/16/17. For example:
<http://www.nctcog.org/trans/thoroughfare/documents/CCSRPPresentation9.29.2017.pdf>

Slide 5 is the exact map we were questioning. The map NCTCOG "has never seen".
Slide 6, 10-13, 21-21 are analyses using the exact same map.
Slides 25-30 present additional versions of the exact same map.

Similar slides are included in all of those presentations from earlier dates. The names on the document (as well as the Author in the document properties) are ALL NCTCOG staff. I see NO Collin County staff noted or referenced anywhere in the documents.

Response by Dan Lamers, NCTCOG

Mr. Worley,

It is unfortunate that there is a lot of conflicting information out there regarding who has prepared what. Let me see if I can clarify. First, it was not evident during the meeting which maps were being referred to at various points during the questions and answer period of the meeting. At times someone was referring to maps produced by Collin County staff, at times someone was referring to maps produced by NCTCOG in our current technical study, and at times someone was referring to the maps in the Mobility 2045 presentation that night. I do not recall viewing any particular map that evening, if someone was holding one up I did not see it.

Second, you use the term "detailed". To me a detailed map illustrates something like a cross-section or schematic level map. None of which have been produced by NCTCOG staff. The sample map you have attached is not such a product. If Collin County staff has prepared any such maps, I am unaware of them. I do remember a question regarding a sample cross-section that was developed by Collin County staff, but I made it clear during my response, after receiving clarification from my staff, that it was only an illustration of how a particular lane configuration could potentially fit into a constrained right-of-way, but I believe that was in response to a different question.

As I stated repeatedly during the meeting, there has been no detailed roadway alignment or lane configuration recommended at this point. NCTCOG has done a technical study identifying a north/south transportation need in the corridor and has developed a hypothetical corridor location simply for the purpose of evaluating demand and to determine system level performance. As I also stated during the meeting, we are

working with the County on a multimodal system of potential improvements, of which this is one component. A comprehensive state and federally required environmental study will be conducted as part of any such decision-making process. Through that process all environmental and social considerations will be reviewed for all reasonable alternatives in the corridor. That process will also include numerous opportunities for public and local official participation.

I hope this brings some clarification to the situation. NCTCOG is approaching this discussion with Collin County officials, TxDOT, and the community with respect and transparency. It is possible that on occasion, with several efforts proceeding at the same time, that there may be a perception of conflicting information. When that happens it is most important that we clarify the situation as quickly as possible. If you have any further questions, please let me know.

3. Connie Ener

Hello,

My name is Connie Ener and I am a resident of Culleoka, just outside of Princeton, TX. I understand that the COG and local government officials from throughout Collin County have met 3-4 times now to discuss future thoroughfare routes, including the Lake Corridor tying SH 121 down through Princeton, off of 982 to the Clearlake Peninsula and building a bridge across Lake Lavon to Wylie. I have seen several proposed route maps, but I would like to see the most recent map that was discussed at Friday's closed door meeting.

I know the exact roadways are not yet determined, but I'm sure you all know about where you expect these roadways to go. Also, please advise when the open public meetings will be scheduled as I understand sometime this Fall.

I would also like more information about the Lake Corridor and El Dorado/Loop 399 thoroughfare expansions currently being discussed in your 2017 quarterly meetings, the last of which was yesterday. I would like to see maps of the primary roadway paths being considered.

Response by Chris Reed, NCTCOG

Good morning,

We appreciate your input and understand your concern. Per your request I am sending you the presentations from the Collin County Strategic Roadway Plan meetings held on February 16, March 31, June 1, and September 29. This project is still in the preliminary stages of the planning process, and as such specific alignments have yet to be identified.

At this time the hope is still to schedule a public meeting later this year, although an exact date has yet to be set.

These are very large files, and as such can't all be sent in a single email. Therefore we're sending the files via our Mass Transit FTP site. Please let me know if you don't receive the data, or if you have any additional questions or comments.

4. Dennis Bernardi

- 1) Please breakdown the positive impact of 22% reduction in the East/West Option #3 of the NCTCOG Collin Co Magnitude of Volume Change WITH THE LAVON CORRIDOR FREEWAY
- 2) Please breakdown the NCTCOG Congestion & Delay 2017 report and the Congestion & Delay 2040 report and how this impacts southeast Collin County without the Lake Corridor/Freeway or alternate routes.

5. Becky Bernardi

- 1) Question for Collin County-Clarence Daugherty- Please comment on the 2035 Collin County Mobility Plan without Lake Corridor/Freeway which states there will be an estimated 900,000 in east Collin County. 50,000 - 75,000 Sachse to Nevada St Paul to Wylie 30,000-50,000, Murphy to Wylie 30,000-50,000. West of 78 Skyview to St Paul and Wylie 10,000-20,000. Nevada Hwy 6 to Hwy 78 10,000-20,000. Lavon 30,000-50,000. Copeville to Farmersville 10,000-30,000 Thank you #2 below
- 2) NCTCOG Please breakdown the Congestion & Delay Mobility 2017 & 2040 numbers and how this effects Hwy 78 and east Collin County Thank you

6. Dan Mingea

In 2014-2015, there was a proposal to construct a limited access toll road (Blacklands Corridor) from Greenville westward, connecting with George Bush Turnpike in Garland. This plan was vehemently protested by homeowners and businesses in the path of this highway, and was not supported by any city council along the pathway. Now, North Central Texas Council of Governments and county commissioners have come again, proposing to support the construction of a north-south limited access highway from Highway 380, southward with a bridge across Lake Lavon, through the eastern part of Wylie, and on down to PGBT. As with the previous plan, this new road will disrupt and displace established neighborhoods (eminent domain!) and schools, with untold environmental impact on noise, air quality, water quality, light pollution, quality of life, and road debris. This road, of course, will impact taxes, though commissioners would like to downplay that part. In short, this is a no-win proposal for those caught along the route. Now is the time to make your voice heard at city council meetings, in county commissioners' offices, and at NCTCG. Just say NO!!

7. Nancy Wagner Johnstone

Southwest Dallas County desperately needs mass transit. I'm 70 and disabled; now I can't drive more than about 8 miles. My Clinical Immunologist is 31 miles away, a 62 mile round trip. There aren't any south of I30, and I cannot get medical transportation. I've had to delay my appointment now twice, trying to get a ride.

TRANSPORTATION PUBLIC MEETINGS

Regional Performance Targets for Transit Assets and Roadway Safety

NCTCOG uses performance measures as part of a performance-based planning process for the region's transportation system.

Federal legislation has specified certain quantitative performance measures must be tracked and reported annually. In coordination with state and regional partners, staff will present proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system. Roadway safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Transit asset management targets are focused on ensuring public transportation vehicles, rail lines and other capital assets are in a state of good repair.

Funding Program: Federal/Local Exchanges

Over the last several months, NCTCOG staff has been working with local agencies that have expressed an interest in entering into partnerships with the Regional Transportation Council (RTC) to fund transportation projects in their jurisdictions. The goal of these partnerships is to implement local transportation projects while acquiring local funds for regional programs by exchanging federal air quality and mobility funds for local funds from the partner agencies. Staff will provide details on the partnerships, as well as the projects proposed to be implemented with federal transportation funds.

Other Information to be Highlighted at the Meetings:

- Funding Opportunities for Clean Vehicles and Refueling Infrastructure

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



NCTCOGtrans



North Central Texas Council of Governments

MONDAY, NOV. 13, 2017

2:30 PM

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

TUESDAY, NOV. 14, 2017

6:00 PM

North Richland Hills Library
9015 Grand Ave
North Richland Hills, TX 76180

WEDNESDAY, NOV. 15, 2017

6:00 PM

Richardson Civic Center
411 W Arapaho Road
Richardson, TX 75080

For anyone wanting to ride transit to the Nov. 13 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-served basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting at 817-608-2365 or cbaylor@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options Nov. 13

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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

National Drive Electric Week Recap



Regional Transportation Council
November 9, 2017

Kenny Bergstrom
Communications Coordinator
kbergstrom@nctcog.org

National Drive Electric Week



Worldwide Celebration of Electric Vehicles

276 Events Held in Six Countries (242 in US)

Started in 2011 as National Plug-In Day

Expanded to Weeklong Celebration in 2014

Unique Event with Actual EV Owners

Air Quality and Petroleum Reduction Education

North Texas Event Summary



Hosted at Grapevine Mills Mall on September 9th

Keynote by Colleyville Councilmember Mike Taylor

Current RTC Member

Official Count – 155 Electric Vehicles

Texas Record

Over 500 Attendees

4.8 Million EV Miles Driven by Registered Attendees

Most Miles Reported in the US

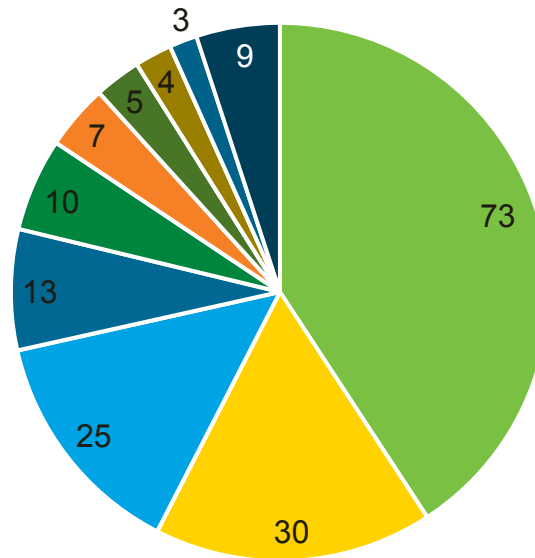
Event Report Available at DriveElectricDFW.org

Drive Electric Week Exhibitors



- **Bill Utter Ford**
- **Byron Nelson High School Solar Team**
- **Carvana**
- **Chargepoint**
- **Citizens Climate Education**
- **City of Lewisville**
- **Classic Chevrolet**
- **Earth X**
- **Fort Worth Sierra Club**
- **Natural Awakenings**
- **North Texas Electric Auto Association**
- **North Texas Renewable Energy Group**
- **Phi Theta Kappa**
- **Revitalize Charging**
- **Robin Lawn Care**
- **Winston Solar Team**

Participating EV Makes/Models



- Tesla Model S
- Nissan Leaf
- BMW i3
- Cadillac ELR
- Fiat 500e
- Chevy Volt
- Tesla Model X
- Chevy Bolt
- Ford Focus/CMAX/Fusion
- Other Vehicles

Drive Electric Week North Texas



Drive Electric Week Webinar Series



- **Multi-topic Lunch Webinars**
- **One-Hour Duration**
- **Over 80 Participants**
- **Webinar Presentations Available for Download at DFWCleanCities.org/EVNT**



Drive Electric Week Webinar Series

We're coming up on one of our favorite events of the year! In addition to the record setting (fingers crossed) showing of EVs at Grapevine Mills Mall on September 9th, we'll be hosting free webinars the following week. Attend one, attend them all, either way join us!

9.11.17 | **EV 101** | Free | 12p

9.12.17 | **Workplace Charging** | Free | 12p

9.13.17 | **Opportunities for Utilities** | Free | 12p

9.14.17 | **Municipalities & EVs** | Free | 12p

9.15.17 | **How to Sell an EV** | Free | 12p

www.DriveElectricDFW.org



Contact Information



Pamela Burns
Communications Supervisor
817-704-2510
pburns@nctcog.org

DFW Clean Cities Website
www.dfwcleancities.org

EVNT Website
www.dfwcleancities.org/evnt

NDEW Website
www.DriveElectricDFW.org

Kenny Bergstrom
Communications Coordinator
817-704-5643
kbergstrom@nctcog.org

Lori Clark
Program Manager
817-695-9232
lclark@nctcog.org



Dallas-Fort Worth
CLEAN CITIES

Quick Take

What:

North Texas Aviation
Education Initiative

Significance:

With a high concentration of aviation and aerospace companies operating in North Texas, it is vital that the industry workforce pipeline is prepared to meet current and future employment demands. According to the Texas Workforce Commission, these employers will need nearly 50,000 highly skilled and trained workers in 2020 to remain competitive in a rapidly evolving global market. Considering the industry's annual economic impact of over \$40 billion, it is imperative that the local workforce is informed, educated, and skilled.

By the Numbers:

300+

The number of aviation employers in North Texas. NCTCOG is forging partnerships with schools across the region to ensure students who want to fill aviation and aerospace jobs in the future receive the necessary training.

NCTCOG Education Program Aims to Inspire Next Generation of Flyers

The airline industry will require approximately 617,000 new commercial airline pilots nationally over the next 20 years, according to aircraft manufacturer Boeing. Technicians will be in even higher demand. Boeing estimates that 679,000 new maintenance personnel will be required industrywide by 2035. In North Texas, Lockheed Martin will need 1,800 aircraft technicians on its F-35 production line alone by 2020.

In response to the widely recognized need for additional aviation workers in the region, the North Central Texas Council of Governments developed the North Texas Aviation Education Initiative to reach students interested in pursuing careers in the industry. With the help of a consultant, NCTCOG directed a comprehensive study of existing assets and resources and developed a strategic plan that creates the foundation for an integrated aviation education and employment system in North Texas. Through the initiative, the region seeks to create and sustain a system that fosters individual aviation careers, as well as regional aviation viability and growth.

NCTCOG and the DFW Regional Aerospace Consortium have teamed up to pursue the goal of improving the aviation education opportunities in the region. Together, they work with area school districts to inspire students to consider science, technology, engineering and mathematics through local STEM programs, with the hope that many of them will gravitate toward aviation. The three keys of NCTCOG's efforts are outreach, education and mentorship. Each component is featured in multiple avenues of programming.



Photo: Getty Images

STEM programs provide students training in science, technology, engineering and math, which will help prepare them if they decide to pursue careers in aviation.

FACTSheet

What We're Doing

FLYBY DFW App

With two major commercial airports, a large military installation and aviation and aerospace companies with significant operations in the region, opportunities abound for the next generation of North Texans to become involved in the industry.

While reaching youth in the classroom is important, NCTCOG is also turning to technology most people already use at home.

Tapping into the interests and everyday skills of the next generation's work force, gaming is an effective way to inspire and engage the pilots and aerospace technicians of tomorrow. Research shows that most children ages 2-17 spend time gaming on a variety of devices. With FLYBY DFW, NCTCOG and its partners found a new way to reach future aviators and aviation professionals.

The game is available for Apple and Android devices by searching "FLYBY DFW."



The FLYBY DFW app is one component of NCTCOG's efforts to prepare the next generation of aviation professionals. The game tests players' flight skills and aviation knowledge. It is available for free for Android and Apple devices.

Speakers Bureau

NCTCOG's aviation Speakers Bureau includes aviation-related instructors, professionals, experts and enthusiasts who volunteer their time and expertise to peak student interest in the aviation and aerospace industry. The Speakers Bureau is a great resource for educators looking for guest speakers in the classroom and for special events.

The bureau is also a source of potential mentors for students interested in aviation-related careers. A guest speaker who chooses to become a mentor can share valuable knowledge and practical guidance to help students on their journey to a successful career.

Aviation Careers Website and Planning Tool

The aviation careers website was created to offer students an interactive career pathway tool to explore viable aviation and aerospace careers, aviation education options (high schools, colleges, and certification programs), educational program requirements, job outlook, potential employment opportunities, and grant and scholarship resources. The career planning tool was designed to help students learn about specific aviation careers based on their interests (e.g., flying, controlling, management, maintenance, design, or operations). Salaries, employers in the region, and other basic information are included for each career type. Features include a calendar of aviation-related events, news, and videos and is available on numerous social media platforms. For more, visit www.nctaviationcareers.com.

Local Collaborations

NCTCOG learned from the North Texas Education Initiative study that to increase the region's aviation career talent pool, collaboration is essential. In that spirit, NCTCOG has worked with multiple local organizations with similar interests, including the DFW Regional Aerospace Consortium, Workforce Solutions for Tarrant County, Commemorative Air Force, and Lockheed Martin. With help from these and other partners, NCTCOG will continue to spread the word about regional aviation education.



North Central Texas Council of Governments

Phone: 817-695-9240 Fax: 817-640-3028

Email: transinfo@nctcog.org

NCTCOG.org/trans

[Facebook.com/nctcogtrans](https://www.facebook.com/nctcogtrans)

[Twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)

[YouTube.com/nctcogtrans](https://www.youtube.com/nctcogtrans)

[Instagram.com/nctcogtrans](https://www.instagram.com/nctcogtrans)

[Vimeo.com/nctcogtrans](https://www.vimeo.com/nctcogtrans)

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

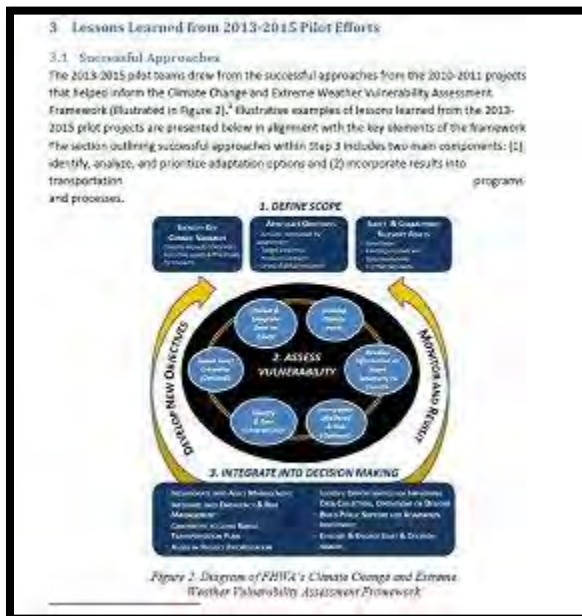
The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended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

This report is a compilation of general public comments submitted by members of the public from Wednesday, September 20, 2017, through Thursday, October 19, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Air Quality

Twitter

1. Discover ways to make an impact in North Texas for clean air via @NCTCOGtrans <http://bit.ly/2xGuHTs> #WorldEnvironmentalHealthDay – EARTHx (@earthxorg)
2. New @USDOT , @USDOTFHWA publication featuring work by @NCTCOGtrans and @CAMPOTexas on climate resilience <https://library.ctr.utexas.edu/Presto/catalogid=35484> ... – CTR Library (@ctrlib)



3. For more information, visit <http://AirNorthTexas.org>. – Granbury, Texas (@cityofgranbury)

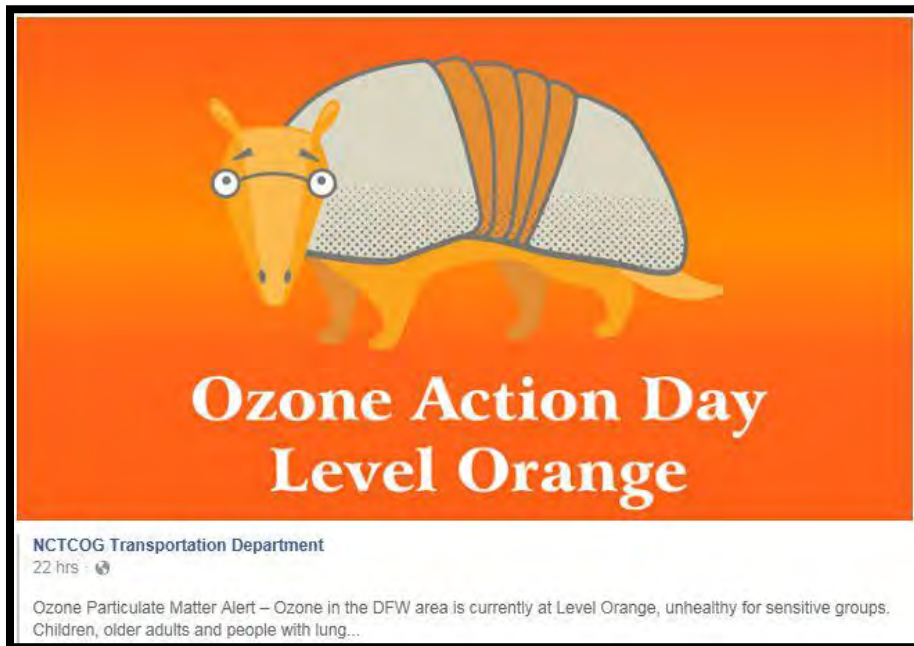
NCTCOGTransportation @NCTCOGtrans

Ozone Particulate Matter Alert – DFW-area ozone is currently at Level Orange, unhealthy for sensitive groups. bit.ly/9nC9vy



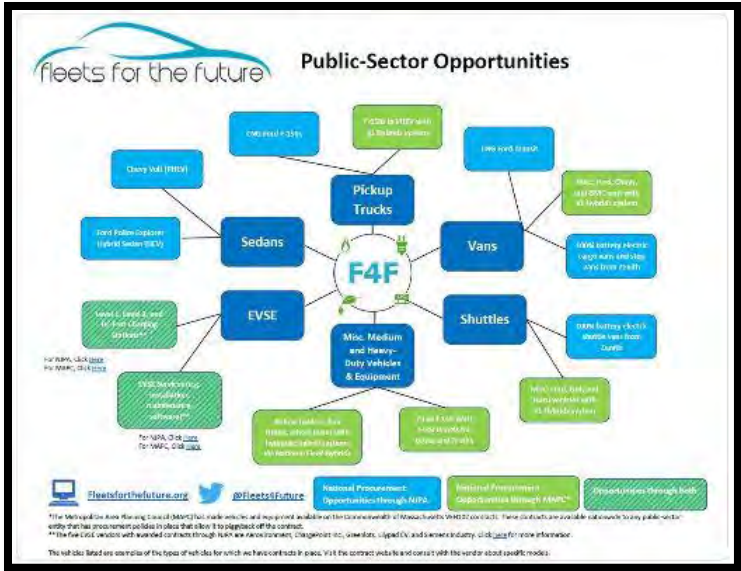
4. Particulate matter (PM) is currently at Level Orange in the Dallas-Fort Worth area. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity.

For more information, visit AirNorthTexas.org. – City of Granbury City Hall



Alternative Fuels

1. Public #Fleets: Last Chance! Join our webinar TODAY @ 1PM ET & learn about our exclusive deals on alt-fuel vehicles: <http://bit.ly/2xuszyj> – FleetsForTheFuture (@Fleets4future)



Autonomous Vehicles

Twitter

- 1. @NCTCOGtrans Dallas-Fort Worth Region Plots Practical Course for Autonomous Vehicles – TARC (@txregionalism)



- 2. #Texas cities showcase #transportation #innovation <http://bit.ly/2xIJ5Ro> @NCTCOGtrans – SPI (@myspi)

High-speed Rail

Twitter

1. @RideDCTA @WacoTransit @TheTFortWorth @UrbanFortWorth @DallasEcoDev @WacoTransit @dartmedia @NCTCOGtrans @NCTCOGenv @dartmedia – Shawn Eric Gray (@ShawnEricGray)



Bicycle and Pedestrian

1. Lauren Rambo

Please prioritize cyclists and pedestrians. To keep our city attractive, healthy, and vibrant, we must improve walkability and bike-ability. This will improve air quality, quality of life, and attract new businesses. Thank you for taking public input!

Twitter

1. @limebike_dallas @DallasTrolley @Uber_DFW @TollTagNews @NCTCOGtrans @UrbanFortWorth @DtownDallasInc @UptownDallasInc – Shawn Eric Gray (@ShawnEricGray)



2. @UrbanFortWorth @BikeDFW @BikeFriendlyFW @BikeTexas @Wylie_H_Dallas @greensourcedfw @GreenCarReports @TakeCareOfTX @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)



SONDORS @go Sondors
 SONDORS Fold next to SONDORS Original Fat Tire. There is less than 12 hours to get yours in the first shipping wave. goo.gl/PAXOiV


Wow imagine the carbon reduction & traffic reduction from a effective mode of two wheel urban transportation! – Shawn Eric Gray (@ShawnEricGray)

@lloydalter this is a great idea for urban development to get the masses involved in two wheel transportation & reduction of traffic. – Shawn Eric Gray (@ShawnEricGray)

3. Thanks for coming out this morning! – Matt Dufrene (@Matt_Dufrene)

NCTCOGTransportation @NCTCOGtrans

We proudly support WJ Turner Elementary School in its Walking School Bus. Join us tomorrow morning at 7:15 am! More: bit.ly/SchoolBusWalk



4. Here's to future Safe Routes to School improvements at WJ Turner! thanks to @NCTCOGtrans @cityoffortworth @BZPFortWorth @FortWorth_ISD – Matt Dufrene (@Matt_Dufrene)

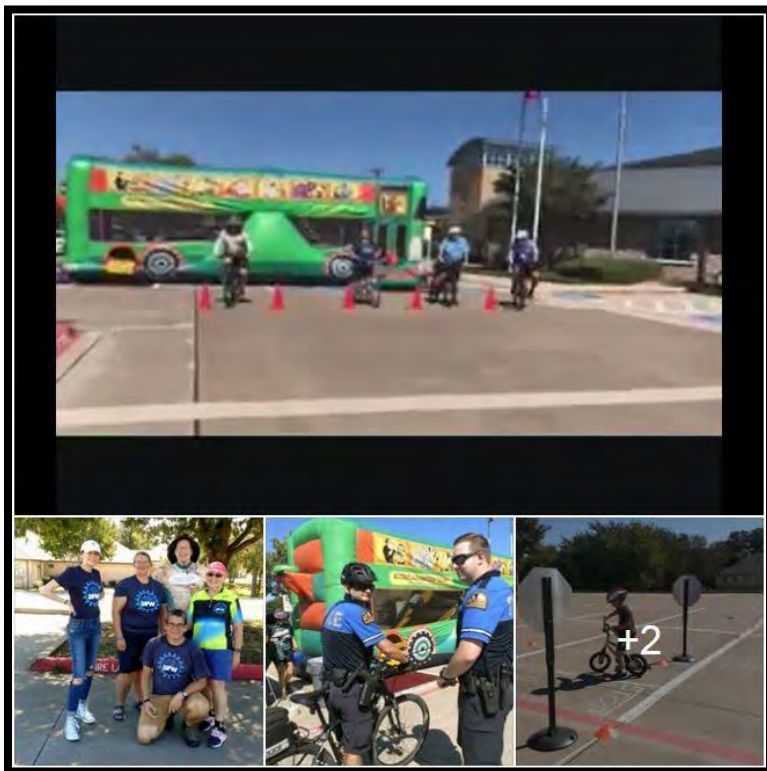


5. Thanks to @NCTCOGtrans, schools like @FortWorthISD's Turner Elementary will have safe walking and biking routes. – BlueZonesProject FW (@BZPFortWorth)



Facebook

1. Great Bike Rodeo today with the police and NCTCOG Transportation Department. And what a bounce house!! Thanks to Cadence Cyclery for helping today! – BikeDFW



2. Education Monday

BikeDFW is committed to education by...providing classes to our community. Learn to Ride, Traffic Skills 101, and Commuting Skills provide instruction for all level of riders, provided by League Certified Instructors (LCI's), in a fun, informative atmosphere. Our newest opportunity is partnering with the NCTCOG Transportation Department to host bike rodeos held in the community. We work with the kids on turn signals, how to yield, and obeying traffic laws. This last Saturday, about 30 kids came with their parents, and with the help of the Flower Mound Police Department on instruction; Cadence Cyclery providing free bicycle safety checks; and the NCTCOG providing free helmets, it was a success. We look forward to continuing this partnership in the coming year!

Watch this space on Monday's for more posts like this!! – BikeDFW



Project Planning

1. Richard Muir

Please review noise levels along west side PGB between Jupiter and lookout richardson. Increase in traffic volume and widening of lanes has cause elevated noise in the Crowley park Neighborhood. The current barrier along the frontage road does not address the noise coming off the elevated toll road. There are no vegetation or plants to suppress the noise along the toll road. There are no walls or barriers to suppress noise levels along the toll road. I have discussed this with local city authorities. They suggested contacting other government departments.

If you have questions please contact me.

2. Bryan Patrick

Why does the tollways not offer a monthly pass? If dart which provides the actual transportation does I feel the tollways should also have a maximum per month a family had to pay to use the roads. A monthly pass would help my family out.

Public Forums

1. Tired of sitting in traffic on I-635? Join @garlandtxgov @TxDOTDallasPIO @NCTCOGtrans & our office for a #Transportation Forum! #HD107 – Victoria Neave (@Victoria4Texas)

VICTORIA NEAVE
TEXAS STATE REPRESENTATIVE

TIRED OF SITTING IN TRAFFIC ON I-635?

STATE REPRESENTATIVE VICTORIA NEAVE INVITES YOU TO A TRANSPORTATION FORUM

THURSDAY, OCTOBER 26, 2017 6:00 PM TO 8:30 PM

VICTORIA NEAVE, STATE REPRESENTATIVE FOR HD 107

BJ WILLIAMS, GARLAND CITY COUNCILMAN

RICH AUBIN, GARLAND CITY COUNCILMAN

MICHAEL MORRIS, DIRECTOR OF TRANSPORTATION, NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

KELLY SELMAN, DALLAS DISTRICT ENGINEER, TEXAS DEPARTMENT OF TRANSPORTATION

Roadway Improvements

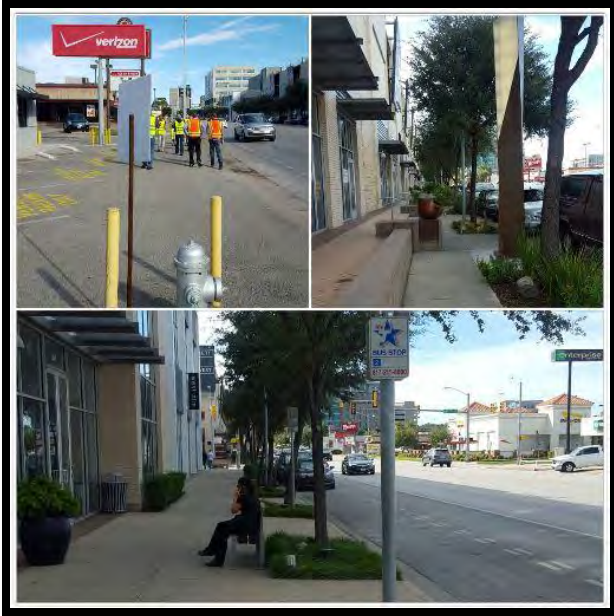
1. Big new Dallas freeway improvements getting started and more on the way after a vote today! Latest live now!! NBC5 @NBCDFW #NBCDFWNow – Ken Kalthoff (@KenKalthoffNBC5)



2. Have ideas on how to make 7th st. a more safe & well-connected place in Fort Worth? Here's your chance to be heard! <http://bit.ly/7thStFW> – NCTCOGTransportation (@nctcogtrans)



Great adventure today looking at the good, the bad, & the ugly for making the 7th Street corridor more pedestrian friendly! – Loren S. (@txbornviking)



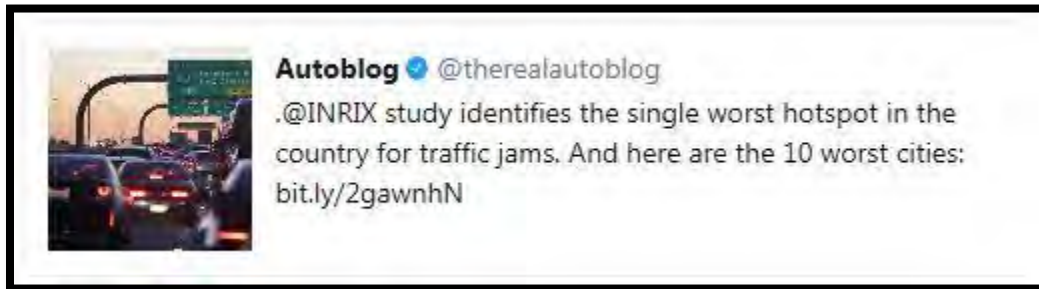
3. How can @cityoffortworth make West Seventh Street a safe and well-connected place to visit? Share your ideas today! <http://bit.ly/7thStFW> – NCTCOGTransportation (@nctcostrans)



Public lightrail from downtown to Camp Bowie& Ridgleasd. Think St Charles in #NOLA – Thomas West (@TPickensW)

Traffic

1. @UrbanFortWorth @RideDCTA @TexasCentral @limebike_dallas @dartmedia @NCTCOGtrans #DFW scores #5 in US ! Let's @T4America get DFW moving – Shawn Eric Gray (@ShawnEricGray)



2. @RideDCTA @WacoTransit @limebike_dallas @dartmedia @NCTCOGtrans @UrbanFortWorth @TheTFortWorth – Shawn Eric Gray (@ShawnEricGray)



Transit

Twitter

1. @UrbanFortWorth @FWBikeSharing @RideDCTA @dartmedia @DfwTransit @NCTCOGtrans @limebike @TxDOTFTWPIO @FTWChamber – Shawn Eric Gray (@ShawnEricGray)



2. DFW has spent \$12B+ on highway lanes over the past decade. Imagine how competitive we'd be if instead we invested in #TransitAlternatives! – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans
 Amazon's HQ2 could transform a region, but how many cities have the bandwidth to handle the massive project? bit.ly/2youD7Q



3. Don't forget, you can take the TRE from Fort Worth (even on Sunday) and transfer to the DART line and be dropped off right at the State Fair – VisionFW (@VisionFW)

NCTCOGTransportation @NCTCOGtrans
 It's opening day of the State Fair of Texas! Here's how DART can get you there: bit.ly/2x1sZgd



4. When you find out you can avoid parking by taking @TheTFortWorth and @dartmedia to the State Fair – NCTCOGTransportation (@nctcogtrans)



Too bad I can't take it to work in downtown Fort Worth. – TriRussell (@TriRussell)

The T? – Fort Worth Urban (@UrbanFortWorth)

You can ride the TRE to Victory Station, then hop on the Green Line to Fair Park Station or MLK, Jr. Station. – dartmedia (@dartmedia)

6. .@NCTCOGtrans @dartmedia @TxDOT a new report about traveler behavior including riders being satisfied with the DART Red/Orange line 🙌🚆😊 - CTR Library (@ctrlib)





– Texas Bullet Train

(@TexasCentral)

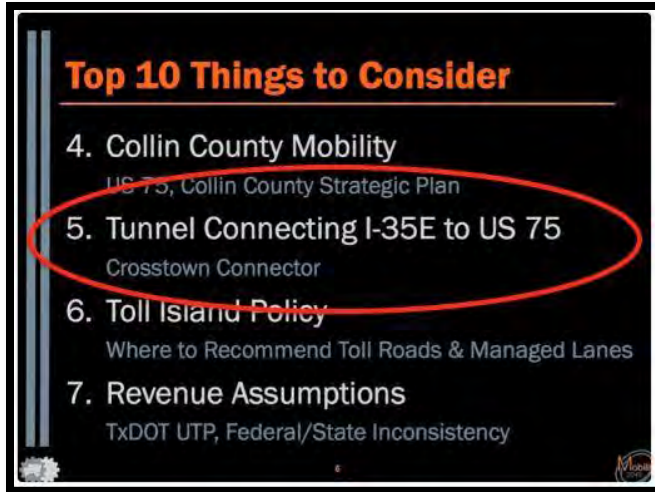
Remember when @NCTCOGtrans chief Michael Morris lied to us, saying this was impossible without Trinity toll road? – Wylie H Dallas (@Wylie_H_Dallas)

7. Good to know if you're heading to the game today! #RedRiverShowdown – Jennifer Lindgren (@JLindfrenCBS11)



Transportation Projects

1. @NCTCOGtrans #5 regional priority is building a tunnel under the Park Cities. – Wylie H Dallas (@Wylie_H_Dallas)



511DFW

Twitter

1. .@NCTCOGtrans is seeking public input on trip-planning technologies as part of effort to improve @511dfw. Survey: <https://goo.gl/2X5o2m> – City of The Colony (@TheColonyTexas)

Other Comments

1. Rhiannon Friedman

Can you help explain to me how to go about updating contact information on the DBE Vendor list? Our company address an email has since changed and needs to be updated. Thank you.

Response by Emily Beckham, NCTCOG

Ms. Friedman,

Unfortunately, we do not currently have a way to simply update the information that has changed for your firm; however, you can re-submit your information at <http://surveys2.nctcog.org/TakeSurvey.aspx?SurveyID=m6L19I3>, and we will replace your existing information.

If you have additional questions about the Transportation procurement process, please contact Emily Beckham, Grants and Contracts Supervisor, at ebeckham@nctcog.org or (817) 608-2308.

Twitter

1. When #NDEW2017 is over and you want to celebrate how successful it was.

Thanks to everyone who participated! – NCTCOGTransportation (nctcogtrans)



Just when I thought I might get a pumpkin brownie. I'll make my own after I drive to the store in my gas guzzling, oil swilling truck. – g (@gingerann7869)

2. Spanish architect Santiago Calatrava designed the Margaret Hunt Hill bridge, which opened in Dallas, TX in 2012. #HispanicHeritageMonth – NCTCOGTransportation (@nctcogtrans)



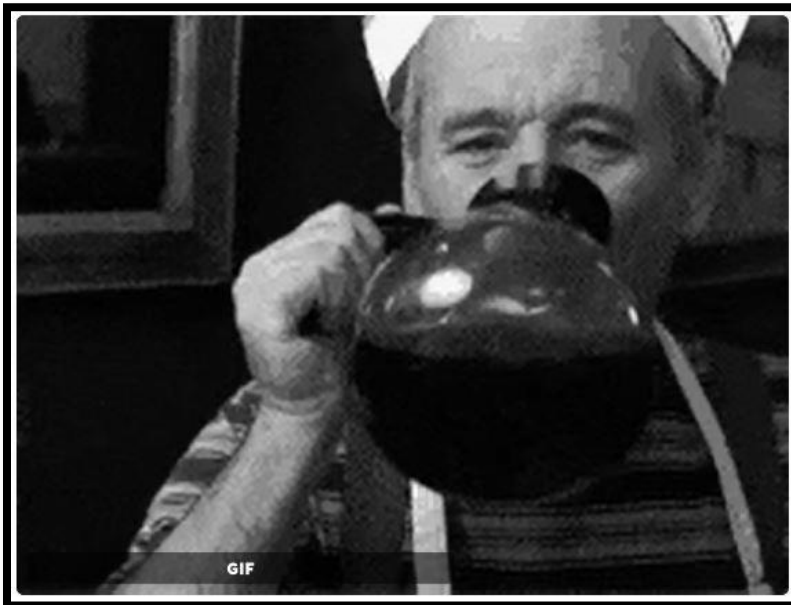
Aptly named "CallousTravesty" – Larry (@LarryBrautigam)

3. Seems fitting as the Ft. Worth city council has their 1st of 2 public hearings tomorrow to debate improved funding for @TheTFortWorth – Loren S. (@txbornviking)

4. From Arlo to you, happy #NationalCoffeeDay! #sipsip – NCTCOGTransportation (@nctcogtrans)



😊 - CTR Library (@ctrlib)



Cheers! – NCTCOGTransportation (@nctcogtrans)



5. Check out what's happening in October at NCTCOG!

<http://campaign.r20.constantcontact.com/render?m=1105493007542&ca=dc3c56d7-99e7-490c-ab24-30c2d1067745> ... @NCTCOG911 @NCTCOGenv @NCTCOGtrans @NCTCOGEP
#regionalism – TARC (@txregionalism)

6. Bondurant real estate bros, as in lawless? – Nik (@NikNault)



7. You don't have to imagine what Downtown Arlington looked like with this 1940 throwback!

Photo: UTA Special Collections – NCTCOGTransportation (@nctcogtrans)



Amazing! Where was this taken? – SpprtRdclHbts (@sam_hoefert)

We believe the photo was taken on Main st. in downtown Arlington. –
NCTCOGTransportation (@nctcogtrans)

Correct, looking down Center and Main streets, Arlington, Texas. You can
see the Mineral Well in the very back. – UTA Archives (spcouta)

8. @NCTCOGenv @NCTCOGenv @NCTCOGtrans @NCTCOGEP @NCTCOG911 – Kim Feil
(@kimfeil)

Kim Feil @kimfeil

Our taxes pay for this so...Email NCTCOG for CURRENT DFW Fracking
Airshed Info barnettshalehell.wordpress.com/2017/10/17/our...

9. #AMPO2017 #PublicInvolvement Meet & Greet – at The Westin Savannah Harbor Golf Resort & Spa – Anthea Thomas (@MPOAnthea)



Nice shots Anthea! – MetroQuest Software (@MetroQuest)

10. Thanks for the love! ❤️🎉🎂 – Dallas Love Field (@DallasLoveField)



11. @NCTCOGtrans @T4America @RideDCTA – Shawn Eric Gray (@ShawnEricGray)



12. Carpooling is – NCTCOGTransportation (@nctcogtrans)

Carpooling is



Stop trying to make fetch happen, @NCTCOGtrans. It's not going to happen.
#MeanGirlsDay – DFWConnector (@DFWConnector)

.@DFWConnector *internal dialogue* – NCTCOGTransportation (@nctcogtrans)



.@NCTCOGtrans *leaves to support Grapevine businesses* –
DFWConnector (@DFWConnector)





NCTCOGTransportation (@nctcogtrans)

Facebook

1. Will you be in Texas? – Electrical News



2. We went pink for Breast Cancer Awareness Month! – NCTCOG Transportation Department



Awhhh! Look at you all! I recognize about 1/3 of you. COG sure has changed. ❤️ – Marian Pardue

Hi, Marian! There may be new faces, but we still have the same heart. 😊 – NCTCOG Transportation Department

3. Be sure to head out to Garland tonight if you want input into Dallas' transportation plan! – Wylie H Dallas

NCTCOG Transportation Department
October 10 at 2:23pm · 🌐

We want your feedback! Public meetings will be held 6 pm Oct. 10 in Fort Worth, 2:30 pm Oct. 11 in Arlington and 6 pm Oct. 16 in Garland.

October Public Meetings
Long-range plan, funding, technology updates and more for review/comment.

[NCTCOG.ORG/INPUT](https://www.nctcog.org/input) [Learn More](#)

It always amazes me how they manage to host one of the meetings in Ft. Worth yet NEVER in Dallas. – Philip Goss

4. You don't have to imagine what Downtown Arlington looked like with this 1940 throwback!

Photo: UTA Special Collections – NCTCOG Transportation Department



Such a shame that Arlington city leaders demolished 3 city blocks of this beautiful downtown in the name of progress and replaced it with 3 ugly buildings. Jmo – Steve M. Barnes

5. A look back at Downtown Arlington Texas in the 1940s from the UT Arlington Libraries Special Collections. – City of Arlington, TX – City Hall



6. NCTCOG Transportation Department, thanks for sharing this photo of Downtown Arlington! We think this might be a shot of Main St. Can anyone confirm? City of Arlington, TX - City Hall
UT Arlington Libraries Fielder House Museum – Downtown Arlington Texas



7. Check out this throwback photo of Downtown Arlington in 1940 from Special Collections, UTA Library! – UT Arlington Libraries



8. Remember, texting and driving can cost you a pretty penne in Texas.

Happy #NationalPastaDay 🍝 - NCTCOG Transportation Department



So you get free Italian if you get caught? – Zach Mayfield

Only if you're rocking an old school blackberry like the girl in the pic – Abby Angeluccie

You can pay with pasta? – Patrick Smith

Anything is pastable! – NCTCOG Transportation Department



IRVING **TRANSPORTATION INVESTMENT**
SUMMIT

September 18, 2017

Michael Morris
North Central Texas Council of Governments
616 Six Flags Dr
200
Arlington, TX 76011

Dear Michael,

Thank you for joining us as a speaker at the City of Irving's 2017 Transportation Investment Summit. We appreciate your participation and support at the Summit. The City of Irving is proud to be able to host the Transportation Investment Summit annually, where experts and stakeholders can congregate and discuss the latest innovations and solutions in transportation and economic issues facing our state and nation. Thanks to dedicated and supportive speakers like you, the Irving Summit was a huge success!


In Texas and nationwide, our transportation systems have suffered from a lack of funding to support the maintenance of aging infrastructure, development of new technology, and necessary projects to accommodate growth and increased usage. It is critically important for the City of Irving to bring business and government leaders together to collaborate on how to best move forward to provide Texas with state-of-the-art, safe, and reliable transportation modes all the while improving on the economic development of our state.

In a unique collaboration, made possible by speakers like you, the City of Irving was able to bring together leaders from federal, state, and local governments, engineers, business leaders, representative associations and top research institutions all meeting to work toward solving these problems.

This year, the Summit expanded the program with new topics like smart technology, international trade, and economic development. We honored Congressman Pete Sessions and Hon. R. Dan Matkin for their work in transportation in the Dallas Fort Worth region. This year's programming was the Summit's best to-date bringing over 300 people to the Summit.

Once again, on behalf of the City of Irving and our Summit partners, TxDOT, the Texas A&M Transportation Institute, and the Greater Irving Las Colinas Chamber of Commerce thank you for your commitment in making the City of Irving's 2017 Transportation Investment Summit not only possible, but a memorable event. We are excited for next year's Summit and we look forward to working with you again!

Sincerely,


Mayor Rick Stopfer
City of Irving

RECEIVED

OCT 04 2017

TRANSPORTATION



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

October 6, 2017

The Honorable Elaine Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The RTC is pleased to support the 2017 Transportation Investment Generating Economic Recovery (TIGER) Grant application for the **Bear Creek Road Complete Streets Project** submitted by the City of Glenn Heights.

The Bear Creek Road Complete Streets Project is a multimodal project along Bear Creek Road and proposes turning the two-lane, undivided, vehicle-oriented arterial into a "Complete Street" with the addition of sidewalks, bus shelters, bus stops, bike lanes, bike racks, lighting, landscaping and signage. Pedestrian and transit elements will enhance the city's mobility options and provide better access to the existing Dallas Area Rapid Transit (DART) Park and Ride facility. Overall, the project will enable automobile, bicycle and pedestrian traffic to travel through Glenn Heights safely and efficiently.

The project is consistent with the policies and programs included in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2017-2020 Transportation Improvement Program for North Central Texas.

Again, the RTC supports the 2017 TIGER grant application for the City of Glenn Heights' Bear Creek Complete Streets Project. Thank you for your time and consideration. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), at (817) 695-9241.

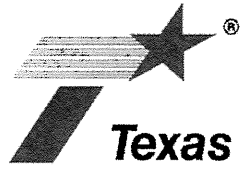
Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke". The signature is fluid and cursive, written in a professional style.

Rob Franke, P.E., Chair
Regional Transportation Council
Mayor, City of Cedar Hill

RH:tw

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



Texas Transportation Commission

125 EAST 11TH STREET • AUSTIN, TEXAS 78701-2483

October 19, 2017

Rob Franke, P.E.
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005

Dear Mayor Franke:

Thank you for your kind words and support as I begin my time as Chairman of the Texas Transportation Commission. I am honored Governor Abbott has placed his trust in me and I am focused on executing and delivering responsible transportation solutions for all Texans.

Maintaining strong partnerships with our state's leaders and elected officials is crucial in achieving our shared goals. I look forward to working with you in my new role as Chairman and hope you will continue to reach out when I may be of service.

Thank you again for taking time to express your support. If you have any questions, you may contact me at (512) 305-9509 or your staff may contact Debra Richmond in my office at (512) 463-4702.

Sincerely,

J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission

RECEIVED

OCT 26 2017

TRANSPORTATION

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

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

An Equal Opportunity Employer

GM says it's embracing an 'all-electric future'

Oct. 3, 2017
Peter Holley
The Washington Post

After nearly a century of building vehicles powered by fossil fuels, General Motors — one of the world's largest automakers — announced Monday that the end of its production of internal combustion engines was fast approaching.

The acceleration to an all-electric future will begin almost immediately, with GM releasing two new electric models next year and 18 more by 2023.

At a media event at GM's technical campus in Warren, Mich., on Monday, Mark Reuss, the company's chief of global product development, said that the transition would take time but that the course had been set.

"General Motors believes in an all-electric future," Reuss said. "Although that future won't happen overnight, GM is committed to driving increased usage and acceptance of electric vehicles."

The company has set no time frame for an all-electric portfolio of products, and expects to continue making gasoline-powered cars and trucks for an indefinite time.

But with governments from China to California considering stiff regulations to encourage the production of emissions-free vehicles, GM is responding with big promises to shift its business more toward cars propelled by batteries and fuel cells.

Reuss said the company was not expecting job losses based on a shift away from gasoline engines, which currently account for a vast majority of the company's production. And he said GM did not expect to be hurt financially by a move toward electric models, which can carry higher price tags than comparably sized gasoline-powered vehicles.

Major automakers besides GM are also stepping up efforts to broaden their electric offerings.

The German automaker Volkswagen has pledged to introduce a number of battery-powered models in the next few years, and Ford on Tuesday was expected to specify its plans for battery-powered models.

Also, the electric carmaker Tesla is ramping up production of its new Model 3 sedan, which has generated \$1,000 deposits from hundreds of thousands of potential buyers.

Arlington Leaders Say Lack of Public Transit Leaves City Open to New Ideas, Technology

Oct. 4, 2017
By Alice Barr
NBCDFW

You can't catch a bus around the city of Arlington. But if a transportation advisory committee's recommendations come true, you could soon try an on-demand shuttle system or even automated pods on an elevated track.

But is that realistic?

Right now there is just one bus route in Arlington. It's called the Max, and it picks up on the University of Texas at Arlington campus then connects to other transit at Fort Worth's CentrePort Station. But even that route is set to expire at the end of the year, leaving Arlington commuters searching for other options that will work — now.

"It's really tough on everybody that don't have transportation and just walking to find work," said Max rider Anthony Ward.

To replace the Max, the next wave of transportation technology is moving in, with a proposal to start an on-demand rideshare shuttle service by the end of the year.

"It's like Uber and Lyft, but it's for transit," said John Dugan, director of community development and planning for the city of Arlington. "Certainly a newer technology, which is very adaptable."

Three times in the past, Arlington voters have rejected paying for large-scale bus service. But Dugan says there is demand for public transit, and starting from scratch gives the flexibility to try something new.

"I think it's an asset. We don't have anything that holds us back," Dugan said.

Down the line, the transportation advisory committee recommends advanced ideas like automated pods that would run on an elevated track.

"Looks like something from the Jetsons maybe," said longtime Arlington resident Loretta Derby. "I'm not sure that that would work. I'm not sure that that's what we really need."

As an agent for A&A Travel, Derby helps coordinate transportation all over the world. She thinks basic bus service may be the simplest proven way to connect a sprawling city.

"Something that would be reliable and very useful for everyone," Derby said.

Across town, NBC 5 found Tavares Duckett using Arlington's Tesla charging station. As an electric car early adopter, Duckett thinks the city should skip the old-school building blocks of public transit.

"I mean, I think we should just jump right in," Duckett said. "There's been enough technology out there for a while to really know the pros and cons."

The Arlington City Council is set to vote soon on step one, the on-demand rideshare shuttle service. There's no clear picture yet of how much it would cost, but the city says any expense will be split between federal funding and the city's general fund.

<http://www.nbcdfw.com/news/local/Arlington-Leaders-Say-Lack-of-Public-Transit-Leaves-City-Open-to-New-Ideas-Technology-449500283.html>

Ford chief outlines investment shift away from passenger cars

Oct. 4, 2017
By Neal E. Boudette
The New York Times

Car buyers want SUVs and trucks today. Automakers are feeling pressure to make the electric and self-driving vehicles that may define tomorrow.

Ford Motor is betting billions of dollars that it can excel in meeting both of those demands, its new chief executive, Jim Hackett, said Tuesday. And in doing so, it will be moving away from the gasoline-powered passenger cars that have been its hallmark since the Model T.

“We now know there is a future that we have to pay attention to,” he said during his first big presentation to investors since taking Ford’s top job in May. He said Ford was planning for a global market in which about two-thirds of all vehicles sold will use hybrid or all-electric power by 2030.

His blueprint for reinvigorating the automaker, whose stock price and profit growth have both been sluggish, also calls for shifting its geographic orientation. Ford now plans to invest more in regions that are growing and profitable, including China, and less on slower-growing regions such as Europe and India, Hackett said.

He said Ford aims to take about \$7 billion that was earmarked for developing new cars and put that money toward trucks and SUVs — big profit makers as gasoline prices remain low — as well as electric cars and autonomous vehicles.

Putting more emphasis on introducing new trucks and SUVs while also managing the transition to vehicles that lack an internal-combustion engine, or even a driver, will require a dual focus.

Michelle Krebs, an analyst at Autotrader.com, said Ford might find the transition difficult. “Straddling the now and the future will be tricky especially in terms of profitability,” she said.

At an appearance in New York that was also webcast, Hackett acknowledged that the company faced significant challenges. “The decision to change is not easy — culturally or operationally,” he said, adding that the approaches that have brought success in the past “are really no guarantee of future success” as the industry is reshaped.

An immediate area of emphasis will be connected vehicles, which collect data about their operations and surroundings that can be used to improve safety and provide new digital services. “Our vehicles will be smart and connected,” Hackett said.

By 2019, all new Ford models in the United States will be able to transmit data back to the company or its business partners, a step toward creating mobility services like ride-hailing and traffic avoidance. The company is planning a similar rollout in China. By 2020, 90 percent of all new models, regardless of market, will offer such connectivity.

As part of that push, Ford is developing software that will enable vehicles to communicate with one another and with sensors along roadways and in traffic lights.

Ford’s initiatives come as the industry’s incumbents are scrambling to match outsiders like Tesla, Google and Uber, who are making big advances in automotive technology. On

Monday, General Motors presented a plan to introduce 20 all-electric models by 2023, including two in the next 18 months.

In addition to revisiting its development priorities, Hackett vowed that Ford would become more efficient, cutting billions in material costs and engineering expenses over the next five years. Ford has average profit margins of about 6 percent in recent years, short of its goal of 8 percent. "That's not good enough," Hackett said.

Hackett, a former chief executive of the office furniture manufacturer Steelcase, joined Ford's board in 2013 and its executive ranks last year. His predecessor as chief, Mark Fields, had come under pressure because of a decline in profits and a sagging stock price.

While Fields was a polished salesman and marketer, the company struggled to plot a course as the industry was reshaped by electric vehicles, autonomous technology and ride-hailing services like Uber and Lyft.

It was a reversal of fortune for Ford, which had been the only one of the three Detroit automakers to escape bankruptcy as the recession and financial crisis set in.

When he arrived, Hackett promised to review all of Ford's businesses and operations, and prepare a plan within about 100 days for improving its "fitness" and strategic direction. Since then, he has said little in public.

In June, Hackett announced that Ford would import a new version of its Focus small car from China. Ford had planned to build a \$1.5 billion plant in Mexico but canceled it in January after it met stiff opposition from Donald Trump, then the president-elect.

In the 4 1/2 months since Hackett's ascent, Ford has elevated its share price by 14 percent, including 2 percent in Tuesday's trading session. But in the same period, GM's shares have risen 33 percent, and Fiat Chrysler's are up 71 percent.

Ford reported net income of \$2.04 billion in the quarter that ended June 30, an increase of almost 4 percent from the same period a year ago. But the rise came mainly because of a big profit in its credit arm and a cut in its tax bill. Its auto operations in North America suffered a 19 percent drop in operating profit in the quarter.

Column: What's the wisdom of crowds telling Amazon? Go to Dallas-Fort Worth

Oct. 6, 2017

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

Amazon wants a talent magnet for its second headquarters, a place where tech workers, professionals and executives would move for the right job. By that metric, no region has a stronger case than Dallas-Fort Worth.

We're not talking about the best-of rankings for business or vacations or retirement. Or the "cool factor" that makes Denver and Austin so trendy (and so appealing to Dallas residents, too). We're talking about people voting with their feet, choosing to relocate from another state.

Last year, D-FW had a net gain of 60,000 from domestic migration, easily the most in the U.S. The next-most-popular destinations, Phoenix and Tampa, are retirement havens.

Over a longer period, from 2010 to 2016, D-FW's net population swelled by over 300,000 from domestic migration, according to the Census Bureau. Only Houston approached that number, and Denver's was half the size.

The explanation: People usually move for economic reasons, and Dallas has lots of them.

Since 2010, the region has added an average of 100,000 jobs a year. Amazon eventually wants to hire up to 50,000 for HQ2.

American Airlines moved from New York to North Texas almost 40 years ago. More recently, it went through bankruptcy, merged with America West, turned the airline around and started building a new headquarters south of DFW International Airport.

Since the merger closed almost four years ago, American has added 5,000 employees here, including executives who relocated from Phoenix. Its local workforce now tops 30,000.

"As someone who comes in new, you don't feel as though you're an outsider," American CEO Doug Parker said in an interview. "That's probably because there are so many transplants and cosmopolitans. It seems like a community that can always take on more."

He cited Toyota's new corporate campus in Plano, which includes about 2,800 employees who relocated from California, Kentucky and New York.

It's easy to recruit candidates, including top managers, Parker said. D-FW has 22 Fortune 500 companies, behind only New York and Chicago, and scores of large private employers. That corporate base helps attract talented workers.

"They know there are a number of other things they can do here, if necessary," Parker said.

For D-FW to add so many newcomers, other cities had to lose them.

The New York metro area stands apart, losing over 900,000 residents to other states since 2010. But international migration was so strong in New York that it covered nearly all the decline.

There was a similar dynamic in Los Angeles, Philadelphia, Chicago and San Jose.

Amazon will recruit both foreign and U.S. workers, but there's a reason to highlight domestic migration.

"It's a sign of economic vitality," said Lila Valencia, senior demographer at the Texas Demographic Center in Austin.

Domestic transplants have more options, she said, and most won't move unless it's for a better job, higher standard of living or college.

Los Angeles, New York and Chicago provided the biggest net gains in domestic migration for D-FW. Washington, Atlanta and Boston also sent more people than they attracted.

"It's not only the numbers, it's the characteristics of the population," said Steve Murdock, a Rice University professor and former state demographer for Texas.

Migrants are younger and better educated, he said.

Sometimes, perception shapes reality.

Consider the current appeal of Seattle, Amazon's hometown, and Denver and Portland, Ore. They're not only popular among college grads; they're a hit with Dallas residents, too.

From 2011 to 2015, they're among the cities that gained more population from D-FW than they lost. That's saying something, given North Texas' growth record — and the fact that those Western cities have much higher housing prices.

But the biggest D-FW losses were to cities in the same state. Austin, College Station and Lubbock had a net advantage of several thousand each, in part because they're college towns that pull local students.

No one should shortchange Austin, however. Its growth rate regularly ranks among the fastest in the nation, and it has a history of landing big-time tech companies, including Apple and Facebook.

Job growth may drive migration to Texas, but the cost of living matters, too. While home prices have increased sharply in D-FW, this remains an affordable place, at least compared with most metros contending for HQ2.

In Denver, a favorite in the Amazon sweepstakes, the median home price is \$95,000 higher than in Dallas-Plano-Irving. Housing bargains are even greater on the Fort Worth-Arlington side of North Texas.

Amazon said its new jobs will pay an average of \$100,000 a year. That's a considerable premium above the median income here, and it can buy a lot of house in D-FW. Those are the kind of numbers that help recruit workers — and retain them.

And the region has many choices in housing, just as it does in employment, said American's Parker.

"When I talk with someone who's just moved here, it's always, 'Where are you living?' " Parker said. "There's something for everyone. If you want the big-city, urban feel, you got it. If you want a spread outside the city, you can do that, too."

<https://www.dallasnews.com/business/economy/2017/10/06/wisdom-crowds-telling-amazon-go-dallas-fort-worth>

Fantasy or the future? Planners dream of high-speed Hyperloop in Fort Worth

BY GORDON DICKSON
FORT WORTH STAR-TELEGRAM
OCTOBER 06, 2017 9:34 AM

Hyperloop may be a realistic, safe and extremely fast way to travel across Texas in the coming decade or so.

Or it may be little more than a concept, rivaling anything seen on the 1960s television cartoon *The Jetsons*.

Either way, North Texans likely will be hearing about it a lot in the coming months, and maybe years, after a Texas group won an international competition for proposals to build the first links of the futuristic transportation system.

Hyperloop would propel passengers and cargo at jet-like speeds of 600 mph or more in pods that would be launched through a giant tube (not unlike an oversized pneumatic cylinder used at a motor bank).

The Hyperloop Texas team was one of 10 winners chosen from among roughly 2,400 entries in the Hyperloop One Global Challenge sponsored by a group called Hyperloop One. It wants to connect Dallas-Fort Worth to Austin, San Antonio and Laredo with above-ground tubes, using airports and mass transit hubs for passenger travel. A trip to Austin could take just 19 minutes.

The exact routes are still undetermined, but one proposal being kicked around would bring the Hyperloop to Fort Worth.

"If we were to do a first corridor, a corridor from Dallas to Fort Worth makes sense," said Steven Duong, one of about 15 members of the Hyperloop Texas team.

Intrigued? Here are answers to some basic questions.

What is Hyperloop?

Hyperloop passengers would be propelled using magnetic levitation. A small amount of electricity would be used to power the pods, which would glide above their monorail track in a low-pressure sealed tube.

The modern concept of tube travel was devised in 2013 by entrepreneur Elon Musk — best known for his Tesla luxury electric car and SpaceX private-sector space flights. Musk continues to push for development of a Hyperloop system connecting Los Angeles to San Francisco. He's not involved in the worldwide Hyperloop One Global Challenge, although he has encouraged others to join the competition.

Is it safe?

That's likely to be determined as systems are tested over the next three years. This technology has never been used, although Hyperloop One in August announced the successful testing of an unoccupied pod on several hundred feet of test track built in the Nevada desert.

In general, it appears that a Hyperloop system would be less susceptible to human error than either air or train travel since it would operate in a closed system with no road crossings.

“The acceleration will feel like you’re flying in a plane, so if you are comfortable in a plane you should be comfortable in one of our pods,” said Duong, who is an urban designer with the big design and engineering firm AECOM.

AECOM has invested heavily in Hyperloop projects by appointing dozens of its employees to work at least part-time to design projects in various states. Teams of AECOM employees won Hyperloop bids not only in Texas, but also Colorado, Florida, Canada and India — half the winning bids worldwide.

If any of the projects came to fruition, AECOM wouldn’t provide the actual construction funding. That would come from venture capitalists and other resources pooled together by Hyperloop One’s corporate office.

When will we get it?

Likely not for many, many years, probably more than a decade. Developers aim to have the concept proven as feasible by 2021, but actually building a Hyperloop route could take many more years, and could be confronted by opposition from land owners or political opponents, or suffer a setback from unforeseen mechanical problems.

In the United States, such a system would need to pass a feasibility study, as well as an environmental review, a federal process that often takes at least two years. Then there’s the issue of whether land could be obtained to build the system, and if property owners who didn’t want to voluntarily take part in it could have their land taken through eminent domain, a process opposed by many Texans.

And the actual construction would likely take many more years and cost millions of dollars per mile.

The process could be sped up by building on existing public right-of-way such as highways. But that would require state and local government approval.

Theoretically, a system could be built in another country (perhaps China) with far less review. Duong said he can only speculate that the first Hyperloop system will be built in a country with less regulation than the U.S., although when the time comes to build one here, he feels confident that Texas could be the first in line.

Bill Meadows, the Fort Worth resident who chairs a state high-speed rail commission that is aiming to connect Dallas, Fort Worth, Austin, San Antonio and Laredo, says the commission hasn’t been approached by Hyperloop One with any proposal to replace its lines with Hyperloop tubes.

“They would have to go through the same regulatory process we all go through,” Meadows said. “But, whenever we are presented with a better way of doing things, we ought to consider it.”

Does any other city have one?

No. Although science fiction has proposed tube travel for decades, and real-world engineers have attempted some designs, the effort to actually build such a system is essentially brand new. China does have high-speed trains that run about 260 mph on a similar magnetic levitation technology, but those trains don't run nearly as fast as Hyperloop proposes, and they don't run in a tube.

A maglev train in Japan holds the world's fastest record, recording a top speed of 374.6 mph on a test track last fall.

Where would it go in DFW?

The route will be decided in cooperation with elected officials throughout the region, Duong said.

A map published by the Hyperloop Texas team shows the system terminating at DFW Airport, and also stopping in downtown Dallas. Stops also would be in Austin, San Antonio and Laredo.

"That's just a concept map," Duong said. "We haven't determined the precise locations."

Artist renderings show the Hyperloop One system connecting with high-speed rail stations, making it possible for passengers to transfer from one mode of travel to the other simply by walking across a platform.

Texas Central Railway, which is working to build a high-speed rail line from Dallas to Houston, has not been approached by Hyperloop One about merging the two systems at multimodal stations in Dallas and Houston, said Travis Kelly, Texas Central vice president of internal affairs.

"It's exciting technology, but it's very early in the development," Kelly said, adding that he would have concerns about whether passengers would be comfortable traveling in pods with no windows for long periods of time. He also would like to know more about how the Hyperloop technology fares in elevation changes.

Would it come to Fort Worth?

Actually, it might.

The North Central Texas Council of Governments is working on a proposal to build an urban test track for Hyperloop One, possibly connecting Dallas, DFW Airport, Arlington and Fort Worth.

The idea would be to let the test track be a proof-of-concept for Hyperloop One designers nationwide, a way to demonstrate how such a system could work in an urban area. Once the testing was done, the Hyperloop system could serve as a replacement for the high-speed rail that has been pitched between the North Texas cities.

The Hyperloop could also connect to Texas Central Railway's planned high-speed rail line from Dallas to Houston. The council of governments has been working on the project for about six months, said Michael Morris, the agency's transportation director.

Regional planners have long believed that North Texas should have a single form of high-speed rail, so passengers can ride seamlessly from one city to another without changing trains. But the Hyperloop proposal is forcing them to reconsider that notion.

Now, the thinking is that the traditional high-speed rail proposed by Texas Central Railway — trains with metal wheels running on parallel steel tracks — could arrive at connecting stations on platforms side-by-side. That way, passengers could depart one mode of travel, walk a few steps and board the other mode.

“Our policy is, if you have two different modes, then (riders) should only have to cross a platform to transfer,” Morris said.

<http://www.star-telegram.com/news/traffic/article177393856.html>

Column: Dallas has one weak spot in its bid for Amazon

More entrepreneurial tech talent is needed

Oct. 11, 2017

Rahfin Faruk and Daisuke Takeda

Dallas Morning News

All hands are on deck in D-FW's bid to land Amazon's second headquarters.

By many criteria, the metroplex — if its cities can embrace partnership instead of competition — comes out a winner.

D-FW has the space, the rail network, growing cultural and social capital, and the enabling regulatory environment to compete with other top contenders.

We, however, contend that D-FW is lacking on one front: entrepreneurial tech talent (ETT), which can be defined as technical talent likely to start and scale innovative, tech-driven companies. A recent study by CBRE ranks Dallas fourth in the country, ahead of Chicago, Seattle and Austin, among others, in terms of available tech talent. However, this pool has not translated to significant entrepreneurial talent or startup activity.

A Kauffman Foundation report on startup activity found D-FW to have a 3 percent rate of new entrepreneurs, 15th in the country but well behind Austin's leading .55 percent. The total capital raised by the top 1,000 startups in the last 12 months was \$65 billion, according to PitchBook Data. D-FW captured only a small slice of the capital with \$417 million raised, compared with \$1.2 billion for Austin, \$1.6 billion for Chicago, \$1.9 billion for Seattle and \$12 billion for Silicon Valley. D-FW, unlike the other regions, is missing high numbers of ETT — the kind of talent most likely to start high-growth companies. This, of course, is not to say that D-FW does not have great entrepreneurs and tech-driven companies. Most of the area's tech talent works in large and medium-sized nontech businesses, not high-growth tech companies.

For a company such as Amazon, ETT matters. It's the talent the company competes with other tech giants for, and it helps it spur innovation. Often, ETT will swing between founding and working at a startup and a tech giant. A simple three-stage system underpins any strong, tech-driven startup ecosystem. First, there is investor capital able and willing to invest in a particular region. Second, there is a network of supporting players, from incubators to mentors. And finally, and most important, there is ETT that is willing to start companies. Without any one of these elements, the system fails.

So how can Dallas become an elite destination for ETT? It starts with strong, interdisciplinary computer science and software engineering programs. From Stanford and Cal-Berkeley in the Bay Area to the University of Texas in Austin, institutions with strong computer science programs anchor tech-driven startup ecosystems. Universities generate top engineers who are courted fiercely by tech companies. As a consequence, tech companies engage with universities to recruit the best talent, and alumni return to campus to recruit, creating a cycle between institutions and tech companies.

Once ETT students graduate and build a network at a top tech company, they are not only more likely to launch their startups, but also stay in their communities. A successful tech-driven startup ecosystem cannot exist without tech entrepreneurs.

At present, D-FW has two elements of a robust startup ecosystem. It has several dedicated investment funds, including GrowSouth, an impact-oriented fund that has invested in economic development in southern Dallas. Several Dallas-focused fund managers we spoke to named a lack of an entrepreneurial pipeline as their No. 1 concern. Dallas also has many supporting players, from the Dallas Entrepreneurial Center to Capital Factory, an Austin-based startup incubator and accelerator.

Amazon could be just the spark that D-FW's startup ecosystem and entrepreneurial pipeline needs. Better yet, whether D-FW lands Amazon's second headquarters or not, a forward-looking investment in ETT will grow the region's innovation economy and spawn hundreds of small businesses, potentially offering more to the city than a single company, even Amazon, ever could.

Rahfin Faruk and Daisuke Takeda are SMU alumni who work in venture capital. They wrote this column for The Dallas Morning News. Email: rtfaruk@gmail.com; daisuke.d.takeda@gmail.com

New Downtown Dallas Freeway Construction Starting, More Promised

Work on Lowest Stemmons Freeway underway

Oct. 12, 2017
By Ken Kalthoff
NBCDFW

A major reconstruction of the Downtown Dallas Interstate 30 Canyon won support from the Regional Transportation Council Thursday along with two other "North Texas Big Projects."

More than \$3.5 billion for the Big Projects is the result of voter approval of new state funding for transportation.

"The money is important, because the region has long advocated for its fair share of the revenues," said Michael Morris, Transportation Director for RTC.

It comes as work is just getting started on a portion of Interstate 35E in Downtown Dallas known as Lowest Stemmons, where a smaller \$79 million project will add collector-distributor lanes between Oak Lawn Avenue and I-30 to help with the constant traffic jam there.

"You were weaving across the traffic to move to another freeway or exit, which seems backward," said Texas Transportation Commissioner Victor Vandergriff. "It eliminates a significant amount of the congestion that exists just by correcting that problem."

That project is part of the state's Clear Lanes program to improve mobility in urban areas. The Southern Gateway project already underway to the south on I-35E through Oak Cliff is another Clear Lanes project.

But a bigger traffic relief solution is still needed through downtown, since the City Council decided in August to kill the proposed Trinity Tollroad that was envisioned for 20 years as an I-35E alternate route.

"We have to make up for lost time," Morris said. "This is in the middle of one of the busiest downtowns in the United States. Staff is suggesting this is critical."

One of the three projects endorsed by the RTC Thursday is \$1.6 billion for major Downtown Dallas work to upgrade that corridor.

Included are additional improvements to I-35E to the north of I-30, reconstruction of the I-30 Canyon that could include a deck park, and connections to Interstate 45 and Highway 175 to the south of I-30.

Vandergriff said the RTC vote is a big step forward.

"It is a really big one, and I think it is an exciting time for Dallas. I don't think it will just be the Lower Stemmons, in fact I know it won't be. My support is around making sure we commit to the entire corridor," Vandergriff said.

Two more projects endorsed by the RTC include:

- Expansion of Interstate 635 East between U.S. 75 Central Expressway and I-30 through portions of Dallas, Garland and Mesquite.
- Loop 820 East and connections with Interstate 20 and Highway 287 in Tarrant County.

The full Texas Transportation Commission must still approve all three Big Projects before detailed design work can begin.

<http://www.nbcdfw.com/news/local/New-Downtown-Dallas-Freeway-Construction-Starting-More-Promised-450689333.html>

What does Trump's repeal of environmental rules mean for Texas?

The U.S. Environmental Protection Agency has moved to unwind several Obama-era regulations designed to slash air pollution, protect the quality of major waterways and spur cities to reduce ozone.

OCT. 13, 2017 2 PM
BY KIAH COLLIER
TEXS TRIBUNE

Earlier this week, U.S. Environmental Protection Agency Administrator Scott Pruitt announced the agency will seek to repeal the Clean Power Plan — President Barack Obama's signature effort to combat climate change.

The announcement is the latest of the Trump administration's moves to unravel several environmental regulations —both national and Texas-specific — that would have required the state to slash industrial emissions that are linked to global warming, human illnesses and diminished visibility in Big Bend and other national parks.

Other regulations on the chopping block would have allowed the federal government to regulate small streams and wetlands so they don't leach pollution into larger waterways and to require automakers to increase fuel efficiency standards.

Scientists and environmentalists have bemoaned recent moves by the agency to repeal or weaken Obama-era regulations like the Clean Power Plan and the Regional Haze Rule. Last week the agency also missed a deadline for designating which U.S. cities are not in compliance with stricter ozone standards. San Antonio and El Paso were expected to join many of Texas' other major cities on the non-attainment list.

Meanwhile, the states' Republican leaders and some oil and gas industry and agriculture groups that sued over many of the Obama-era policies have cheered the efforts, calling them a win against federal overreach. But some of those same oil and gas groups and power generators — particularly those shifting to cheaper and cleaner-burning natural gas — are opposed to efforts to prop up the struggling coal industry.

"I think we're starting to see strange bedfellows like the oil and gas industry teaming up with renewables against some of these policy maneuvers and I think people forget that natural gas is one of the biggest winners from cleaning up air quality in the power sector," said Michael Webber, the deputy director of the Energy Institute at the University of Texas at Austin. "As they start to make their voice heard I think that's going to change the politics of it."

The EPA's efforts are sure to bring a torrent of lawsuits by environmental groups that could tie up the process for years. The courts have already blocked Trump's efforts to unwind a controversial Obama-era rule aimed at slashing methane emissions in the oil industry.

Many of the Obama-era policies are particularly relevant to Texas, which emits more carbon dioxide and generates more coal-powered electricity than any other state in the U.S. but is also the top producer of wind energy. These are three of the policies the Trump administration is targeting:

Clean Power Plan

The CPP was a key component of the country's commitment to the Paris Climate Agreement, from which the U.S. has since withdrawn under President Trump.

In March, the president signed an executive order that called on the EPA to move to repeal the plan, which he repeatedly bashed on the campaign trail.

"The war on coal is over," Pruitt, who sued over the plan as Oklahoma attorney general, said in a Monday speech to a group of Kentucky coal miners.

The plan would have required every state to slash carbon dioxide emissions from power plants by 2030 however they saw fit, accelerating a shift from coal that started years ago. Carbon dioxide is a potent greenhouse gas that directly contributes to climate change.

For Texas — the nation's top emitter of carbon dioxide by far — that would have meant cutting an annual average of 51 million tons of emissions, about 21 percent less than 2012 levels.

While Texas may no longer be mandated to meet that goal, Webber of the UT Energy Institute said it already was well on its way "because we are rapidly ramping up on solar, wind and natural gas, displacing coal in the process and so our emissions were dropping, anyway."

Webber said the state stood to benefit economically from the power plan, which would've increased demand from less energy-abundant states for cleaner energy sources.

"The Clean Power Plan was good for us economically and yet we fight against it," Webber said.

Texas and West Virginia led a coalition of more than two dozen states that filed lawsuits over the plan, which was never implemented as those legal challenges wound through the courts. The state's Republican leaders and its grid operator, the Electric Reliability Council of Texas, warned that the plan would bring higher electric bills and threaten grid reliability.

"It's gratifying that our lawsuit against Obama-era federal overreach was a catalyst for repeal of the plan," Attorney General Ken Paxton said in a statement Tuesday. "We look forward to working with the administration to craft a new strategy that will protect the environment without hurting jobs and the economy."

No matter how many coal-friendly policies the Trump administration pursues, energy analysts say they are no match for market forces, which favor cheaper and cleaner-burning natural gas and renewables. In the past week, Irving-based Vistra Energy and its subsidiary, Luminant, have announced plans to shutter three major Texas coal plants — Monticello, Big Brown and Sandow.

Regional Haze Rule

Last week, the EPA unveiled a final version of a Texas-specific clean air rule that scientists and environmental groups say will allow the state's power plants to emit more sulfur dioxide than they already do.

In December, the Obama EPA proposed a plan for Texas to comply with one prong of a nearly 20-year-old rule for reducing air pollution that leads to haze and diminishes visibility in national parks like Big Bend and other federal wilderness areas.

The plan would have slashed sulfur dioxide emissions from power plants by at least 60 percent statewide, leading to significantly lower levels of harmful particulate matter, according to calculations by Rice University Engineering Professor Dan Cohan, who says the rule would have done more to clean up the air in Texas than the Clean Power Plan. Sulfur dioxide is known to impact not only visibility but also human health.

Under a 2012 consent decree struck with environmental groups that sued the EPA to encourage it to speed up the process, the agency was required to propose a final version of the plan by Sept. 9.

After an unsuccessful attempt to get the courts to extend that deadline, the Pruitt EPA unveiled a final version of the rule last week.

Unlike the rule the EPA proposed in December, which imposed emissions caps on individual plants, the new rule sets up a cap-and-trade program with a limit Cohan says is 14 percent above current emissions — and which he said “will do nothing” to improve air quality.

Coal plants, he said, won't have to install any of the emissions-reducing equipment they would have needed to comply with the original haze rule. The cost of installing that equipment was expected to force the closure of many of the facilities, which are already struggling to break even.

“By Pruitt scrapping the proposal that required actual pollution reductions, he is bending over backwards to help Texas polluters maintain a dangerous status quo,” Chrissy Mann, who heads the Sierra Club's Beyond Coal campaign, said in a statement.

Paxton, who sued over a separate but similar version of the federal implementation plan, said the rule “would have imposed \$2 billion in costs without achieving any visibility changes.”

Clean Water Rule

Earlier this summer, the EPA moved to unwind an Obama-era clean water regulation that had irked Texas Republicans and the farm lobby, who painted it as an attack on private property rights and sued to block it.

The 2015 Waters of the U.S. rule — which Trump vowed to repeal on the campaign trail — was aimed at better defining the scope of bodies of water protected under the federal Clean Water Act. It would have allowed the federal government to regulate small streams and wetlands.

The Obama EPA said the agency had always believed its jurisdiction stretched beyond traditional navigable waters, like rivers and seas, to these smaller bodies of water that can impact them, but it didn't have a strong legal basis to prove it.

The updated definition would have clarified that authority, leaving ranchers and industry officials to wonder whether they would have to check with the federal government before using their own land and go through a lengthy and expensive permitting process.

Paxton said last year that the change would mean “virtually every river, stream and creek in the U.S. will come under the oversight of bureaucrats from the EPA.”

In June, the Pruitt EPA, along with the U.S. Army Corps of Engineers, proposed a rule that would allow the EPA to go back to enforcing a guidance document from 2008 when deciding whether a waterway is subject to federal oversight for pollution control purposes.

“We are taking significant action to return power to the states and provide regulatory certainty to our nation's farmers and businesses,” Pruitt said in a statement at the time.

Like the Clean Power Plan, the rule never took effect after a federal court granted a nationwide stay as legal challenges, including from Texas, wound through the courts.

Regan Beck, director of governmental affairs for the Texas Farm Bureau, said the group is overjoyed by the EPA's move, although he acknowledges it could take a while.

“We felt like WOTUS was one of the biggest federal overreaches we have ever seen and that it would be so invasive it would affect our members as well as anyone who had private property,” he said.

Disclosure: The University of Texas at Austin, Rice University and the Texas Farm Bureau have been financial supporters of The Texas Tribune. A complete list of Tribune donors and sponsors is available [here](#).

Will Texas and D-FW break the bank to land Amazon's HQ2?

Oct. 13, 2017

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

Not everything's bigger in Texas, and sometimes it doesn't have to be.

Contrary to conventional wisdom, Texas is not the biggest spender in doling out taxpayer money to lure companies here. Yet it consistently ranks among the leading states in attracting corporate relocations and expansions.

Credit some built-in advantages, including a central location in the Sun Belt and a pro-business climate that helps with operating costs. And don't underestimate the appeal of growth itself; success breeds success, creating its own momentum.

All this is worth remembering as the competition heats up for the right to host Amazon's second headquarters.

Amazon's search for HQ2 is expected to trigger a bidding war among the states and major metros. It's one of the largest economic development deals ever, with Amazon looking to add up to 50,000 workers and invest \$5 billion in new facilities.

How much will it take?

By announcing the search and publishing a request for proposals, Amazon has effectively created a public auction.

Other states will certainly offer more money and tax breaks than Texas — hundreds of millions of dollars more. In late September, New Jersey's governor proposed dangling up to \$5 billion in incentives over a decade, a mind-boggling number for a corporate headquarters.

Paying the price

Some of the largest incentives for a corporate headquarters:

Company	Location	Value of taxpayer subsidy (in millions)
Goldman Sachs	New York	\$425
H&R Block	Kansas City, Mo.	\$341
International Sematech	Albany	\$300
Sears Holdings	Hoffman Estates, Ill.	\$275
Nissan	Franklin, Tenn.	\$230
Eli Lilly	Indianapolis	\$214
Prudential	Newark	\$211
Convergys	Cincinnati	\$196

SOURCE: Good Jobs First

Staff Graphic

(Manufacturing facilities, such as the Foxconn factory planned for Wisconsin and the Tesla plant in Nevada, usually attract the largest incentives because they have a greater multiplier effect on an economy.)

Every incentive package is different, and every government agency has its own policies. Some governments try to limit public contributions to 10 percent of the private investment. In Amazon's case, that would mean about \$500 million in taxpayer support.

Alternatively, the funding formula can be based on job numbers. The Texas Enterprise Fund, a state pool of money used to close corporate deals, awards about \$10,000 per high-paying job. By that method, Amazon's incentive would be the same, about \$500 million.

That's a big number, even if it's a far cry from New Jersey's.

For perspective, consider that the Texas Enterprise Fund has passed out a total of \$482 million since it started doling out incentives over a decade ago. And that was for about 150 companies.

An Amazon deal would test the incentive limits of both the state and local municipalities.

The enterprise fund has to be replenished every two years by the Legislature. Today, it totals \$115 million to \$120 million, according to the governor's office.

That's well short of what it will probably take to land Amazon, but Texas bids aren't doomed. The Amazon expansion will take over a decade, so state incentives would be spread out. More important, state and local officials have many other tools, from property tax abatements to sales tax rebates to worker-training funds.

"The governor and his team can be very creative, and there are many ways to skin a cat," said state Rep. Jason Villalba, R-Dallas. A House economic development committee member, Villalba insists the state will be competitive in the Amazon sweepstakes.

"I can't think of a single instance where we've lost a deal because our incentive wasn't as big as somewhere else's," he said.

Not all incentives are equal

One reason is that all incentive dollars are not equal. Many states have higher taxes, including taxes on corporate and personal income, and their abatements are needed to help level the playing field — and make them competitive with Texas.

The Dallas-Fort Worth region has other advantages, including a central location, the Central time zone and a bounty of air travel connections at two airports. Those factors help reduce operating costs and improve efficiency for business travelers.

The costs of labor, real estate, business services, energy, logistics, etc., account for 98 percent of most companies' costs, according to Greg LeRoy, executive director of Good Jobs First, a Washington research firm that tracks corporate incentives.

"Texas has an advantage on the 98 percent part," said LeRoy, who urges officials to focus on their assets, not their incentives.

For most employers, state and local taxes account for a tiny share of total costs. Why let the tail wag the dog?

When Toyota chose Plano for its North American headquarters, it passed on \$100 million in incentives from North Carolina. That package was about \$36 million richer than the offer from North Texas, which included 20 years of property tax breaks from Plano.

Choosing a new headquarters is a strategic decision that plays out over decades, and Toyota wasn't going to let incentives drive it.

"That would be foolish to do," Toyota North America CEO Jim Lentz said two years ago.

Toyota followed a similar playbook when it selected San Antonio for its Tundra truck plant in 2003.

Other states offered \$150 million to \$500 million in incentives, according to published reports, while San Antonio and Texas pitched in a combined \$133 million.

Toyota said it wanted to be closer to Texas truck buyers, a giant consumer market, and to Mexico. The North American Free Trade Agreement was creating a vibrant auto-production sector between Texas and Mexico.

The state incentives included \$27 million for worker training. But Toyota refused an offer for a tax abatement on schools and hospitals, saying it would be penny-wise and dollar-foolish to shortchange its new community.

Amazon will probably reach the same conclusion on HQ2: Some things are more important than money.

<https://www.dallasnews.com/business/economy/2017/10/13/will-texas-d-fw-break-bank-land-amazons-hq2>

Bold skyscraper campus would energize downtown Dallas' south side

Oct. 17, 2017

Written by Steve Brown, Real Estate Editor
Dallas Morning News

Developers who built Plano's \$3 billion Legacy West project are eyeing a vacant corner of downtown Dallas for a major mixed-use project.

Builder KDC has teamed up with landowner Hoque Global to plan the more than 20-acre skyscraper campus on the south side of downtown.

Located between Dallas City Hall and Interstate 30, the 8-block urban project would include office towers, retail and hotel space. It's one of the largest developments ever proposed for downtown.

Award winning international architect Pelli Clarke Pelli has designed the dramatic campus.

The centerpiece of the project is an office skyscraper that would be the tallest building in Dallas.

"It's a Legacy West type of project with the potential of 8 million square feet," said KDC CEO Steve Van Amburgh. "We've been working on this for almost a year now.

"There are a lot of big companies that are circling Dallas-Fort Worth," he said. "Dallas needs to have a site that is large enough to accommodate a large employer."

Called Dallas Smart District, the planned urban development would stretch along Canton Street from the Farmers Market to the convention center.

The first phase would include 600,000 to 1 million square feet of office space, an urban grocery store, a food hall, boutique hotel and greenspace.

Dallas businessman Mike Hoque has spent the last 36 months buying up and optioning blocks of parking lots and old buildings now in that area of the central business district.

"This is right downtown with in walking distance of the center of the city," Hoque said. "We learned from Victory Park and everybody else about what should be built here."

Hoque said the developers chose Pelli Clarke Pelli because of its recent work on Uptown's new McKinney & Olive tower and its international reputation for top design work. Architect Greg Jones who did the McKinney & Olive tower did the concepts for Dallas Smart District.

"The Dallas Smart District represents a special and unique opportunity for Dallas and greater Texas," Jones said in a statement. "It is rare for a first-tier American metropolitan area to have this amount of contiguous developable land and building rights, all located in the heart of the city adjacent from the city hall and convention center."

Pelli Clarke Pelli's designs show more than a half dozen high-rise buildings connected by greenspace and pedestrian walkways.

A parking lot behind city hall would be repurposed as a central park.

The tallest building envisioned for Dallas Smart District would be 78 floors or about 200 feet higher than Dallas' tallest Bank of America Plaza.

"It has fantastic access and close to all the amenities downtown," said KDC executive vice president Walt Mountford. "We are 18 miles from one of the busiest airports in the world."

KDC officials say they included the Dallas Smart District site in potential locations offered for digital retailer Amazon's new \$5 billion second corporate headquarters complex.

It's one of more than three dozen properties being offered to the Seattle-based retailer for its campus which could ultimately house 50,000 workers.

Dallas Mayor Mike Rawlings said the Dallas Smart District developers "have put together an incredible vision that is sure to draw the attention of corporations, new residents and tourists, further elevating Dallas on the international stage."

While KDC is best known for its successful suburban corporate office projects, the developer is also a partner in the mixed-use Epic complex under construction on the east side of downtown Dallas.

"We've looked for an opportunity like this in Dallas for years and there hasn't been a parcel of land large enough," said KDC president Toby Group. "This is totally a blank canvas."

KDC teamed up with developers Karahan Cos. and Columbus Realty to build the 250-acre Legacy West project in Plano, which is the new home for Toyota's North American headquarters. It's the largest such development ever built in North Texas.

And KDC is building the \$1.5 billion CityLine complex in Richardson that has State Farm Insurance's regional office campus.

The Dallas Smart District has the potential for just as much construction.

Economic development officials are eager to see the project move ahead, lighting up a dark corner of downtown.

"The Dallas Smart District development is situated in an exciting location at an exciting time for downtown Dallas," Kourtney Garrett, president and CEO of Downtown Dallas Inc., said in a statement. "Sitting in the southern area of downtown, the sites will feed off of the energy of projects like the AT&T Discovery District and Dallas Farmers Market, and will contribute to the efforts to better connect to the central core of downtown with the Cedars.

"The Smart District intent is also well aligned with our goals for the integration of technology, talent recruitment and overall innovative thinking for the future of downtown Dallas."

<https://www.dallasnews.com/business/real-estate/2017/10/18/bold-skyscraper-campus-energize-downtown-dallas-south-side>

Column: Dallas might be ready to bury a downtown highway — and it's about time

Oct. 17, 2017

Written by Robert Wilonsky, City Columnist
Dallas Morning News

Victor Vandergriff, the Texas Transportation commissioner, said something wild Monday, just before we hung up.

We were talking about Interstate 345, the unmarked 1.4-mile stretch of concrete connecting North Central Expressway with Interstates 30 and 45 that's far better known as the overpass that cuts off Deep Ellum from downtown. I know — been a while since that divisive overpass was a talking point. But it was back at City Hall this week, in part because the Texas Department of Transportation's about to dig back into it with an expensive, yearlong-at-least traffic and engineering study. And the city now wants in.

On Monday, a council committee tentatively approved looking at the land beneath the 43-year-old overpass — how much it's really worth, what you can really build there if the overpass is erased. So I called Vandergriff, who'd overseen TxDOT's landmark CityMAP study that considered vanishing 345, just to discuss the ramifications of such a survey.

And at the end of that call, Vandergriff said — and here's the wild part — that not only is it possible we'll see 345 get vanished in the next two decades, but it's a very real "probability."

Which floored me, because on a cold December night in 2012, I attended a TxDOT meeting across from Dallas Love Field where the spokesmen and engineers were shrugging off any talk about razing the overpass. That night they offered nine possibilities for the future of the disintegrating 345, eight of which were just different shades of "rebuild." And for years after, TxDOT was telling everyone 345 was going to live forever. Then-council member Vonciel Jones Hill said the same thing.

And now here we were talking about the likelihood of burying it.

And I mean that literally — as in, sinking the freeway below grade and decking it, maybe with a park but more than likely with mixed-use and commercial developments that would restitch the city center with Deep Ellum and East Dallas.

Patrick Kennedy, the urban planner and recently added DART board member who kickstarted this movement five years ago, said Monday he still wants to see the traffic brought down to ground level and scattered throughout a grid of boulevards. But as far as Vandergriff's concerned, putting 345 below grade is far more practical than razing it and putting 345's traffic — around 200,000 cars daily, most just skimming the city without every stopping here — on increasingly residential surface streets.

But whatever. Because, look, anything's better than what we have now: the 35th-most congested roadway in the state, even on Saturdays, according to TxDOT; a barrier between neighborhoods; and a rotting slab of concrete that has rendered some of Dallas' prime real estate a wasteland where the only residents are homeless.

"It's a great thing," Vandergriff said about vanishing 345 one way or another. "We have to recognize that TxDOT is about congestion relief and connectivity, and I am fully acknowledging and supportive of that. But we can do that with a mind toward keeping communities connected."

TxDOT's about to spend upward of \$2.5 million conducting what it's billing as a Schematic and Environmental for I-345 Feasibility Study — which means, long story short, it'll study everything from the utilities beneath the overpass to the cars traveling along the roadway. TxDOT, which is about to look for qualified consultants, just wants to see what's possible — and whether CityMAP, which said the land beneath 345 could be worth \$1.45 to \$2.6 billion, undershot that number by one or two billion. (Kennedy has always maintained it's more like \$4 billion, with tens of millions in property tax revenue there for the taking.)

The fact that TxDOT and City Hall are doing this now — before taking a long, hard look-see at Interstate 30, high on everyone's to-do list — is not to be taken lightly. Dallas has forever been beholden to the concrete salesmen and highway builders who carved up and gutted this city; countless councils, larded with Big Asphalt skills, were complicit in the wholesale murdering of neighborhoods. But the fact TxDOT appears serious about reconnecting the city — and the fact City Hall wants in — is heartening news.

After the council meeting, I had a long talk with Raquel Favela, the new chief over housing and economic development. Throwing in with TxDOT was, from what I can tell, her idea. She said she was "shocked" that Dallas and TxDOT seldom spoke about how highways killed cities, and vowed that was going to end now. And this 345 study was the best place to prove it.

"The cheapest infrastructure might cost the city more if we negatively impact the development potential of sites," she said. I've never heard anyone at City Hall say anything like that. Or this: "We need to be more thoughtful." Or this: Burying 345, one way or another, "will open up opportunities because you will remove a physical barrier."

A city official said that. Not Patrick Kennedy. And not the Congress for New Urbanism, which recently included 345 among its "Freeways Without Futures."

"Highways were intended to segregate certain parts of town," said Favela. "Here, we have an opportunity to maximize the impact of addressing the removal of 345 in a thoughtful manner."

Are we finally heading in the right direction? Yeah. It's a real ... what's the word? Oh, right. Probability.

<https://www.dallasnews.com/opinion/commentary/2017/10/17/dallas-might-ready-bury-downtown-highway-time>

Is Uber Helping or Hurting Mass Transit?

Emily Badger
New York Times
Oct. 16, 2017

For all the tensions that Uber and Lyft have had with taxicabs, the bigger questions about ride-hailing companies have to do with their effects on all the other ways you might get around.

Have they siphoned riders from public transit, or have they made transit feasible for more riders?

Have they enabled people to ditch their cars, or only encouraged people to use cars (driven by *other* people) even more?

The answers will determine how chaotic our streets become. And they could tell us something about how people will behave in a more far-off future of self-driving cars, when ubiquitous ride-hailing will have no one at the wheel.

The answers are still up for debate because these services remain relatively new, because the companies that offer them guard their data, and because even they don't track the counterfactuals. There's no button in the Uber app that asks, "If Uber weren't an option, how would you get where you're going?"

In new survey data, though, there are some provocative patterns. Researchers at the U.C. Davis Institute of Transportation Studies surveyed 2,000 people about their travel behavior in seven major metro areas, including New York, Chicago and Los Angeles, and including people who live in their suburbs and those who don't use these services.

The results suggest that ride-hailing draws people away from public transit. And the authors, Regina Clewlow and Gouri Shankar Mishra, estimate that 49 percent to 61 percent of ride-hailing trips either wouldn't have been made at all if these apps didn't exist, or would have been made by foot, biking or transit. All of those trips, in other words, added cars to the road that otherwise wouldn't have been there.

That picture implies that Uber and the like could make traffic worse. And let's further assume that many of those trips additionally require drivers to cruise around waiting for rides, and to "deadhead" occasionally after the rides are over (to return to, say, the airport with an empty back seat).

Among people who use these apps, 3 percent said they rode heavy rail like subway systems more since starting to ride-hail. That's consistent with the idea that apps could help you travel the "last mile" home from the train if you don't live near a stop, or that they could help you cobble together transportation options once you ditch your own car. But 6 percent said they rode the bus less, and 3 percent said the same of light rail.

Among the most common reasons people gave for turning away from transit: Service was too slow or unreliable. It potentially does not bode well for public transit, then, that just as these apps are growing more dominant, transit systems in cities like New York, Washington and San Francisco are facing deep problems. In New York, where other data has also suggested that ride-hailing lures riders away from public transit, officials have speculated about Uber's role in recent declining subway ridership.

Austin, Tex., offers another intriguing case study. In May 2016, Uber and Lyft temporarily pulled out of the city over a new law that required the companies to submit drivers to fingerprint background checks. Their departure created a natural experiment, and afterward researchers at the University of Michigan, Texas A&M and Columbia University surveyed Austin residents about how the change affected their travel behavior.

Asked about the last trip riders took with Uber and Lyft, 3 percent said they took similar trips afterward by public transit instead (Austin has much lower transit usage in general than New York). That also implies some substitution. Further complicating this picture, 9 percent said they bought a personal car as a result of the change.

The bulk of the evidence so far shows that these services don't inherently make transportation more efficient at the level of an entire city, even if they have the potential to. They may make *your* travel more efficient, because you don't have to hunt for a parking spot or wait for the bus. But when you aggregate the behavior of many people, transportation becomes less efficient when transit riders switch to cars, when new car services entice people onto trips they wouldn't otherwise have taken, or when people who give up their cars wind up traveling even more in someone else's.

It's equally not preordained that these apps will make traffic worse, or that they must come at the expense of public transit. If more people left their solo cars for car-pooled ride-hailing, rather than leaving public buses for solo Uber rides, that would reduce the number of cars on the road and the miles they travel. If transit agencies partnered with these companies, as some have begun to try doing, ride-hailing could fill niches that trains and buses don't handle well, like late-night journeys, transit for riders with disabilities, and suburban service.

"There's this potential opportunity for policy makers, city planners and these firms themselves to find solutions where we're steering toward that future," Ms. Clewlow said. It's unlikely we'll get there by chance, though.

<https://www.nytimes.com/2017/10/16/upshot/is-uber-helping-or-hurting-mass-transit.html>

Our cities need fewer cars, not cleaner cars

Electric cars won't eradicate gridlocks and air pollution, but carbon footprints could be cut by favouring pedestrians, cyclists and mass transit

16 October 2017

Venkat Sumantran, Charles Fine and David Gonsalvez
The Guardian

The spectre of our cities choking with unhealthy air has prompted numerous governments to mandate a transition to electric cars. Their concerns are well founded, even if their proposals fall short of what is needed.

Over the past four decades, cars have become far less polluting. Their fuel efficiency has practically doubled and their tailpipe emissions have been reduced by more than 95%. Yet cities such as London and Paris are still battling smog and pollution. California has for decades demanded the toughest emission standards in the US, and yet Los Angeles heads the list of US cities for bad air quality. Moving to all-electric car fleets will be a positive step, albeit an inadequate measure.

Our urban mobility architecture will have to undergo fundamental change. In Boston, more than 40% of cars in rush-hour traffic have only one occupant. We envelop each occupant, weighing an average of 70-80kg (11-13st), in a package that weighs 20 times their weight to achieve mobility. It takes a lot of energy to move that mass.

Even considering the far greater efficiency of an electric vehicle, zero tailpipe emissions does not mean zero carbon emissions for the travel. Today over 50% of the electricity generated in the UK and over 65% of electricity generated in the US comes from fossil fuels. Our carbon footprint will improve by barely a quarter if we all switch to electric vehicles.

And there are other aspects to be concerned about. We currently demand considerable amounts of valuable urban land for roads. London allocates almost 24% of its land area to roads and supporting infrastructure. In many US cities this can be as high as 40%.

The World Health Organisation has estimated that a city needs to allocate at least nine square metres of green space for each resident. Yet many fast-growing cities around the world are making do with less than two square metres after allocation of ever more precious land to feed the insatiable appetite for roads and parking.

These serve as invisible subsidies to car users even as public transport systems face hostile scrutiny of their more visible finances. A World Bank study points out that most surface streets and main roads in urban areas are underpriced, even after the taxes imposed on fuel sales are considered.

And, it appears, even this does not solve the problem. As Los Angeles, which offers more road capacity per capita than any other large US city, has discovered, adding roads and highways merely encourages more people to use private transport modes. The average Los Angeles commuter wastes almost 5.5 days each year paralysed in gridlock. Traffic congestion is also a growing economic burden for most cities. A study in India has determined that traffic congestion can account for erosion of almost 3% of GDP for the sprawling New Delhi metropolitan region.

In other words, the rush to cleaner cars alone will not solve the problems cities are grappling with. Rather, cities need far fewer cars and should support a wide variety of modes favouring pedestrians, cyclists and mass transit or shared mobility.

New York City, where, per capita, car ownership is half the US average, has half the overall carbon footprint per person of Los Angeles. The transportation component of this total per capita carbon footprint for NYC is a quarter that of the Los Angeles resident.

In order to get people out of cars, cities also need to make it easier for people to connect between different transport modes. Behavioural studies have shown that commuters will switch routes and modes if better options are available.

Above all, city administrators are recognising the importance of governance for improving mobility efficiency. Regulations that manage parking capacity or city centre driving restrictions, coupled with financial and non-financial interventions, are increasingly used to motivate commuters to gravitate towards modes of travel aligned to societal goals. These range from incentives for higher occupancy vehicles, favourable access to roads and parking spaces for low environmental impact vehicles, and incentivising last-mile connections to improve the viability of mass transit.

We all want our cities to be faster, smarter and greener – and the car is not the only answer. We must use technology and entrepreneurship to ensure that our urban future is fair, inclusive and aligned with the common good.

Venkat Sumantran, Charles Fine and David Gonsalvez are the authors of Faster, Smarter, Greener: The Future of the Car and Urban Mobility, published by the MIT Press.

Does Dallas even have a shot at Amazon? Moody's sees three elements where D-FW comes up short

Oct. 20, 2017

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

Forget about Dallas making the shortlist for Amazon's next headquarters. It doesn't even break into the top half of contenders, according to a detailed analysis of 65 metro areas.

Houston ranks even lower, and Fort Worth drags in near the bottom 10.

At the top of the list are Austin and Atlanta, which often compete with D-FW for employers, residents and the prestige as a business capital of the South. By this assessment, the rival metros have major advantages in higher education and quality of life, two areas that North Texas has long tried to improve.

Dallas-Fort Worth was among the many metros that submitted bids for Amazon's second headquarters this week, and a location decision is expected next year. Amazon said HQ2 will eventually have up to 50,000 employees and \$5 billion in new facilities.

Many expect D-FW to be a top candidate because it has a large labor force and strong record of job growth and corporate relocations. But the data in the report echoes familiar complaints — that the region lacks a Tier One research university, for instance, and has no beaches or mountains and too few bike paths.

This Amazon ranking comes from Moody's Analytics, an economic research firm whose parent company owns Moody's credit rating agency.

"Where Amazon's Next Headquarters Should Go," is the title of an online report by Moody's chief economist Mark Zandi and senior economist Adam Ozimek.

They consider dozens of data points, from engineering grads to average commute times to restaurants per capita, and compare the results against peer cities. Their data-driven ranking is based on five broad categories cited by Amazon: business environment, human capital, cost, quality of life and transportation.

The Dallas-Plano-Irving area is exceptional in just one of them, business environment. That's why it ranks 34th overall.

Fort Worth-Arlington, rated separately, stands out on cost because home prices and salaries are lower on that side of the region. But low scores on human capital and quality of life put Fort Worth at No. 55 in Moody's ranking.

Both score especially low on transportation, largely because few people bike and walk to work or use public transit. Commuting times are dismal, especially with public transit.

Higher education is another disappointment, in part because the region doesn't produce enough graduates in engineering, computer science and math to meet the market demand.

The wish list

Amazon reeled off many preferences in its request for proposals. It wants a stable, business-friendly environment, a well-educated workforce, sites with transit stops and walkability, and incentives to offset the costs.

The company didn't indicate which factors are most important, and Moody's gives equal weight to all five categories and the elements within.

Rochester, for example, vaulted into the top five because housing costs and salaries are low. San Antonio, which recently bowed out of the Amazon sweepstakes, ranked higher than Dallas, thanks to low salaries and a low cost of doing business.

Costs alone will not drive Amazon's decision. And if it puts more emphasis on business environment, growth rates and the sheer size to handle a major expansion, Dallas will be in the mix.

"My instinct is that Dallas has much better prospects" than the report indicates, said Ed Friedman, a Moody's Analytics director who's been covering Texas for 10 years. "Don't make more of this [report] than it is."

Indeed, other rankings have put D-FW among the top contenders. The region was in the top five for tech talent, a key factor in Amazon's search, according to research firm Emsi. D-FW lasted until the final four in *The New York Times'* assessment, and other media reports put it in the top tier.

Moody's offers a contrarian view and shows how much D-FW lags on certain measures.

On transportation, both ranked near the bottom, a slap for a region that often touts its strength in the sector. It has top airline service at DFW Airport and Dallas Love Field, and it has invested billions in highways and the nation's longest light-rail network.

But Moody's formula measures the share of people who walk, bike and take public transit to work. Dallas and Fort Worth are far below average on those, and each counts as much as the airline connections.

Seeking skilled workers

On human capital, Dallas is in the middle of the pack and Fort Worth ranks near the bottom. That's largely based on the number of college graduates in key tech fields and the quality of schools.

While North Texas universities are awarding over twice as many bachelor's degrees as in 2000, they still don't have the reputation of more-established schools. And D-FW has a smaller share of graduates than rival cities.

In Austin, "the labor force is exceptionally well-educated," Friedman wrote in a companion piece to the Moody's report.

That's partly due to tech professionals moving there and "the strength of the University of Texas computer science department," he wrote.

Atlanta is “home to some of the best higher education institutions, including Georgia Tech,” said another Moody’s analyst. “The abundance of highly skilled workers” provides a large talent pool in software development, he added.

In the quality-of-life category, Dallas and Fort Worth ranked well for diversity and a relatively low crime rate. But they lagged badly in arts, entertainment and recreation, and in the number of restaurants per capita.

The region can point to real progress in the arts, higher education and public transit. The question is whether it’s come far enough, fast enough to compete for Amazon.

Petition to Stop Potential Lake Corridor Grows Strength in Collin County

Oct. 20, 2017
By Allie Spillyards
NBCDFW

It's quiet in the communities around Lake Lavon. Here many people live on acreage. Some have called it home for decades. Others are newcomers, buying old lots to build dream homes.

But as the North Central Texas Council of Governments looks at new options for roads in bustling Collin County, lake residents new and old have been united in an effort to stop a freeway near their homes.

It all started with a presentation from the COG showing options for routes to move people north to south on the county's eastern side.

Growth trends show an estimated build-out of anywhere from 2.5 to 3.4 million people in the county over the next decade. And officials say, that means growth will move from the west, where crowded cities like Plano no longer have room for new homes, to the east where land is ready for development.

"The citizens don't live there yet. The highways don't exist yet. I understand that it's hard to look into the future. It really is. But we've got to do that for the people who will live in Collin County in the future," said Collin County Judge Keith Self.

But it's the people who live in the county now who say they're privacy and tranquility will soon be threatened.

A petition to stop a Lake Corridor, one of many options being considered by the COG, has garnered nearly 1,000 signatures. Among them are Erin Larew and her husband.

"We moved here so we could have six acres here in Wylie, and so we could have this. We didn't move here so we could have a road next to us. And that's the same for everybody on this road," said Erin Larew.

The couple purchased property along Troy Road two and a half years ago. They've been planning and saving to build their dream home. It's where they planned to raise 4-year-old Adeline and 1-year-old Wesley, and live out the rest of their days.

"It's either going to be on top of my property or it's going to be close enough that it's going to bring down the value of my house. There would be crime, noise pollution, not to mention the air pollution. I don't want to live near that. I don't want to build this house that I've been working on for two and a half years somewhere where it's going to be near a road," said Larew.

Both city and county leaders have tried to calm fears, insisting time and time again that nothing's been proposed.

"The Lake Corridor as far as a line on the map is only one line on a map. It could be on the corridor. It could be to the east of Lake Lavon. We simply don't know. We need to put this project into the Metropolitan Transportation Plan 2045, MTP 2045, to even start studying what is the best route," said Judge Self.

According to Self, any new road would be at least seven to 10 years away. It would also take the approval of several different parties.

Instead of new roads, officials could also choose to expand Highway 78, which is currently the only major thoroughfare connecting the county north to south on the eastern side.

Wylie City Council will hold a work session with COG on November, 9th to discuss the options and the public's concerns. The meeting is open to the public.

<http://www.nbcdfw.com/news/local/Petition-to-Stop-Potential-Lake-Corridor-Grows-Strength-in-Collin-County-451962803.html>

Will this video persuade Amazon to build HQ2 in North Texas?

BY GORDON DICKSON AND SANDRA BAKER
FORT WORTH STAR-TELEGRAM
OCTOBER 19, 2017 10:40 AM

Touting the region's diversity, pro-business climate, access to research facilities and even the prevalence of delicious tacos, leaders from the Fort Worth and Dallas chambers of commerce unveiled a video aimed at persuading Amazon to build its second headquarters in North Texas.

"I love DFW because it's vibrant," Fort Worth Mayor Betsy Price says in a brief appearance at the beginning of the video. "If you can't find it here, you can't find it anywhere in the world."

The video, which is less than two minutes long, features Metroplex residents from diverse backgrounds briefly stating what they like about the region, and holding up signs with keywords such as "&DIVERSITY," "&PROGRESSIVE" and "&TACOS."

Several Tarrant County landmarks are featured including Fort Worth's West Seventh Street bridge, the Rahr & Sons brewery, and Arlington's AT&T Stadium, home of the Dallas Cowboys.

At a Fort Worth Chamber of Commerce luncheon Thursday, where the video was shown to rousing applause, Brandom Gengelbach, the chamber's executive vice president of economic development, said it does a great job of showing the area's diversity.

The region's goal, he said, is to make it to the next phase of the competition for Seattle-based Amazon, which has drawn bids from across North America for a complex that could eventually employ up to 50,000 people.

"It's been a fun time," Gengelbach said. "It's been great to work with the region, to work with all the different communities, and to be able to promote Fort Worth and the region as a whole. You can see from the video what we're trying to convey is we have something for everyone here."

Gengelbach said DFW's bid included every potential site where Amazon could locate, though he did not say how many there were. The bid was submitted electronically, with a hard copy sent to Seattle.

In a joint news release, officials said they presented Amazon with numerous pieces of real estate that could be suitable options for a new headquarters. The precise locations haven't been publicly unveiled, although officials in various cities have said the proposed locations include Fort Worth's Panther Island, Arlington's Globe Life Park, Grapevine's undeveloped land on the north end of DFW Airport and locations in Dallas, Frisco and Irving.

The submission also includes a "secure and custom-built, map-based website for Amazon only, that contains both the regional response and individual city responses."

"I'm confident we've shared with Amazon all the things that have made this region a great place for corporate headquarters location," Mike Rosa, senior vice president of economic development at the Dallas Regional Chamber, said in the news release.

<http://www.star-telegram.com/news/local/community/fort-worth/article179703991.html>

Emanuel to increase ride-hailing fees, give extra money raised to CTA

Oct. 17, 2017
By Fran Spielman
Chicago Sun-Times

Mayor Rahm Emanuel appears to be headed for his most tranquil budget season after City Hall on Tuesday lifted the veil on the last bit of mystery surrounding his \$10 billion spending plan: an increase in ride-hailing fees to bankroll CTA improvements.

Under the mayor's plan, the 52 cent fee already tacked on to every ride on Uber and Lyft will rise to 67 cents next year and 72 cents in 2019.

The money — \$16 million the first year and \$21 million the second — will be funneled to the CTA to help bankroll unspecified improvements that Emanuel maintained will strengthen Chicago's bid for Amazon's second North American headquarters.

"People take our mass transit system. Something they're not capable of doing right now in New York, D.C. and other areas because their mass transit system is broken," Emanuel said Tuesday, on the eve of his 2018 budget address.

"I've made a big effort to modernize our mass transit system. It's one of the big draws. . . . It's also one of the top things that Amazon looked for. Having a modern transportation system — roads, bike lanes, mass transit and aviation — is a lure for companies."

Emanuel laid the groundwork to raise taxes and fees on Uber and Lyft, claiming that phenomenal growth in the ride-sharing industry has cost the city and the CTA more than \$40 million in lost revenue from other sources.

Ald. Anthony Beale (9th), chairman of the City Council's Transportation Committee, has been pressuring the mayor to raise both the 52-cents-a-ride fee on Uber and Lyft and the \$5 fee tacked on to pickups at O'Hare and Midway airports, Navy Pier and McCormick Place to help a shrinking taxicab industry fighting for survival.

Uber pushed back hard against any increases, but ultimately agreed to the incremental increase, acknowledging that, "The future of urban transportation will be a mix of public transit and ridesharing."

For years, Emanuel has been accused of tilting the regulatory playing field in favor of Uber, whose investors include the mayor's brother, Hollywood super-agent Ari Emanuel. The compromise could add fuel to that fire.

"I don't think that any rational person is going to believe that he made a budget decision . . . to save an investment that his brother has. . . . That's ludicrous," said Ald. Pat O'Connor (40th), the mayor's City Council floor leader.

The mayor's decision to raise ride-hailing fees, but funnel the money to the CTA, leaves the \$1.10 per line increase in the monthly tax tacked on to Chicago telephone bills — both cellphones and land lines — as the only major tax increase in Emanuel's 2018 budget.

As a result, O'Connor predicted that it will be the most tranquil budget season since Emanuel took office in 2011.

The phone tax hike will cost a family of four with four cellphones and a land line an extra \$66 a year. It's expected to raise \$30 million for 911 center improvements, freeing up \$19 million to shore up the Laborers Pension Fund until 2023.

The budget also includes a previously approved \$63 million property tax increase for police and fire pensions.

"You'd have to look hard to find reasons not to be supportive," O'Connor said.

As expected, Emanuel is declaring a large tax-increment financing surplus — \$166 million this time — with \$66 million of it earmarked for Chicago Public Schools to pay for security, Safe Passage and after-school programs.

What happens when some of those TIF's expire and there is no surplus?

"Hopefully, I'll be sitting on a beach somewhere," said Chief Financial Officer Carole Brown.

Brown was asked why a city that has struggled to put its own financial house in order was setting a dangerous precedent by assuming responsibility for CPS and the CTA.

"City residents want certainty with their schools. They want safe, clean, reliable transit. The mayor understands how important it is to attract residents and corporations to our city that we have those things," Brown said.

The \$3 billion borrowing plan that isolates sales tax revenue in a special fund is expected to generate \$94 million in savings next year. It helped eliminate a \$288 million gap that includes the second year of a police hiring surge.

"This will be the first budget free of any . . . fiscal gimmicks I inherited. We will not have any scoop-and-toss [borrowing]. We will not raid the rainy day fund. We will not be selling off assets," Emanuel said.

<https://chicago.suntimes.com/chicago-politics/uber-lift-fees-chicago-budget/>

Flying taxis: How DFW is poised to lead the transportation revolution

Oct. 23, 2017
By Bill Hethcock
Dallas Business Journal

Hybrid aircraft technology will change urban transportation as we know it, and Dallas-Fort Worth will lead the way through an Uber plan to go airborne, according to an expert in the technology.

“Uber changed people’s paradigm of what transit can be on the ground,” retired Air Force General and transportation futurist John E. Michel told the Dallas Business Journal in an exclusive interview. “Now, they’re shredding the paradigm of what public transport can mean in the air.”

Uber is working with several partners including Bell Helicopter in Fort Worth to develop electric, flying taxis for its Uber Elevate ride-hailing service scheduled to debut in Dallas-Fort Worth and Dubai in 2020.

Uber Elevate will be a boon to DFW and position North Texas as a pioneer with this game-changing and attention-grabbing technology, said Michel, who led NATO’s 14-nation effort to build a modern \$7 billion Afghan Air Force in the middle of an active war zone. His efforts in Afghanistan were awarded a 2014 Secretary of Defense Award for Excellence.

Countries around the world are grappling with the increasing congestion, cost and environmental impact of personal transportation, Michel said. Gyroplanes like those being developed for Uber Elevate are uniquely positioned to address these challenges, he said.

These vertical takeoff and landing vehicles, called VTOLs, require no runway, are simple to operate and maintain, do not require expensive infrastructure and are “remarkably safe,” Michel said.

The technology has the potential to disrupt urban transportation by adding airspace to the mobility service mix, he said.

The biggest challenge with the technology is the electrification of the aircraft, Michel said.

“We’re several years away from that,” he said. “You may see hybrids of electrified aircraft, but it’s pretty ambitious to say inside of three years you’re going to see (fully electrified VTOLs).”

Michel is managing director of Switch Mobility, sits on the board of Skyworks Global, and is chairman of DemandTrans, whose demand-responsive transportation technologies are used in major cities across the country.

Skyworks Global and Switch Mobility this month announced a joint venture aimed at making door-to-door, customized transportation an app click away.

Skyworks specializes in gyronautics — the type of technology that directly supports the Uber Elevate urban air taxi concept. Switch Mobility provides an application that integrates real-time, micro-transit ride generation capability into a comprehensive transit platform for consumers.

The two companies are joining forces to work on adding urban air movement to the end-to-end trip chain that already includes multimodal ground transportation.

“Everybody wants integrated trips and they want much more efficiency,” Michel said. “The goal is to seamlessly integrate all forms of travel, so all people need is a smart phone, and with the click of a single button, all of your tickets are there, all of your payments are there and everything.”

Uber’s vision for “on-demand aviation” would use networks of small, electric-powered vehicles that can take off and land vertically and have ranges of 50 to 100 miles on a single charge. The eventual goal is to have them operate autonomously, summoned through an app on a passenger’s phone, but they would likely operate with human pilots in the near term.

DFW is the oldest Uber market in Texas.

<https://www.bizjournals.com/dallas/news/2017/10/23/flying-taxis-how-dfw-is-poised-to-lead-the.html>

Grapevine has big plans for long-awaited train station

Oct. 22, 2017
BY NICHOLAS SAKELARIS
Fort Worth Star-Telegram

GRAPEVINE – Grapevine leaders have been waiting more than a decade for passenger rail service to come to town, all the while dreaming of building a train station unlike any other in North Texas.

Now, with TEX Rail scheduled to begin rolling between Fort Worth and DFW Airport late next year, the city has unveiled its vision — and it's way more than a covered platform and parking.

Plans call for a five-story train station that recalls railroad stations of old, complete with a restaurant, a grand hall filled with retailers, and upper floors with offices, meeting space and a ballroom.

The exterior will be dominated by a 150-foot clock tower and observation deck and a public plaza with a fountain, outdoor stage and public art, making the station a focal point for Grapevine's festivals and events.

Next door, there will be a 121-room boutique hotel that will bring the city's hotel inventory to more than 6,000 rooms. And there will be a 5-story parking garage with valet service and tenant space for retail.

"It's iconic and it's also something that's going to excite the community," said Bruno Rum-below, Grapevine's city manager. "It's going to be a first-class development."

This week, the City Council approved a zoning change for the 4.5-acre site wedged between Main Street, Dallas Street and the railroad tracks.

Regarding the total cost for the station, Mona Burk, Grapevine marketing and communications manager said in an email that the city is still refining the numbers.

"We will be presenting the budget to Council for action in November," Burk said. "Upon Council approval, construction would begin shortly on the parking garage, followed by the station and hotel."

Burk said construction is scheduled to start by the end of 2017.

TEX Rail is scheduled to launch service in December 2018. The 52-minute journey between downtown Fort Worth and DFW's Terminal B will have nine stops, including the one in downtown Grapevine. The first Tex Rail cars, shown to the public last week at a transit expo in Atlanta, arrived in Grapevine on Wednesday.

For Grapevine, only the parking garage and train platform will be ready in time for the start of train service; the station and hotel are scheduled to open in June 2019.

Councilwoman Duff O'Dell called it a legacy project.

"This has been a long project but it will be a game changer for Grapevine," she said. "We've really put a lot of work into it."

Grapevine voters approved a measure in 2006 that contributes about 75 percent of the city's half-cent sales tax to TEX Rail.

Paul W. McCallum, executive director of the Grapevine Convention and Visitors Bureau, said the CVB will contribute \$12 million toward the project.

Other funding will come from TEX Rail and the city's tax increment finance district at Grapevine Mills Mall, Rumbelow said. The city will work out the funding details at the Nov. 7 council meeting.

Grapevine's Main Street is already bustling with activity on any given day, with parallel parking spaces jammed with cars and sidewalks filled with shoppers.

Having a nearby train line that carries 8,000 passengers a day will only add to the energy and pride of downtown, Mayor William D. Tate said.

The design for the station drew inspiration from a Civil War-era station in Harrisburg, Pa., said Craig Melde, senior principal with Architexas.

He showed Grapevine leaders about 30 different stations from across the country before deciding on that one.

Melde has played a role in Grapevine's historic revitalization, having also designed City Hall and the Grapevine Convention and Visitors Bureau.

"This is the crescendo for all their efforts in the past," Melde said. "It's remarkable what they've done here. This is a significant project for us and we want to continue reinforcing this downtown core."

He called it a pure transit-oriented development that doesn't exist anywhere else in North Texas. Mockingbird Station along the Dallas Area Rapid Transit line in Dallas would be the closest comparison.

"They don't have a 10-minute link to the airport like we do here," Melde said.

A two-story grand hall will be Grapevine's "Grand Central Station" with shops selling ice cream, coffee and prepared foods, Melde said. There will also be a market hall selling goods on the first floor and a sit-down restaurant on the south end.

Upper floors will have rooms for meetings, convention space and a ballroom for weddings and special events. The ballroom will be operated by the adjacent hotel.

Grapevine's station will be a hub of multiple forms of transportation with Grapevine's Visitors Shuttle, which visits all the major attractions in town, and the Cotton Belt linear trail converging there.

The new six-story hotel will be the first within walking distance of the downtown shops. It will be operated by Coury Hospitality under the Autograph Collection by Marriott brand. True to the city's heritage, they'll call it Hotel Vin.

“It’s vintage. It’s wine in French. It’s Grapevine,” said Mark Brooks, a principal with Brooks Hospitality Consulting. “Every boutique hotel in the Autograph collection has a story.”

Originally, the station wasn’t going to have an adjacent hotel. But McCallum said the hotel is now an important component of the project.

“That’s what we’re about, filling hotel space and they have some nice meeting space,” McCallum said. “Our responsibility is to continue to attract visitors to Grapevine and overnight guests.”

The parking garage will have 552 spaces, more than enough to handle daily demand from train commuters and hotel users, Melde said.

But it will not be a remote parking lot for airport travelers, Tate said.

“That’s not why we’re building the garage, that’s for sure,” Tate said. “They need to go to DFW Airport and park.”

Bombshell Report Reveals DART's System-Wide Inadequacy

UTA's Institute of Urban Studies' comprehensive look at DART's transit system reveals its role in perpetuating poverty and income inequality.

OCTOBER 23, 2017
BY PETER SIMEK
DMAGAZINE

At this afternoon's meeting of the Dallas City Council's Mobility Solutions, Infrastructure & Sustainability committee, researchers from the University of Texas at Arlington's Institute of Urban Studies will brief the members on a new and groundbreaking study that, for the first time, comprehensively reveals the failures of Dallas Area Rapid Transit to provide adequate public transit to its member cities. The analysis exposes a failure that is contributing greatly to lingering issues of poverty, inequality, and a lack of upward mobility in the region.

You can read the report briefing here, but here are some key statistics that reveal how DART really functions:

- Transportation is unaffordable to 97.44 percent of the population of Dallas.
- More than 65 percent of residents who are dependent on transit have access to less than 4 percent of regional jobs.
- More than 73 percent of Section 8 Multifamily Affordable Housing properties in Dallas are unaffordable when transportation costs are factored in.
- About a third of Dallas residents and transit-dependent residents do not have walking access to a transit station.
- On average, just 18 to 22 percent of the population has access to high frequency service during morning and afternoon peak hours; but during off peak hours, that number drops to just 9 percent of the population. In the late evening, half the population must wait 30 minutes or more for transit or has no transit at all.
- Even though DART boasts the nation's longest light rail network, DART Ranks 23 out of 29 for large- and medium-sized transit agencies in the U.S. in terms of bus passenger miles per capita
- Since 2000, poverty in the city of Dallas has increased 22 percent, while the city's total population has only increased by 9.7 percent.

The major takeaway is this: DART fails at its core function as a public transit agency; that is, getting people who live in its service areas to and from their homes and work. When looking at which residents in that service area are most likely to rely on transit—those who can't afford other transit options—DART is even worse at providing access to jobs. In one fell swoop, the report illustrates how Dallas' income inequality and lack of upward mobility are directly related to the failures of its public transit agency.

Drilling down into the details, the report reveals that DART fails to provide reliable service, accessible service, or service that can bring workers to their places of employment. The reasons are multifaceted. For one, sheer physical distance is an obstacle for transit use for as much as a third of the Dallas population.

Routes that reliably connect people where they really live to where jobs exist is another pressing problem. The data also shows that DART's system is designed for 9 to 5 commuters. There are vast drop offs in levels of service after peak morning and evening rush hours. Which is ridiculous, if you think about it for 30 seconds. Workers who don't have typical 9-to-5 schedules are more likely to rely on public transit. But when it comes to DART, they are out of luck. As far as people who might use DART for non-commuting reasons, such as evening and weekend entertainment? Forget it.

But that's only part of the story. Even in peak hours, which is the focus of DART's service, only 18 to 22 percent of the population has access to the kind of frequency of service that is reliable. Unsurprisingly, the study reveals a correlation between density and areas with a mix of housing and job locations and transit affordability.

It also reveals that the situation isn't that much better for drivers located in transit-dependent locations. On average, Dallas residents can reach only 34 percent of jobs by driving. The disparity is illustrated in a map in the study that shows how low-wage job growth is increasing in the far, northern fringes of the region outside the edge of DART's service area, while the low income population is concentrated south of Interstate 30.

What this translates into is a kind of time poverty: Those who can't afford reliable transit or can't afford to live in areas of the region closest to jobs must also pay for the time it takes to get to their place of employment.

All of it reflects the end result of a city policy over the past few decades to support a brand of regional growth that has seen employment centers migrate northward. But by linking DART's development to that regional growth—investing in a sprawling light rail network as opposed to a functioning transit system—DART has only exasperated the disconnect. As a result, the report reveals that lack of access to transit is one of the great equality issues facing this city and directly relates to perpetuating cycles of poverty.

Dallas prides itself on relative affordability, but when taking transit costs into account, Dallas isn't a very affordable city at all. The study shows that, as you venture further south in the city, there is a greater percentage of household income spent on transportation.

Not that riding DART is particularly expensive. Affordability is the one area that DART does fairly well. Putting aside for a moment the proposed fare hikes DART will decide on over the next few months, the agency compares well to agencies in other cities when it comes to cost. But that's not to say that there aren't areas to improve.

For example, DART doesn't currently offer an option for low income residents to qualify for its reduced fare rate (probably because low income Dallas residents comprise a lion's share of DART's customer base). But the results show that affordability is not a barrier for ridership, meaning DART should keep things as they are and search elsewhere for areas to improve. However, since DART tends to do everything that is the wrong thing to do, this is the one area DART is messing with the machinery, planning to raise fares in the coming months.

Ultimately, what this study reveals is that DART's historical attitude toward its mission as an agency is completely flawed. For the past 30 years, DART has been a construction agency, focused on building out the nation's largest light rail network, while failing to act as a transit agency and provide reliable public transit for its member cities. It's time for DART to learn how to

be a transit agency. This report is the wake-up call that should push public officials, and the DART board in particular, to shift the focus of the agency from construction to mobility.

Let's put it this way: There is no success of Grow South until transit is dealt with seriously. There is no national competitiveness until Dallas fixes its transit mobility and upward mobility issues. Dallas' pressing problems with poverty and income inequality cannot be dealt with until transit is addressed.

That means completely changing the metrics and priorities by which DART measures its success. Because it is painfully clear that the way DART has evaluated its success in the past does not correspond to the reality of how people use public transit. Instead, it has only resulted in a squandering of 30 years of public investment and billions of dollars of tax revenue.

What's next?

First, this study should be expanded to the full network. If we are to take DART and the Regional Transportation Council seriously as public entities that are interested in providing reliable public transit in the region, they should follow the city of Dallas' lead and have UTA's Institute for Urban Studies look even more broadly at access to transit and employment for the entirety of DART's coverage area, in each of its 13 member cities. Too often issues at DART reduce into city vs. suburb squabbles. But what UTA's study reveals is a way of looking at the DART system that can show how DART is failing all its member cities. New priorities and policies must be set.

Kudos to Dallas for finally taking a leadership role on transit and taking a step in the direction toward steering DART on the right track. Now it is time for our elected public officials and the representatives on the DART board to hold the public transit agency's staff's feet to the fire.

<https://www.dmagazine.com/frontburner/2017/10/bombshell-report-reveals-darts-system-wide-inadequacy/>

‘Think big and be creative?’ Some in D-FW try to impress Amazon with higher-ed and transit

OCT. 23, 2017

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

In Amazon’s hunt for a second headquarters, the company asked for lots of data from potential cities, including local wages, crime rates, housing costs, daily flights and college grads in computer science and engineering.

But Amazon also was looking for something beyond the numbers.

“We want to encourage you to think big and be creative,” the request for proposals says.

Tucson responded by trying to send a 21-foot cactus to Seattle. Kansas City’s mayor reviewed 1,000 Amazon items to plug his city. And a town near Atlanta pledged to change its name to Amazon.

Fortunately, Dallas-Fort Worth found more substantive ways to stand out. Last week, officials submitted Amazon bids from the D-FW area and said they wouldn’t disclose details, even the number of proposals.

But others have talked publicly about their ideas, including some that represent out-of-the-box thinking. Some examples:

- Richardson teamed with the University of Texas at Dallas and other schools to propose a plan adjacent to the college campus that some are calling “Amazon U.”
- The group behind a Texas bullet train suggested that Amazon split its headquarters between Dallas and Houston, and use the future rail line to connect a much larger labor pool.
- A developer wants to anchor Amazon’s HQ2 along part of the Trinity River, one of the region’s great untapped assets.
- Some suggested that D-FW tout a major transit play, from putting Amazon’s headquarters around a future bullet train station to adding fast express buses and self-driving people-movers.

“It’s not just about the real estate,” said Bill Sproull, CEO of the Richardson Chamber of Commerce.

Even if these proposals don’t make Amazon’s shortlist, they send an important message about the region. Some of our perceived weaknesses — higher education, public transit and recreational amenities — are actually stronger than outsiders realize. Or at least there are plans to make them stronger.

North Texas is often a national leader in job growth and corporate relocations, but it doesn’t have the popular appeal of Austin, Denver and some tech capitals.

In a recent analysis by Moody’s Analytics, Dallas ranked 34th out of 65 metros in the Amazon sweepstakes, and Fort Worth came in at No. 55. Austin and Atlanta ranked first and second, respectively.

In Moody's data-driven report, the D-FW region lags its peers in certain college degrees; the share of workers who walk, bike and use transit; and several quality of life measures.

Ironically, some of the most creative local ideas for HQ2 are built around those elements.

The joint proposal from Richardson and UTD involves about 100 acres adjacent to the campus, and includes participation pledges from local school districts and community colleges.

All that underscores the importance of education, both to the region and prospective employers: "We're coming together to produce the kind of talent that Amazon needs," Sproull said.

While local colleges don't get much respect nationally, they have made significant progress. Last year, UTD awarded almost 1,600 degrees in computer science and engineering, up from nearly 600 a decade earlier.

Such details strengthen the local pitch for Amazon, and so does the fact that a private group plans to build the nation's first bullet train between Dallas and Houston. Would Amazon split HQ2 to tap workers in both cities?

"That's a way to get the maximum talent that Texas has to offer," said Tim Keith, president of Texas Central Partners, the group behind the ambitious plan.

The split campus was not included in a formal proposal for Amazon, Keith said, because developers are pushing their individual sites. But he expects the bullet train, which aims to be operational by 2024, to be part of the discussions.

In Japan, a 90-minute bullet train ride, similar to the planned Dallas-Houston route, is not uncommon, he said.

The bullet train station is expected to be in downtown Dallas and will be closely linked to light rail and other transit options. Developer Jack Matthews has proposed to put HQ2 around all of that, which would offer a new level of connectivity for the region.

Another firm proposed a site on the banks of the Trinity River, betting that Dallas is ready to finally turn the area into a prime recreational spot. The old Oak Farms Dairy location overlooks the river and would offer easy access to the planned Trinity Park.

"That greenbelt is one of the most important amenities in Dallas, but it's been a hidden strength," said Philip Wise of Cienda Partners.

In a similar vein, a local official said the region is poised for breakthroughs on transportation.

"We can make a transit pitch," said Michael Morris, transportation director for the North Central Texas Council of Governments.

At the General Motors plant in Arlington, they've been working on an autonomous system to move cars and parts between far-flung buildings. Eventually, Morris plans to bolt on a people-mover that could be used in a hospital district — or a future Amazon site.

There's also a planned pilot test to deploy express buses on D-FW's large network of managed toll lanes. The buses will maintain speeds of 70 mph and guarantee arrival times.

He's calling it "guaranteed transit" and said he doesn't know any cities working on a similar plan. The region also has spent \$28 billion on roadways since 2000 and invested billions in light rail. As a result, he said, traffic congestion has remained relatively flat despite the rapid growth here.

"No one can integrate transit as quickly as we can," Morris said.

Will that sound creative to Amazon?

<https://www.dallasnews.com/business/economy/2017/10/24/think-big-creative-d-fw-try-impress-amazon-higher-ed-transit>

Analysis: The far-reaching political repercussions of Speaker Straus' exit

For the first time since 1993, there will be an open race for Texas House speaker. With current Speaker Joe Straus announcing his exit, expect a clear turn in the fight between the state's business and movement conservatives.

OCT. 25, 2017 1 PM
BY ROSS RAMSEY
TEXAS TRIBUNE

Texas House Speaker Joe Straus' decision not to seek re-election is the starting gun for the next speaker's race, a fresh turn in the fight between business and movement conservatives in Texas and also the loss of the loudest and most effective voice on the business side of that intramural Republican debate.

Straus was elected speaker in 2009 by a coalition of a couple dozen House Republicans and most of the House's Democrats — who then were almost equal in strength to the GOP in the House. Over time, the Republicans gained more seats and Straus gained more Republican support, rising to a point where he'd have won re-election even without a single Democratic vote.

But the first race marked him for conservatives who were upset that he had unseated their champion, Tom Craddick of Midland, and that he had done it with the opposition's help. Some never forgave him, and they put up a steady, if ineffective, string of obstacles to try to trip him up.

As late as last month at the Texas Tribune Festival, Straus was saying he would seek a record sixth term as speaker and that he wouldn't be running for the House if that weren't true.

Now he's made his decision to leave. It's an unusual move for a speaker: Straus unseated Craddick, who had beaten Democrat Pete Laney of Hale Center when the House flipped from Democratic to Republican. Laney had succeeded Gib Lewis of Fort Worth, who decided to quit after an ethics scandal. Lewis came after Billy Clayton, who had been acquitted after a federal bribery sting operation caught him in its net.

Politics can be perilous, but Straus is leaving on his own terms.

The speaker was a relatively quiet leader for his first four terms in the job. He found his voice in 2017, pushing against social conservatives whose agenda — led by what became known as the "bathroom bill" — threatened his own desire to push economic development, infrastructure and other more or less bipartisan ideas.

The House is often called moderate — and it is, if the very conservative Texas Senate is your baseline — but it passed some remarkably conservative legislation even while taking fire from the right. "Sanctuary cities" legislation — which focused on ensuring that local authorities enforce federal immigration laws — is a leading example. A strict Senate bill came to the House this year and was made even more restrictive, including a "show-your-papers" provision that allows local police to inquire about the immigration status of people they detain for routine stops. Straus and his followers and supporters have argued that this House is at least as conservative as any that preceded it and that they have a legislative record to prove it.

Now legislators can start arguing about what the House should be in the future and who should lead it. They'll get help, whether or not they want it, from Lt. Gov. Dan Patrick, the leading voice of the movement and social conservatives and the speaker's regular sparring partner.

Gov. Greg Abbott has mediated some of their battles, most often taking the side of the lieutenant governor.

The House traditionally likes to elect its speakers without outside interference — but that interference is always there. Other state leaders, financial supporters, grassroots groups and special interests will be taking part, overtly and covertly.

This will be the first open race since the lead-up to the 1993 legislative session when Lewis was ending his fifth and last term, freeing anyone who wanted to throw their hat in the ring. Pete Laney had been chairman of the powerful State Affairs Committee. Other candidates for speaker included other Lewis lieutenants — the heads of committees on Appropriations, Ways and Means, Transportation and so on. They battled right up to the beginning of the 1993 session, when Laney announced he had put together the 76 votes it takes to win.

At one point, reporters and lobbyists keeping careful track of pledges in that race found they had more votes counted than there are members of the House. A speaker's race is an inside game where the candidates know the voters, cannot legally promise them favor for their votes, but know who wants what and why. It's like running for high school president but with real power at stake.

The House is always full of people who see a future speaker — or governor, or president for that matter — in the mirror when they're getting ready for work every day. Most say nothing, either because they don't want to offend the incumbent or because they think the incumbent would do to them what the windshield of a Mack truck does to a mosquito.

Now they're free, and names will be popping up soon. Two already have: Phil King, R-Weatherford, filed a couple of weeks ago; John Zerwas, R-Richmond, filed within minutes of Straus' announcement. Candidates can file for re-election from Nov. 11 to Dec. 11. The Straus surprise will also probably mark an exodus of people who either don't want to serve in a non-Straus House or who were sticking around to support an ally who's not going to be around anymore. State Rep. Byron Cook, R-Corsicana, announced he won't seek re-election within minutes after Straus made his own announcement.

Expect more of those.

And watch for others who might have been thinking of moving on to try for the corner office Joe Straus has occupied for the last decade.

The speaker's decision also marks a change of strategy for candidates, arguably removing the politician who was in the first paragraph of every social conservative's fundraising messages. They're not running against Straus now.

Conversely, it's easier for Straus loyalists to run on his idea that economic development and "bread and butter" issues should preoccupy state government. The idea might prove easier to defend than the speaker who personified opposition to the movement conservatives.

All that's at stake is the direction of state government. Straus and the House have acted as brakes against an aggressive and focused conservative push from the Texas Senate and the governor. You can reduce a years-long debate over that to this question about who to credit: Was it Straus — or was it the House?

<https://www.texastribune.org/2017/10/25/analysis-texas-house-speaker-straus-resigns-politics/>

Column: Dallas, waiting for the bus all day, can no longer have mercy on DART

OCT. 24 2017

Written by Robert Wilonsky, City Columnist
Dallas Morning News

The Dallas City Council sat around Monday taking turns beating up on Dallas Area Rapid Transit. Happens every few months. Little ever comes of it. But it's always a gas to see DART boss Gary Thomas dodge traffic by insisting he needs time, more and more time, to absorb the damning data for which his agency is partially responsible — like, oh, the fact that people who need DART to get to their jobs can't ride DART to get to their jobs because DART doesn't go where they need it to go when they need it to go there.

At the latest DART therapy session, the council's mobility committee finally got a look at the University of Texas at Arlington-commissioned report first sneak-peeked in April, the one that proves what we've known since forever: DART fails the people who depend upon it most, and is in large part to blame for the widening poverty gap in a booming region where more and more people are being left behind (like, literally, because their buses never get there or it takes forever to get to a downtown light-rail transfer station because DART keeps saying it's too hard and expensive to rip up its spoke-and-wheel bus routes for a more efficient grid system).

I thought a frustrated Tennell Atkins, council member for far southeast Dallas, had the greatest response to the UTA look-see: "Great study. Didn't need it, but great study."

But you cannot ignore the stats, poured out in PowerPoint with charts and heat maps, which are staggering: Almost 98 percent of Dallas residents spend more than 15 percent of their take-home pay getting to and from somewhere, exceeding the so-called "affordability threshold." Most affordable housing isn't affordable at all when you factor in transportation costs. (If only they could use reliable public transportation!). About one-third of the transit-dependent in this city — most living south of downtown — aren't within a quarter-mile walking distance of a bus station, and it takes a majority of DART's customers more than 45 minutes just to get to work on a good day.

And it only gets worse.

"To be a world-class city, we must start thinking about transit as a basic 21st-century infrastructure available to all residents," Theresa O'Donnell, the city's chief resilience officer, told me Tuesday. "With this mindset, it would not be acceptable for one-third of our residents to lack water lines, sewer lines, electricity or roads."

The worst part? There's nothing really new here, except the report from UTA's Shima Hamidi took the anecdotal — we've all covered the horror stories — and made it empirical.

"I knew we would see disparities," Hamidi told me after her 90-minute back-and-forth with City Council members tired of seeing the problems without being offered a fix.

"I just didn't expect the level of disparities to be what we observed," Hamidi said. "The first thing that surprised me before doing the study was the increasing rate of poverty, and what we see in Dallas as opposed to other cities, it's much worse. Now I can connect the dots and see, well, if people cannot get to jobs then they will not have a good chance of getting a job."

Now that we have the study, what are we supposed to do with it? This is the question that should preoccupy our time now.

DART screwed up with the city's acquiescence: DART by building light-rail lines on freight corridors next to where no one lives, and the city by tossing tax breaks and building incentives toward jobs that aren't near housing and housing that's nowhere near jobs. The city keeps investing in the same places over and over to the detriment of the working poor who beg in vain for affordable housing developments near transit centers south of the city center.

Maybe that changes now: On Tuesday, City Manager T.C. Broadnax announced that Dallas has hired a transportation director, Michael Rogers, a civil engineer who comes from Raleigh, N.C., via Peoria, Ill., and San Antonio. He will be charged with drafting Dallas' first-ever mobility policy, the intent of which, I've been told, is to give a wholesale makeover to piles of plans that deal with everything from how land is zoned around transit centers to where the city invests its economic and housing development dollars.

"We have left our faith in the hands of DART and [the North Central Texas Council of Governments] for far too long," said North Dallas' council rep Sandy Greyson. "We have not been masters of our own fate. I am glad the city is saying we are going to take control of what happens for us."

But it can't happen without DART, board but whose leadership seems reluctant to do anything but make minor changes. Thomas told the council Monday the agency is going to pilot-program a bus-grid redo, but it'll be small, expensive and take time — far from the full-on, under-10-year plan the council is demanding. That didn't sit well Monique Ward, a neighborhood planner at City Hall who was at Houston Metro when it went to a grid system two years ago and boosted bus ridership.

"Dallas has an opportunity to build on that and learn best practices and start with a clean sheet to build a whole grid with a 24-hour operating system," she said after Monday's meeting. "Connecting transit-deficient communities in the near term with the grid could potentially be very beneficial."

Clearly, it's time someone else took the wheel.

<https://www.dallasnews.com/opinion/commentary/2017/10/24/dallas-waiting-bus-day-can-longer-mercy-dart>

Federal decision on solar panel imports could cost Texas jobs, slow down installations

OCT. 26, 2017

Written by Jeff Mosier, Energy and Environment Writer
Dallas Morning News

The plummeting cost of solar electricity could soon be on its way up.

The U.S. International Trade Commission decided 4-0 Friday that imported solar cells and panels are threatening the domestic manufacturing industry, potentially setting the stage for President Donald Trump to set tariffs, a price floor or take some other action early next year.

The federal action is widely expected to increase the cost of residential and commercial solar projects, which have taken off thanks in part to cheap solar cells and panels. The \$26 billion national industry employs 9,400 in Texas, according to The Solar Foundation.

"On behalf of the entire solar cell and panel manufacturing industry, we welcome this important step toward securing relief from a surge of imports that has idled and shuttered dozens of factories, leaving thousands of workers without jobs," said Juergen Stein, president and CEO of SolarWorld Americas, one of the companies petitioning the commission to take action.

Georgia-based Suniva filed the initial complaint in April, and SolarWorld, which has a large manufacturing facility in Oregon, later joined the petition.

The two petitioners argue that restricting imports would revive a segment of the domestic solar equipment manufacturing sector. But solar industry leaders fear the higher cost would slow down the solar-energy sector growth and prevent the creation of 88,000 new jobs.

Abigail Ross Hopper, president and CEO of the Solar Energy Industries Association, said that almost all the solar sector would suffer if prices were artificially increased. The industry grouping estimates that doubling the cost of imported solar cells and a price floor on panels would "destroy two-thirds of demand."

The commission announced Friday that solar cells and panels were "being imported into the United States in such increased quantities as to be a substantial cause of serious injury, or threat of serious injury."

The commission has scheduled a hearing next month on what action is needed to protect the domestic manufacturers. A recommendation would go to the president this fall.

Other countries would have the opportunity to challenge tariffs or similar actions at the World Trade Organization. The petitioners, SolarWorld Americas and Suniva, are asking for protection from imports for at least four years.

"Any new tariffs are likely to increase costs and reduce demand for installations, disrupting the solar jobs market that now employs 260,000 workers in the United States and is valued in the tens of billions of dollars," said Andrea Luecke, president and executive director of The Solar Foundation.

Lesley Ritter, an assistant vice president at Moody's Investors Service, said in a written statement, that the decision would have "a negative impact on the economics of solar generation, and could dampen the pace of decarbonization."

Higher prices could also cost the federal government through the 30 percent tax credit it offers for solar projects. If the current 2018 forecast is accurate, taxpayers would pay an extra \$1.23 billion in tax credits, according to an estimate from Cowen & Co. analyst Jeffrey Osborne.

Supporters of the trade action have argued that they are trying to rebalance the industry from 2016, when solar cell and panel prices cratered. The petitioners have blamed excess capacity produced for Chinese companies and the Chinese government reducing solar energy incentives.

"We brought this action because the U.S. solar manufacturing industry finds itself at the precipice of extinction at the hands of foreign market overcapacity," according to a statement from Suniva, one of the petitioners. "President Trump can remedy this injury with relief that ensures U.S. energy dominance that includes a healthy U.S. solar ecosystem and prevents China and its proxies from owning the sun."

John Berger, CEO of Houston-based residential solar installation company Sunnova, issued a harsh statement against the companies that filed the federal complaint.

"It is disappointing that two uniquely mismanaged and uncompetitive foreign-owned companies have been able to benefit from a process meant to protect U.S. businesses that have truly been harmed by subsidized foreign competition," Berger said.

The bankrupt Suniva is majority owned by a Chinese company, which opposed this trade case. A creditor in bankruptcy court has spearheaded this trade effort by Suniva. SolarWorld Americas' parent company is German and filed for insolvency, that country's version of bankruptcy.

Opponents of this trade case have emphasized the company's foreign ownership, seemingly to undercut their arguments about protecting U.S. manufacturing and jobs.

<https://www.dallasnews.com/business/energy/2017/09/22/washingtons-solar-decision-cost-texas-jobs-help-manufacturing-elsewhere>

Trump opens skies for a pilot drone program

Oct. 25, 2017

BY TIM JOHNSON

Fort Worth Star-Telegram/McClatchy

WASHINGTON – Donald Trump once predicted that Jeff Bezos and his Amazon empire would have “such problems” if he became president, but on Wednesday Trump gave the company a game-changing gift by opening up the skies to a drone pilot program for services like package delivery.

Trump signed a memorandum that allows states, municipalities and tribal groups to test drones for a sweeping array of activities such as disaster response, mapping, agriculture – and delivery of goods.

Until now, the Federal Aviation Administration restricted drones from flying over people, operating at night or buzzing beyond the visual line-of-sight of the ground-based pilot.

“America’s skies are changing,” said Michael Kratsios, deputy assistant to the president in the White House Office of Science and Technology Policy. “Our aviation regulatory framework has not kept pace with this change.”

More than 1 million drone owners have registered with the FAA, Kratsios said, and commercial drone numbers are expected to soar fivefold by 2021.

The action may open the door to revolutionary, and disruptive, drone usage in new areas of the economy. And it is Amazon, the world’s biggest retailer, that is among those that may benefit the most – despite Trump’s antipathy toward the company and Bezos.

During the early part of the campaign leading up to November 2016 elections, Trump regularly bashed Bezos and Amazon for what he alleged was tax dodging.

“If @amazon ever had to pay fair taxes, its stock would crash and it would crumble like a paper bag,” Trump tweeted on Dec. 7, 2015.

During a campaign event in Texas on Feb. 26, 2016, Trump declared of Amazon: “If I ever become president, oh do they have problems. They’re going to have such problems.”

In ensuing months, Trump accused Amazon of “getting away with murder” on taxes, but the subject of his anger also shifted, focusing more on Bezos and his purchase in 2013 of the Washington Post. During the campaign, Trump’s team revoked the press access of “phony and dishonest” Post reporters.

The two tycoons entered an uneasy truce after Trump’s triumph. Bezos offered congratulations and tweeted that he would “give him my most open mind and wish him great success in his service to the country.” Bezos has taken part in the American Technology Council, set up by the White House, and met there with Trump as recently as June 19.

But aggressive Post reporting on an FBI investigation into inroads by Russia into the Trump campaign led Trump to lash out on Twitter in July, referring to the “Amazon Washington Post.”

“Is Fake News Washington Post being used as a lobbyist weapon against Congress to keep Politicians from looking into Amazon no-tax monopoly?” Trump tweeted July 24.

Like other companies, Amazon has some hurdles to clear before it conducts more expansive testing of package delivery in the United States. Regulatory impediments in the past led Amazon to conduct testing in the United Kingdom, just as Google’s parent Alphabet moved to test its Project Wing in Australia, where in recent weeks it began making deliveries to people’s backyards.

Amazon sought FAA approval to conduct drone delivery testing in the United States in 2014, but the FAA didn’t grant permission for nearly a year. That prompted the company to turn to Britain, where on Dec. 7 Amazon announced that its Prime Air service successfully delivered a package by autonomous drone to a client in the Cambridge, England, area within 13 minutes of click purchase. The company pledged to consumers living around one of its warehouses to “safely get packages to customers in 30 minutes or less.”

A promotional video says Amazon drones would fly “quietly below 400 feet, carrying packages up to 5 pounds and guided by GPS.”

For that and subsequent deliveries, Amazon used a traditional quadcopter drone. But the Seattle company is testing other types at an Amazon Drone Development facility in Graz, Austria.

“Like smart animals, the drones must know when they are getting into trouble, and avoid colliding with things, without a human intervening. They must be independently safe,” Paul Misener, an Amazon vice president for global innovation policy, wrote in a blog post.

Amazon did not immediately issue a statement over the White House action.

For its part, Google’s parent said last week that it had partnered with two Australian merchants – a Mexican food chain and a drugstore chain – for drone deliveries.

“We’ll dispatch our drones to pick up the order from our partners’ loading sites and then transport and deliver the goods to testers at their residences,” James Ryan Burgess, co-leader of Project Wing, said in an Oct. 16 blog post.

The testing takes place in a rural area in the Australian Capital Territory, which surrounds Canberra, and is “a 40-minute round trip in the car for almost anything,” he wrote.

Technical challenges remain, Burgess said, noting that cars can be parked in unexpected places or outdoor furniture moved, and further testing of sensors is need for algorithms to ensure a safe spot for delivery.

“This is more complicated than it looks. We have to incorporate customer preferences — e.g. many of our testers would like packages delivered to backyards so they’re not visible from the road, or near kitchens so food items can be unpacked quickly.

A senior administration official said the Department of Transportation and the FAA will move quickly once proposals arrive from cities and states that want to test drone usage.

"There may be a town in America who wants to test a package delivery option," the official said, speaking on condition of anonymity, and "they can go out and find an industry partner who would be willing to come and join with them in this hypothetical plan."

He said it was far more likely that such a plan would be tested in less densely populated areas, not New York City, as the administration looks toward creating national rules on drones.

Dallas Mayor Mike Rawlings says North Texas cities must work together to win 'job wars'

OCT. 26, 2017

Written by Elvia Limón, Communities Writer
Dallas Morning News

UNIVERSITY PARK — Dallas is the nation's ninth-largest city, but in the eyes of Mayor Mike Rawlings, it's simply a neighborhood that's part of a larger "city-state" known as the Dallas-Fort Worth area.

And that entire area, he said Thursday, will have to work together as a region to compete in "job wars" to help bring even more diversity and economic growth to the region.

"I see myself as a citizen of D-FW, and a mayor of a great neighborhood called Dallas," Rawlings said. "I think we are in a good place in that upcoming job wars that we're going to have."

Rawlings made his remarks at a symposium on the campus of Southern Methodist University to address trends in migration to urban and suburban regions among minorities, immigrants and millennials. It was hosted by the SMU Cox School of School Business Folsom Center for Real Estate, the SMU Economic Center and Houston's Center for Opportunity Urbanism.

Selling the region instead of individual communities is one reason Dallas and Fort Worth recently worked together on a regional pitch for Amazon's HQ2 rather than pitching to the company as separate cities, Rawlings said.

He told the crowd the city has seen population growth in downtown Dallas residents. He said Dallas' GrowSouth initiative wants to boost the region so it can be more attractive to potential employees thinking about moving to the area.

"We are a hub of growth," he said. "We are pro-business. That's in our DNA."

The Dallas mayor received support for his regional teamwork vision from another member of the panel, Henry Cisneros, one-time San Antonio mayor and former U.S. secretary of Housing and Urban Development.

He said that cohesive approach makes sense because much of the North Texas community functions as a single economic organism.

"You see it when you fly into a metro area at night and you can't tell where the city ends and the suburbs begin," said Cisneros, now the chairman of CityView, an investment management and development firm. "Collaboration on things like transit systems, housing affordability, initiatives on education are all important."

'Losing affordability in Texas'

North Texas is the third-most diverse metropolitan area in the U.S. behind New York and Houston. That's being driven, in part, by foreign-born residents. Many of them are moving to suburban cities such as McKinney and Frisco, said Cullum Clark, director of the SMU Economics Research Center.

"I did a very nonscientific survey solo and found that if you look at comparable homes in Preston Hollow, they are up 2.6 times more [in price] than comparable homes in Frisco," Clark said.

Many immigrants coming into North Texas in recent years are from Latin American and Asian countries, Clark said, adding that they tend to be younger and have a higher education than what the area has seen in the past.

Luis Torres, an economist at Texas A&M University's Real Estate Center who also took part in Thursday's symposium, said high housing market prices in the city of Dallas are helping push more people to the suburbs. He said the majority of potential homebuyers in Texas are looking to purchase homes under \$300,000, but those tend to be scarce, he said.

"We are losing affordability in Texas," Torres said. "Going forward, we have to think about what's going to happen in housing here in Texas."

<https://www.dallasnews.com/news/university-park/2017/10/26/dallas-mayor-mike-rawlings-saysnorth-texas-cities-must-work-together-win-job-wars>

Here's where you'll live when self-driving cars rule the roads

Self-driving cars will change more than just the way we travel

By Andrea Riquier and William Davis
MarketWatch
Oct 25, 2017

It's 7 a.m. on a Monday morning in 2037.

As you start your 60-mile commute, you wonder if there's enough time to get everything done — meeting prep, scheduling your kid's appointment, expense reports — and still sneak in a nap. Since the U.S. car fleet went fully automated a few years ago, the speed limit has increased and congestion has eased, so your trip will take less than an hour.

Today's cars and trucks aren't just faster and more efficient. Their very shapes have changed, turning them into spaces to work or rest as you travel.

They're also safer — so much so that municipalities have cut police and first responder budgets in half. Auto insurance costs a few dollars a year. And many people now use shared “transportation as a service” networks instead of owning a vehicle, saving them thousands.

But some of the automated revolution's most profound impacts aren't about transportation at all. How and where Americans live — their homes, communities and housing markets — have also been transformed.

MarketWatch asked housing, real-estate and transportation experts to help illustrate those coming shifts. None had a crystal ball, but they've all thought extensively about the effects automated vehicles will have on housing.

The details of their visions varied, but the big picture was largely consistent: They agree that the high-tech innovation brought about by autonomous vehicles will be deeply transformative, though in some ways also strangely similar.

Many Americans will live in densely packed cities, but most of us will still head for the suburbs in search of backyards, an extra bedroom, and fresh air. We'll use commuting time for work: No one predicts the “death of distance” — the idea that we'd rarely leave our homes again — that accompanied the internet's early rise.

None of our experts predicted shifts so futuristic that they seemed radical, like a drone helipad for every home. But the transitions they do envision may be more revolutionary than we realize now.

Get ready for more real estate devoted to people and green space, rather than cars; for more options for housing in different kinds of communities; and for the possibility of connecting people and regions that have often been left out.

Cities, suburbs and exurbs will still exist — but they'll look different

Our experts predicted that cities will remain popular, growing denser as space now devoted to cars will be reclaimed by people.

But automated technology will also push people out of town, they said. Taylor Mammen, a managing director with real estate advisory firm RCLCO, said automation will drive a “renaissance” of many suburbs because “a lot of people, all other things equal, would rather not live on top of their neighbor.”

Of course, when we contemplate places to live, we often consider community, rather than geography. Many of today’s affluent, desirable cities and towns boast strong school systems and cultural scenes that follow — or precede — well-educated residents with good incomes and high expectations.

“Driverless cars should strengthen quality suburbs,” said Mammen — those that offer high-quality housing, outdoor space, and recreational and cultural amenities.

As Americans can be choosier, he said, “they probably harm suburbs that continue to exist today because they offer a reasonable commute to job centers but have nothing else going for them.”

Meanwhile, Americans will look beyond existing suburbs as technology makes travel faster and easier. People of means have always flocked as far away from urban centers and jobs as existing technology allows, notes Ralph McLaughlin, chief economist for Trulia.

In the 19th century, new public transportation systems allowed people to live in the first “inner-ring” suburbs. In the 20th, the interstate highway system spawned today’s car-centric commuter suburbs. The transportation revolution of this century will take Americans even further from city centers, McLaughlin believes.

Some analysts expect more of the sprawl we experience now, in which people move ever-further from job centers, trading affordable housing for long, emission-heavy commutes.

But in an automated future, a new influx of residents could transform exurban areas — say Stockton, Calif., the epicenter of the “drive until you qualify” boom and bust — into vibrant, livable communities with clean, productive commutes, Mammen suggested.

McLaughlin believes the most interesting transformations won’t be in the exurbs of today, but in smaller cities that were built before cars dominated, and which likely still have walkable — if currently partially vacant — downtowns that can be revitalized.

And he thinks the new technology will open up entirely new housing possibilities. People who work in San Francisco and live in dense, close-by suburbs like Redwood City, he said, may say “I could stay here, or I could commute to Napa — to wine country.”

Such rosy visions are grounded in an uncomfortable present: Many Americans currently live in communities that once supported residents with ample jobs, but no longer do.

Missy Cummings, an engineer and former military pilot who is director of Duke University’s Humans and Autonomy Lab, looks at the rural areas in between North Carolina’s booming job centers of Raleigh and Charlotte and sees a policy problem driverless technology can solve.

Cummings believes the promise of on-demand point-to-point transport that driverless technology offers is far more compelling than existing services such as light rail, which is expensive, labor-intensive to construct, and has a mixed track record.

“I’m trying to get North Carolina and other states to think about, ‘What does it mean for light rail if driverless cars get here first?’” Cummings said. “Eastern North Carolina has really struggled economically — foreclosures, the jobs just aren’t there. If we could get more mobile forms of transportation, it would change things.”

Greater accessibility can also benefit the elderly. “Once you lose your driver’s license you have to move,” said John Burns, CEO of John Burns Real Estate Consulting and author of “Big Shifts Ahead.”

Burns sees the technology posing challenges for assisted living communities. “If you can get yourself to the grocery store, the doctor’s office, that’s a game-changer,” he said.

More independence and better quality of life may come with a drawback, though: Older people staying in their homes longer, Burns said, may make it more harder for younger families to trade up to their own “forever homes.”

One of the biggest changes the self-driving revolution will bring will be felt in all kinds of communities, from the most urban to the most rural: Cars won’t hog our attention, time, or space the way they do now.

Downtown areas will no longer need to devote prime real estate to parking. Instead, many assume, autonomous vehicles — whether shared and subscription-based or personally owned — will hover a few miles away, to be quickly summoned when needed.

Americans now own roughly 240 million passenger vehicles, which sit idle roughly 95% of the time — and we’ve got, by best guess, roughly 800 million parking spaces to accommodate them all. That’s likely to change.

In urban spaces, parking garages and lots will be repurposed for housing. Two-car garages attached to single-family houses, meanwhile, will become one-car garages. That extra space may be converted into an in-law apartment or reclaimed for grass, trees, and gardens.

Across America, said Burns, we can expect to see “a lot less asphalt.”

How cars — and car ownership — will evolve

People who think about self-driving technology are divided over a big question: Whether we’ll own our own cars, as most do now, or share them. Robin Chase, who founded the sharing service Zipcar, framed that question as “heaven or hell” in an influential article a few years ago.

Most of our experts thought the future would incorporate both options. Thomas Hoban, president of Florida-based developer Kitson & Partners, is developing Babcock Ranch, a 19,500-home community near Fort Myers. He expects many of his future owners to own or use automated vehicles; his community will include an “Uber-like” fleet of shared vehicles.

But he and others also expect many people to own cars. “People desire space and privacy,” said McLaughlin, and anyone with the means will want as much as possible.

“Maybe 80% of people will drive in with their own car, but maybe people in the lower tier opt for the subscription model,” he said. “Maybe you can let that [automated vehicle] be an Uber on its

down time or do errands for you. If it sits idle, well that's a premium you may choose to pay. It's your room."

But perhaps not surprisingly, the companies at the forefront of the ride-sharing movement believe car ownership will be replaced by ride-sharing.

"The question I would have for most people is, 'Why have a car?'" said Taggart Matthiesen, direct of product for Lyft. "Why own the hard asset, the vehicle, have to pay the insurance and gas, as opposed to being part of a service?"

Matthiesen has lots of ideas on how a subscription service for transportation could work in less dense areas. Commuters might take a high-speed vehicle — perhaps a train or bus — to the edge of a city, he suggests, then pick up one of a fleet of roaming automated taxis to finish the trip.

Andrew Salzberg, who runs transportation policy for Uber, is "bullish on the probability of self-driving networks working well." But he also recognizes that for many Americans, it's hard to share cars. Both acknowledge that a lot of work will need to go into creating a fully shared future.

Many questions, meanwhile, remain. How will shared fleets serve lower-density suburban and rural communities? Will successfully managing rush-hour commutes require people to stagger work hours or pay congestion fees? And while the idea of private companies collaborating with public transit agencies sounds promising, doesn't the idea of a multi-connection commute run counter to the idea of a single, productive automated journey?

A once-in-a-lifetime chance

Another nagging question lingers below the surface of these visions: Who gets to participate? After all, someone will have to live in the communities affluent, tech-savvy commuters leave, and not everyone can turn a car into an office.

If white-collar workers can stretch the limits of their productive time to include the commute, some wonder, will they make even bigger leaps ahead in income, wealth and status than janitors, baristas, and construction workers who may not enjoy the same advantage?

Many analysts MarketWatch interviewed disputed that idea. Some non-knowledge workers might reclaim their time on the road in other ways, such as napping or communicating with friends or family members. And as Cummings notes, it's possible that many communities — not just wealthy ones — could benefit from the technology.

What is certain, however, is that automated vehicle technology offers fantastic opportunities—and unimaginable disruption — beyond what's described here.

An example: More than 9 million Americans currently work in transportation occupations, according to the Labor Department, and automation could be deadly for those careers. But for others, such as an estimated 6 million with physical disabilities who have trouble getting the transportation they need, the technology could be a lifeline.

Naturally, every prediction should be taken with a grain of salt.

And with lessons from the rise of the internet — and the earnest predictions that it would spell the end of dictators, a new era of dominance for small businesses, and seamless globalization — still fresh, a healthy skepticism is warranted. “The future,” Yogi Berra once said, “ain’t what it used to be.”

Still, it’s hard not to get excited about the transition that lies just ahead. Self-driving technology offers a once-in-a-lifetime chance to remake our space, the way we move around it — and how we live in it.

Why won't D-FW share its Amazon bid with the public? Boston and Toronto did

OCT. 27, 2017

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

"We are a proud city of immigrants," Boston's mayor wrote to Amazon in its bid to host the company's second headquarters.

Thirty percent of the city's workers are foreign-born, hailing from over 100 countries, according to the bid, and Boston-area colleges have 48,000 international students.

In Toronto, half the residents were born outside of Canada and speak over 180 languages and dialects, the city said in its Amazon bid. Skilled foreign workers can get visas within 10 days, and the region's 80,000 international students can continue working there after graduation.

"Immigration is not a problem in our country. It's a solution," Toronto said.

Sounds impressive, and these details are just a few examples from the cities' documents, which are available online.

So what is Dallas-Fort Worth, angling to be a prime contender in the Amazon sweepstakes, saying about its local workforce and universities?

That's a secret, apparently for Amazon's eyes only.

The Dallas Regional Chamber, which coordinated the Amazon bid, has declined to release any details, even the number of North Texas sites submitted to Amazon.

The group said it's customary to keep everything confidential on big economic development projects, and indeed, most U.S. cities are not publishing their Amazon proposals. The chamber said its policy protects both the company that's expanding and local governments offering tax breaks and other incentives.

But the Amazon project is different. It's expected to total 50,000 jobs and \$5 billion in investment, making it perhaps the biggest economic plum ever up for grabs. And Amazon has gone public with the process, inviting metro areas to bid for it.

The company has been unusually transparent. In its request for proposals, it spells out preferences for transit stops and educational collaborations, and the importance of incentives. It also encourages communities to collaborate in big, creative ways.

After the Oct. 19 deadline, Amazon said it had received 238 proposals from cities and regions in 54 states, provinces and territories in North America.

"Amazon is benefiting enormously from the pressure of a public auction," said Greg LeRoy, executive director of Good Jobs First, a Washington research firm that tracks corporate incentives. "Taxpayers deserve to see what's happening, too."

Private group

The Dallas chamber is funded by about 1,100 members, not taxpayers. So unlike city and county governments, it isn't required to release documents to the public. The group said that confidentiality was essential to earning the trust of local cities and developers, and to pulling them all together for a single submission to Amazon.

Individual cities and developers are free to publicize their sites, and several have done so. But there are some risks to withholding the bid from public view.

At minimum, the region is missing a chance to market itself and the traits that make it special. Amazon's search is commanding attention around the country, so this is a rare moment to capture such interest.

At worst, North Texas' secretive ways could be a strike against it. Cities in the region compete hard for corporate investment, and Amazon may wonder about their willingness to cooperate and work together. The chamber also didn't rank the sites or weed out the least likely ones, so the submission may feel like a data dump.

In contrast, Boston's bid focuses on a No. 1 location and includes details on three others. That seems like a more workable number.

Boston, Toronto and others that published their bids may also get extra points for transparency — even if they don't disclose everything.

Boston, for example, didn't include an incentive package. It outlined several programs to help businesses, such as training grants and special tax districts. And it said the city "looks forward to discussing investments, incentives and initiatives."

D-FW could have taken a similar tack, holding back the numbers on tax breaks, land costs and other proprietary information. Then it could have shared the pitch for the region's talent pool, considered a strength. It could also have detailed the progress in local universities, transit and recreation — features that often get weaker marks.

Fitting in

The bids from Boston and Toronto say a lot about the cities and how they would fit with Amazon's progressive culture. The company is an outspoken defender of immigrants' rights, and the cities tout those strengths upfront.

There's much more to learn. Did you know that Boston built America's first subway and municipal library, and opened the first public beach? Or that a third of workers take public transit and that 16 percent walk or bike to the office?

Amazon wants lots of tech talent. Over half of the Boston region's population has a bachelor's degree or higher, and Boston has led the nation in NIH funding for 22 consecutive years. It has over 150 robotics companies, employing 3,200 and generating \$1.9 billion sales, the bid said.

Boston has been the No. 1 U.S. city in energy efficiency since 2013 and wants to cut greenhouse gas emissions 25 percent by 2020.

The Boston bid includes hundreds of detailed data points, including computer science graduates from individual schools. It has over 100 food trucks, 500-plus pieces of public art and over 20 breweries.

A rendering of the potential Amazon headquarters shows that it's a 10-minute subway ride to downtown and 20 minutes to Harvard.

All this and more help explain why some senior Amazon executives are reportedly pushing Boston for HQ2.

The question is how D-FW measures up — and whether we'll ever know.

<https://www.dallasnews.com/business/amazon/2017/10/27/d-fw-stays-mum-amazon-bid-boston-toronto-share-stories-world>

Controversial managed toll lanes now cover entire \$1.8 billion LBJ East expansion project

OCT. 30, 2017

Written by Ray Leszcynski, Communities
Dallas Morning News

GARLAND — Like tens of thousands of daily commuters on Interstate 635, Texas' toll road debate is stuck in a traffic jam.

The Regional Transportation Council plans to expand 10.8 miles of I-635 from Central Expressway to Interstate 30, using managed — or toll — lanes to fund half of the \$1.8 billion project.

Drivers would have the option to choose the managed lane and pay a toll to avoid congestion, as they can now on LBJ Freeway through North Dallas.

The tolling component, however, has to be approved by the legislature. Just like it did in 2013 and 2015, the legislature failed to provide such approval when it met earlier this year.

State transportation officials say they've been given no other way to pay for a mega project such as the one they call LBJ East. They move forward with plans to include tolled lanes, saying they have no other option.

'A billion dollars short'

Despite not knowing where the money will come from, representatives of the Texas Department of Transportation, the RTC and the North Texas Tollway Authority and local officials gave an update on the project Thursday at the South Garland Branch Library.

"There is \$832 million in funding identified for this project," Kelly Selman, district engineer for the Texas Department of Transportation told the crowd. "You're a billion dollars short."

The plans call for five free lanes and two managed lanes in each direction, plus continuous frontage roads. LBJ Freeway in those areas of Garland, Mesquite and Dallas currently has four free lanes and one express lane in each direction. Some areas have frontage roads, some don't.

That's a change from the plan going into the legislative session that called for the managed lanes to extend over only about a third of the project, between Central and Miller Road.

Officials now say managed lanes over the entire stretch of LBJ East are necessary. Garland and Mesquite officials were adamant about including a \$300 million reworked interchange at Interstate 30 in the plan. And the projected construction costs grow by \$5 million monthly just on inflation.

Michael Morris, transportation director for the North Central Texas Council of Governments stared into anti-toll signs from the crowd of about 100 Thursday and heard jeers at the prospect of a tolled component.

"Don't represent LBJ as a toll road," Morris said to those opposed to the tolls. "It has 10 free lanes and frontage roads."

There has been enough money for projects like the Southern Gateway at the Interstate 35-U.S. Highway 67 split and the downtown Dallas Horseshoe, but those have come in at half the estimated cost. LBJ East is the region's top priority, Morris said, and can no longer wait.

'We'll be shovel-ready'

TxDOT's most recent traffic counts show between 202,000 and 220,000 Selman said there are 430,000 transactions a week from the six express lane checkpoints.

Though the plan doesn't have the necessary state approval, it will move forward for Texas Transportation approval by year's end, then bids and environmental clearance. If the funding happens, construction could start in early 2019.

"We're going to go out, procure the entire project and get a price," Selman said. "We'll be shovel-ready."

LBJ East is the third portion of the I-635 project. It will connect completed phases in Mesquite and North Dallas. The managed tolled lanes would flow with those between Central Expressway and Interstate 35.

But Morris said the model would be different than LBJ through North Dallas in that the freeway would be publicly owned and the tolling component could scale back once bonds were repaid. He did not say, however, that tolls would ever go away completely.

"This project is nowhere close to the project in the west," he said of the LBJ project in North Dallas. "The project to the west was built when the region had no money at all."

<https://www.dallasnews.com/news/garland/2017/10/30/controversial-managed-toll-lanes-now-cover-entire-18-billion-lbj-east-expansion-project>

DART offers paratransit riders a Lyft

Service for elderly, disabled tests on-demand ride-share service

Oct. 30, 2017

By RAY LESZCZYNSKI Staff Writer rleszcynski@dallasnews.com

Dallas Morning News

Some North Texas residents who need rides the most — the elderly and disabled — are getting a taste of on-demand ride-sharing.

Through a pilot program with their paratransit provider, MV Transportation, 160 Dallas Area Rapid Transit paratransit riders are now getting a Lyft.

The vast majority of DART's 12,000 paratransit riders must book their rides a day in advance.

They can't enjoy the spontaneity that has made overnight successes of transportation network companies such as Uber, Lyft and Bubbl.

"Paratransit as it exists today is pretty much a dinosaur," admitted Doug Douglas, DART's vice-president of mobility management services.

"What we're trying to do is remain relevant and sort of move into the next generation of where paratransit transportation is going."

Knowing that not all senior and disabled riders can adapt to all vehicles, DART in May handpicked eight customers physically able to pilot the program. Others joined the program by request.

The Lyft service is free for now. Costs are covered by DART's seven-year, \$186 million contract with MV Transportation, which provides DART about 750,000 paratransit rides a year DART has used subcontractors to provide paratransit for decades, Douglas said, because it is cost-effective and companies in the private sector have developed a lot of experience in the area. MV Transportation operates in 200 locations, and, DART says, those multiple contracts improve the company's ability to provide specialized services.

The pilot program is continuing on a month-to-month basis for now. DART hopes it continues all the way to the October 2019 contract.

"We don't know how long this will be free," said DART administrator Tammy Haenftling.

"We will give our riders plenty of notice" if and when that changes.

MV Transportation officials say many similar partnerships are sprouting up around the country because of the success of services like Lyft and Uber.

The deal for DART paratransit passengers is MV Transportation's first partnership with Lyft. DART says it will allow for up to a 7 percent increase in paratransit capacity. Previously, the agency would add taxis or deploy more of its own paratransit vehicles at peak times.

"We are excited about the many possibilities these partnerships offer," said Nikki Frenney, MV Transportation vice president of communications.

But the Lyft service isn't for everyone yet. People with vision disabilities are among riders who have most quickly embraced the concept. DART is still looking for ways to improve services, such as providing more flexible scheduling, for paratransit riders who require specialty vehicles, often people with physical disabilities.

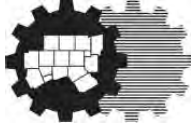
"This is a pilot, and it's not perfect," said Haenftling.

"There are shortcomings, mostly because we don't have the same ability to offer the service to people that need accessible vehicles. But we have to start somewhere. We have to embrace."

That means Lyft isn't yet a solution for Catherine O'Donnell's 90-year-old mother, who lives in North Dallas, because she uses a wheelchair.

But the family says the partnership does address one major shortcoming of DART paratransit for those who can use the Lyft service: Being able to get a ride at a moment's notice.

"My mother would cough up the money" for a solution, O'Donnell said. "She just wants to get to church on time."



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
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bwilson@nctcog.org

NCTCOG to Provide Residents Mobility Plan Update
AirCheckTexas on-site processing to be offered at public meetings

Oct. 5, 2017 (Arlington, Texas) – The North Central Texas Council of Governments will present an overview and timeline for the region’s long-range transportation plan and process AirCheckTexas vehicle repair and replacement applications during public meetings in October.

Residents can provide input on Mobility 2045 at public meetings on Oct. 10 (Fort Worth), Oct. 11 (Arlington) and Oct. 16 (Garland). Mobility 2045 will define a long-term vision for the region’s multimodal transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs aimed at reducing congestion and improving air quality and quality of life.

NCTCOG staff members will also be at the meetings to process applications for people interested in vehicle repair or replacement assistance through the AirCheckTexas Program. North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are at least 10 years old may be eligible to receive up to \$3,500 for their vehicle if they meet the income guidelines, which are based on family size. For example, a family of four earning \$73,800 or less may qualify for assistance.

Applicants attending one of the public meetings must provide proof of current registration, failed inspection report and annual household income. For more information about AirCheckTexas, visit www.airchecktexas.org or call 800-898-9103.

Updates on the following topics will also be provided:

- Funding opportunities for vehicle and fueling infrastructure. The Texas Legislature recently approved changes to several funding programs providing fleets and interested parties opportunities to upgrade higher-polluting machines and install alternative fuel infrastructure.
- A high-occupancy vehicle technology upgrade. To benefit from the RTC’s 50 percent peak-period discount on eligible TEXpress Lanes, motorists must register their trips in advance. RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. If successful, the technology solution could be implemented on all toll managed lanes in the region.
- Regional Traffic Signal Retiming Program. A recently issued call for projects would competitively award Federal Highway Administration Congestion Mitigation and Air Quality funding for two programs that improve traffic operations through signal retiming and low-cost operational improvements.

Watch the Arlington meeting in real time by clicking the “live” tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details		
Tuesday, Oct. 10, 2017 6 p.m. Ella Mae Shamblee Library 1062 Evans Ave. Fort worth, TX 76104	Wednesday, Oct. 11, 2017 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011	Monday, Oct. 16, 2017 6 p.m. Garland Central Library 625 Austin St. Garland, TX 75040

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

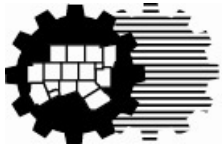
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers 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.

###

2017 Clean Diesel Subaward and Call for Projects

**Regional Transportation Council
November 9, 2017**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**



Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment



Low Speeds

Idling

Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

Background

Source: EPA National Clean Diesel Funding Assistance Program

NCTCOG Proposal Recommended for Full Award

Expense Category	Amount
Vehicle/Equipment Replacement Projects	\$2,000,003
NCTCOG Administration*	\$90,709

Benefits Anticipated	5-Year Impacts
Nitrogen Oxides Reductions	96.92 Tons
Particulate Matter Reductions	6.93 Tons

**Up to \$25,000 RTC Local "Backstop" for Staff Administration Approved August 10, 2017
EPA = Environmental Protection Agency*

Project Eligibility

Eligible Entities:

Local Governments

Private Companies who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
Replace On-Road Diesel Trucks	45% Cost if New is Electric
Replace Non-Road Diesel Equipment	35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards (Both Natural Gas and Propane Engines Currently Available) 25% Cost for All Others

CARB = California Air Resources Board

Proposed Subaward

Denton County Transportation Authority (DCTA) Transit Bus Replacement Project

Background:

Submitted in Response to NCTCOG Solicitation
Commitment to 75% Match Requirement
Detailed in Proposal to EPA

Subaward Details:

\$471,603 for Replacement of 4 Transit Buses
(25% Funding Threshold)
Contingent on Adoption of RTC Clean Fleet Policy

Proposed CFP Details

Balance Available for CFP:

\$1,528,400

Structure:

Modified First-Come, First-Served

Interim Application Deadlines 5 pm Last Friday of Each Month

Competitive Evaluation Within Month

Selection Criteria:

Cost Per Ton NO_x Emissions Reduced

Feasibility/Risk

Multi-Pollutant Emission Reductions

Proposed CFP Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	October 27, 2017
RTC Approval to Open CFP	November 9, 2017
CFP Opens	December 2017
Interim Application Deadlines (for Competitive Evaluation)	5 pm on Last Friday of Every Month Beginning January 26, 2018, Until End of CFP
STTC, RTC, and Executive Board Approval of Recommended Subawards	Monthly from February 2018 Until End of CFP
CFP Closes	January 2019 or When Funds Exhausted, Whichever Comes First
Project Implementation Deadline	December 2019

Extension of Existing CFP

North Texas Airport Emissions Reduction CFP

Background:

EPA Funds Awarded in 2015

Have Been Accepting Applications on Modified First-Come,
First-Served Basis with Monthly Application
Deadlines

Final Deadline Currently December 29, 2017

No Applications Received to Date

Proposal:

Extend Final CFP Deadline to September 2018, or Until
Funds Exhausted, Whichever Comes First

Action Requested

Approval Of:

Subaward to DCTA up to \$471,603 for 4 Transit Bus Replacements

CFP Structure, Selection Criteria, and Schedule

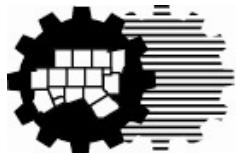
Extend North Texas Airport Emissions Reduction CFP through September 2018

For More Information

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www.nctcog.org/AQfunding



North Central Texas
Council of Governments



AGENCY	PROJECT NAME	FUNDING FISCAL YEAR	FEDERAL TRANSIT FUNDING PROGRAM	GRANT	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL FUNDING	NOTES
DART	Fare equipment partnership with small and non-traditional providers	2013	5310	TX-16-X010-01	FARE EQUIPMENT	CAPITAL	\$185,000	(1)
DART	Software integration with non-traditional and private provider payment platforms	2012	5317	TX-57-X043-01	MOBILITY MANAGEMENT	CAPITAL	\$240,000	(1)
DART	Taxi vouchers in nine service gap locations	2007, 2008	5317	TX-57-X009-00; TX-57-X021-00	OPERATING ASSISTANCE	OPERATING	\$312,000	(2)
DART	Seven low floor, smaller alternative-fuel vehicles and five 40-foot transit buses	2015	CMAQ	TX-95-X083-00	12 EXPANSION BUSES	CAPITAL	\$3,220,000	(2) (3)
DCTA	Mobility management technology integration across partner scheduling software	2012	5317	TX-57-X043-01	MOBILITY MANAGEMENT	CAPITAL	\$240,000	(1)
DCTA	Express bus connection between Denton and Fort Worth	2009	5316	TX-37-X081-02	OPERATING ASSISTANCE	OPERATING	\$227,000	(2)
DCTA	Express bus connection between Denton and Fort Worth	2015	CMAQ	TX-95-X083-00	3 EXPANSION BUSES	CAPITAL	\$1,610,000	(2) (3)
FWTA	Express bus connection between Denton and Fort Worth	2011	5316	TX-37-X096-00	OPERATING ASSISTANCE	OPERATING	\$587,500	(2)
FWTA	North Quadrant bus service	2011	5316	TX-37-X096-00	OPERATING ASSISTANCE	OPERATING	\$587,500	(2) (4)

(1) Project will retain existing small provider Transportation Development Credits (TDCs) based on scope of project.

(2) Requires a 50% local match for operating projects. Requires a 20% local match for capital projects or for individual agencies to use their TDCs.

(3) Project will be deobligated from existing NCTCOG/Federal Transit Administration grant and reobligated in an agency/Federal Transit Administration grant.

(4) Project to include connection to Naval Air Station Joint Reserve Base Fort Worth.

TRANSIT GRANT FUNDING CLEANUP

ACTION

**Regional Transportation Council
November 9, 2017**



BACKGROUND

RTC programs funds under Federal Transit Administration (FTA) programs.

When projects do not advance for two years, FTA may act to take back funds.

Funding for several cancelled projects from 2007 through 2015 needs to be reallocated.

Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (FWTA) have requested funding.

AVAILABLE FEDERAL FUNDING

Program	Federal Funding
Congestion Mitigation and Air Quality – Flexed to FTA (2015)	\$4,830,000
Enhanced Mobility for Seniors and Individuals with Disabilities (2013)	\$185,000
Job Access/Reverse Commute (2009, 2011)	\$1,402,000
New Freedom (2007, 2008, 2012)	\$792,000
TOTAL	\$7,209,000

REQUESTED FUNDING

DART

Fare equipment partnership with small and non-traditional providers

Software integration with non-traditional and private provider payment platforms

Taxi vouchers in nine service gap locations

Seven low floor, smaller alternative-fuel vehicles and five 40-foot transit buses



REQUESTED FUNDING, CONT.

DCTA

Mobility management technology
integration across partner
scheduling software



FWTA

Operating assistance supporting
service in FWTA's North Quadrant
area*



**MORE PLACES. MORE PEOPLE.
MORE POSSIBILITIES.**

*Project to include connection to Naval Air Station Joint Reserve Base Fort Worth.

PROJECT FUNDING SUMMARY

Agency	Project	Funding Program	Project Type	Federal Funding ²
DART	Fare equipment partnership	Enhanced Mobility	Capital	\$185,000 ¹
DART	Software integration	New Freedom	Capital	\$240,000 ¹
DART	Taxi vouchers	New Freedom	Operating	\$312,000
DART	Buses	CMAQ	Capital	\$3,220,000
DCTA	Mobility management technology	New Freedom	Capital	\$240,000 ¹
DCTA	Express bus connection between Denton and Fort Worth	Job Access/Reverse Commute	Operating	\$227,000
DCTA	Express bus connection between Denton and Fort Worth	CMAQ	Capital	\$1,610,000
FWTA	Express bus connection between Denton and Fort Worth	Job Access/Reverse Commute	Operating	\$587,500
FWTA	North Quadrant bus service	Job Access/Reverse Commute	Operating	\$587,500

¹ Project will retain existing small provider Transportation Development Credits (TDCs) based on scope of project.

² Requires a 50% local match for operating projects. Requires a 20% local match for capital projects or for individual agencies to use their TDCs.

REQUESTED ACTION

Approve funding for projects as shown in Reference Item 5.1

Administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes

QUESTIONS

Sarah Chadderdon
Program Manager, Transit Planning
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817-695-9180

Karina Maldonado
Senior Transportation Planner, Transit Operations
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The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

November 2, 2017

Mr. Kelly Selman, P.E.
District Engineer
Texas Department of Transportation – Dallas District
4777 US Highway 80 East
Mesquite, TX 75150

Dear Mr. Selman:

As requested by the Texas Department of Transportation (TxDOT), this letter serves as approval of the sources of revenue by project segment for IH 635 East. These Category 12 amounts are candidate requests for Texas Transportation Commission (TTC) consideration and approval. The total funds on IH 635 East are unchanged from previous Regional Transportation Council (RTC) action.

Phase 1 - IH 635 from US 75 to Royal/Miller:

\$65,242,375 Category 2
\$403,757,625 Category 12
\$469,000,000 Total

Phase 2 - IH 635 from Royal/Miller to SH 78:

\$84,757,625 Category 2
\$175,000,000 Category 4
\$33,981,175 Category 12
\$293,738,800 Total

Phase 3 – IH 635 from SH 78 to IH 30 (including the interchange at IH 30):
Approval by RTC in P17-01 pending TTC approval (enclosed)

Please contact me at (817) 695-9241 with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with the first name "Michael" and last name "Morris" clearly distinguishable.

Michael Morris, PE
Director of Transportation

CG:tw
Enclosure

cc: The Honorable Rob Franke, Chair, Regional Transportation Council

**Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange
(P17-01)**

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions of the Dallas-Fort Worth area. New revenues from "Big Projects" will be placed on this project.

The RTC wishes to complete this project after years of delay and to complete the project in its entirety, including improvements to the IH 635/IH 30 Interchange. To accomplish this, the RTC and impacted local governments wish to construct tax-supported frontage roads, tax-supported main lanes, and tolled dynamically priced managed lanes from US 75 to IH 30. The public sector will retain the revenues from tolls and develop a tolling policy to pay back the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, operations, maintenance, rehabilitation, and congestion management only. Off-peak and weekend tolling may be phased out over time. The RTC is requesting the tolled component to complete the managed lane system in this part of the region. The RTC reminds TxDOT that this project will need to be funded with federal funds in order to comply with State laws and voter-approved constitutional amendments.

The RTC requests that TxDOT expedite this project through a pass-through toll or design-build contract.

The RTC requests that the North Texas Tollway Authority waive primacy in the corridor.

The Skillman/Audelia project and already approved project revenues will be included in this construction in order to expedite both projects.

The RTC requests that North Central Texas Council of Governments staff place this project in the Mobility 2045 plan and commence with public involvement.

10-Year Plan - Changes Associated with Funding the IH 635 East Project¹

County	Facility	Limits	Comments	RTC Approved Funding	FY 2017-2026			Summary of Proposed Changes by Project (as shown in green text)
					Cat 2 DAL	Cat 4 DAL	Cat 12 DAL	
Collin	North/South Arterials	West and East of Lake Lavon	Collin County Roadway Action Plan #4	\$200,000,000	\$0 \$100,000,000 \$100,000,000		\$200,000,000 \$100,000,000 \$100,000,000	Added \$100M Cat 2 to North/South Arterials project from IH 635 East Phase I (CSJ 2374-01-183) Subtracted \$100M Cat 12 from North/South Arterials project and moved it to IH 635 East Phase I (CSJ 2374-01-183)
Collin	Regional Outer Loop	DNT to SH 121	Collin County Roadway Action Plan #2	\$100,000,000	\$0 \$100,000,000 \$100,000,000		\$100,000,000 \$0 \$0	Added \$100M Cat 2 to Regional Outer Loop from DNT to SH 121 project from IH 635 East Phase I (CSJ 2374-01-183) Subtracted \$100M Cat 12 from Regional Outer Loop from DNT to SH 121 project and moved it to IH 635 East Phase I (CSJ 2374-01-183)
Collin	Regional Outer Loop	US 380 to Rockwall County line; North/South Arterial	Collin County Roadway Action Plan #4; Other candidate projects TBD	\$50,000,000	\$0 \$50,000,000 \$50,000,000		\$50,000,000 \$0 \$0	Added \$50M Cat 2 to Regional Outer Loop from US 380 to Rockwall Co Line project from IH 635 East Phase I (CSJ 2374-01-183) Subtracted \$50M Cat 12 from Regional Outer Loop from US 380 to Rockwall Co Line project and moved it to IH 635 East Phase I (CSJ 2374-01-183)
Collin	US 380	Denton County Line to Hunt County Line	Includes McKinney Bypass; other candidate projects TBD; Collin County Roadway Action Plan #3	\$252,000,000	\$1,000,000 \$70,000,000 \$70,000,000	\$175,000,000 \$150,000,000 \$125,000,000	\$76,000,000 \$32,000,000 \$57,000,000	Added \$69M Cat 2 to US 380 project from IH 635 East Phase I (CSJ 2374-01-183) Subtracted \$69M Cat 12 from US 380 project and moved it to IH 635 East Phase I (CSJ 2374-01-183) Added \$50M Cat 12 from IH 635 East Phase III (CSJ 2374-02-053) and moved it to US 380 project Subtracted \$50M Cat 4 from US 380 project and moved it to IH 635 East Phase II (CSJ 2374-01-137)
Dallas	IH 35E	US 67 to IH 20	Southern Gateway Final Phase (Non-tolled Managed Lanes)	\$60,000,000	-	\$23,000,000 \$55,000,000	\$37,000,000	No changes in this item
Dallas	IH 635 (E) Phase I	US 75 to Royal/Miller Rd.	Anticipate investment from the private sector; 2374-01-183	\$469,000,000 \$50,000,000 \$469,000,000	-\$469,000,000 \$50,000,000 \$65,242,375		\$403,757,625	Subtracted \$100M Cat 2 from IH 635 East Phase I (CSJ 2374-01-183) and moved it to North/South Arterials Project Added \$100M Cat 12 from North/South Arterials project Subtracted \$100M Cat 2 from IH 635 East Phase I (CSJ 2374-01-183) and moved it to Regional Outer Loop from DNT to SH 121 project Subtracted \$50M Cat 2 from IH 635 East Phase I (CSJ 2374-01-183) and moved it to US 380 project Added \$100M Cat 12 from Regional Outer Loop from DNT to SH 121 project Subtracted \$50,000,000 Cat 2 from IH 635 East Phase I (CSJ 2374-01-183) and moved it to Regional Outer Loop from US 380 to Rockwall Co Line project Added \$50M Cat 12 from Regional Outer Loop from US 380 to Rockwall Co Line project Subtracted \$84,757,625 from IH 635 East Phase I (CSJ 2374-01-183) and moved it to IH 635 East Phase II (CSJ 2374-01-137)
Dallas	IH 635 (E) Phase II ^{2,3}	Royal/Miller Rd. to SH 78	2374-01-137	\$112,738,800 \$262,738,800 \$293,738,800	\$84,757,625	\$175,000,000	-\$112,738,800 \$262,738,800 \$33,981,175	Added \$84,757,625 Cat 2 from IH 635 East Phase I (CSJ 2374-01-183) Subtracted \$84,757,625 Cat 2 from IH 635 East Phase II (CSJ 2374-01-137) and added it to IH 635 East Phase I (CSJ 2374-01-183) Added \$125M Cat 4 from IH 635 East Phase III (CSJ 2374-02-053) with no reverse transaction Added \$6M Cat 12 from IH 635 East Phase III (CSJ 2374-02-053) with no reverse transaction Added \$50M Cat 4 from US 380 project
Dallas	IH 635 (E) Phase III ^{2,3}	SH 78 to IH 30	2374-02-053	-\$181,000,000 \$450,000,000 \$0	\$0 \$100,000,000	\$125,000,000 \$175,000,000 \$200,000,000 \$0	\$56,000,000 \$6,000,000 \$150,000,000 \$0	Subtracted \$125M Cat 4 from IH 635 East Phase III (CSJ 2374-02-053) and moved it to IH 635 East Phase II (CSJ 2374-01-137) with no reverse transaction Subtracted \$6M Cat 12 from IH 635 East Phase III (CSJ 2374-02-053) and moved it to IH 635 East Phase II (CSJ 2374-01-137) with no reverse transaction
Dallas	SH 161	PGBT/Belt Line Rd. to SH 183	Non-tolled segment; widening to 8 mainlanes	\$57,000,000		\$57,000,000	\$62,000,000	No changes in this item
Ellis	IH 35E	At FM 664		\$25,000,000		\$25,000,000	\$0 \$25,000,000	No changes in this item

Notes:

- 1: The total funding in each county stayed the same.
- 2: 100% of the toll revenue collected on IH 635 East will remain on the corridor until it is fully funded and any loans are repaid.
- 3: IH 635 East is a candidate to receive \$300 million in Dallas County contingency funds.

LEGEND:

- Black Text = Currently approved funding
- Red Text = Changes proposed originally in August 2017
- Blue Text = Additional changes proposed by TxDOT before August 10, 2017 RTC Meeting
- Green Text = Latest changes proposed by TxDOT in November 2017

Policy Points:

Includes Category 12 funding on IH 635 East
Intention is to identify funding for whole corridor (from US 75 to IH 30, including the interchange at IH 30).
Additional funding anticipated to be approved by the Texas Transportation Commission in December 2017.

Explanation of Changes Outlined Above:

- Move \$100M Category 2 from IH 635 East Phase III to IH 635 East Phase I
- Move \$100M Category 2 from North/South Arterial in Collin County to IH 635 East Phase I
- Replace \$100M on North/South Arterial in Collin County with Category 12 from IH 635 East Phase III
- Move \$100M Category 2 from Regional Outer Loop (from DNT to SH 121) to IH 635 East Phase I
- Replace \$100M on Regional Outer Loop (from DNT to SH 121) with Category 12 from IH 635 East Phase II
- Move \$50M Category 2 from Regional Outer Loop (from US 380 to Rockwall County line) to IH 635 East Phase I
- Replace \$50M on Regional Outer Loop (from US 380 to Rockwall County Line) with Category 12 from IH 635 East Phase II
- Move \$69M Category 2 from US 380 (from Denton County Line to Hunt County Line) to IH 635 East Phase I
- Replace \$69M Category 2 with \$25M Category 4 from IH 635 Phase III and \$44M Category 12 from IH 635 East Phase III
- Move \$32M Category 4 from IH 35E to SH 161
- Replace with \$32M Category 12 and \$5M more Category 12 from SH 161 (as not needed on SH 161) to IH 35E
- Move \$25M Category 12 from SH 161 to IH 635 East Phase III
- Replace \$25M on SH 161 with Category 4-3C from IH 635 East Phase III
- Move \$25M Category 12 from IH 35E at FM 664 to IH 635 East Phase III
- Replace \$25M Category 12 with \$25M Category 4-3C from IH 635 East Phase III



North Central Texas Council Of Governments

August 22, 2016

US Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America's Surface Transportation – Designation of Alternative Fuel Corridors,
Docket Number FHWA-2016-0017

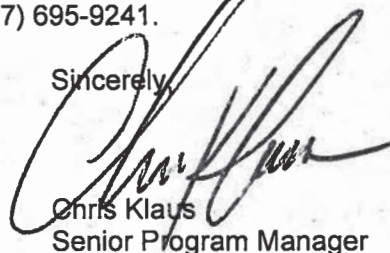
Dear Administrator Nadeau:

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council, the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, the opportunity to submit nominations for corridors to be designated under Section 1413 of the Fixing America's Surface Transportation (FAST) Act is appreciated.

NCTCOG supports the nomination submitted by the Texas Department of Transportation for the Interstate 45 corridor, and is also proposing several other corridors within the DFW area and across the state. A full list of nominations is detailed in Attachment 1. Specifically, each recommended roadway is included on either the National Highway System, the National Highway Freight Network, or the proposed Critical Urban Freight Corridor network which NCTCOG will be submitting per FAST Act performance measure requirements. Statewide corridors have also been identified based upon current designation in grant programs administered by the Texas Commission on Environmental Quality.

Again, the NCTCOG appreciates the opportunity to comment. We look forward to corridor designation and the opportunities that may follow as we work with partner agencies toward the common goal of cleaner air. Should you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,



Chris Klaus
Senior Program Manager

LPC:mg
Attachments

cc: Ryan Granger, Governmental Affairs, Texas Department of Transportation
Steve Dayton, Program Manager, Texas Commission on Environmental Quality
Michael Morris, P.E., Director of Transportation, NCTCOG

**NCTCOG Nominations for Corridors to be Designated under Section 1413 of the FAST Act;
Docket No. FHWA-2016-0017**

Name of Nominating Agency: This nomination is submitted by the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) metropolitan area. A roster of RTC members is included as part of Attachment 1 and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area.

As staff to an MPO in an ozone nonattainment area, NCTCOG works to implement initiatives that reduce ozone-forming emissions from the transportation sector. NCTCOG also houses the DFW Clean Cities Coalition (DFWCC) and works to promote petroleum reduction and advance alternative fuels throughout the DFW region, which requires coordination with Clean Cities Coalitions in neighboring urban areas. NCTCOG acknowledges the importance of these designations for providing a connected, nationwide network of roadways where alternative fueling infrastructure can be found, to support increased adoption of lower-emitting alternative fuel vehicles. Moreover, NCTCOG recognizes that designation of these corridors may have substantial implications for transportation and alternative fuel programs going forward. Though the Federal Highway Administration (FHWA) has stated that designation does not have direct funding impacts, recent announcements from the Obama Administration have already linked availability of Department of Energy loan guarantees for electric vehicle supply equipment to FAST Act designation.¹ Based upon this early announcement, it is likely that these corridors, once designated, will be given priority consideration for future funding programs by a variety of federal agencies, even if not prioritized for funding by FHWA.

Corridors Being Proposed for Designation: See attached Table 1, which details nominated corridors and accompanying technical details requested in the Federal Register Notice. Maps illustrating these roadways, along with the location of existing alternative fuel infrastructure, are also enclosed. All segments are proposed to be designated for the following fuels:

- Electricity
- Natural Gas (both compressed natural gas (CNG) and liquefied natural gas (LNG))
- Propane

The Texas Commission on Environmental Quality (TCEQ), the state environmental agency, approved a list of counties which are recommended to be designated by the US Environmental Protection Agency as nonattainment for the pollutant ozone under the recently lowered eight-hour ozone standard on August 3, 2016. It should be noted that all counties recommended to be designated as nonattainment, as well as those with ozone design values approaching nonattainment levels, are located along or connected by roadways nominated by NCTCOG. This is illustrated in Map 5. The NCTCOG ozone nonattainment area is home to approximately seven million people, and is forecasted to reach nearly ten million by 2040. Other nonattainment areas in Texas also have fast-growing populations; between these regions, a total population of approximately 16.4 million people is affected.

Description and Justification for Corridor Nominations: The roadways identified in Table 1 as “North Central Texas Region” corridors have been nominated due to their regional significance and/or connectivity to other metropolitan areas. Specifically, each of the recommended roadways is included on either the National Highway System, the National Highway Freight Network, or the

¹ FACT Sheet: Obama Administration Announces Federal and Private Sector Actions to Accelerate Electric Vehicle Adoption in the United States. <http://energy.gov/articles/fact-sheet-obama-administration-announces-federal-and-private-sector-actions-accelerate>. Accessed August 5, 2016.

proposed Critical Urban Freight Corridor network which NCTCOG will be submitting per FAST Act performance measure requirements.

Most corridors identified in Table 1 as “Statewide Corridors” have been nominated based upon previous designation by the TCEQ. Through a large state grant program known as Texas Emissions Reduction Plan (TERP), TCEQ administers a variety of grant initiatives to reduce emissions of high-emitting heavy-duty engines. Most programs focus on replacing, repowering, retrofitting, or otherwise upgrading high-emitting engines for heavy-duty on-road and non-road vehicles. This includes funding for trucks to be replaced or repowered to alternative fuels. Project eligibility is based upon operation in eligible counties, which largely consist of counties which have been designated as nonattainment, or near-nonattainment, for the pollutant ozone. However, the TCEQ recognized that on-road vehicles working in these counties are not confined to their respective areas, and designated certain corridors as “eligible roadways” for the purposes of determining eligibility under TERP grant programs. These segments provide substantial connectivity across and between major urban areas throughout the State of Texas, including all nonattainment areas. Thus, NCTCOG recommends using the entirety of this existing “TERP roadway” network as the basis for statewide corridor designations under Section 1413.

One additional corridor identified in the “Statewide Corridors” portion of Table 1 is US Highway 287. This segment is nominated due to its key connectivity running northwest from the DFW region to Amarillo, Texas and connecting into Interstate 40. According to the Texas Department of Transportation, this segment carries more than ten million tons of freight, which is in the same range of tonnage as Interstate 20 west of DFW.

Estimated Cost of Planned Alternative Fuel Facilities: Based upon the cost of refueling facilities funded through the TERP Alternative Fueling Facilities Program, estimated costs of additional stations are provided below:

Infrastructure Type	Estimated Average Cost per Facility
Electric Vehicle Supply Equipment (EVSE) (DC Fast Charging)	\$45,000
Natural Gas (based on CNG station costs)	\$1.1 million
Propane (LPG)	\$70,000

Criterion 1 - Alternative Fuel Facilities: Past investment through TERP funding has yielded substantial development in natural gas infrastructure along many of the “TERP roadways”, particularly the “Texas Triangle”, which consists of Interstate 45 from Houston to Dallas, Interstate 35 from DFW to San Antonio, and Interstate 10 from San Antonio to Houston. In particular, two TERP programs – the Clean Transportation Triangle Program (CTTP) and Alternative Fueling Facilities Program (CFFP) – provided grant funding for alternative fuel infrastructure projects, with much focus on CNG and LNG. Since 2014, these programs have helped fund 46 natural gas stations in Texas, with another 10 sites awarded in fiscal year 2016. Through the AFFP, 22 EVSE stations have also been awarded, with another 31 locations announced in fiscal year 2016.

While propane has been of a lesser focus for inter-city infrastructure development to date, five sites in five different counties were recently awarded under the TERP AFFP. Propane has been heavily used by school districts in Texas, with over 2,500 propane buses already in service. Facilitating propane infrastructure development along these corridors through this designation process is helpful in establishing a broader network that will enable these districts to use these buses for longer-distance trips (e.g. field trips, state-level competitions) rather than having to revert to higher-emitting buses for these trips.

These infrastructure programs have created substantial momentum and recognition for alternative fuels along these corridors. However, due to statutory expiration dates, the budgets for these initiatives have been proposed to be eliminated in fiscal years 2018 and 2019, underscoring the

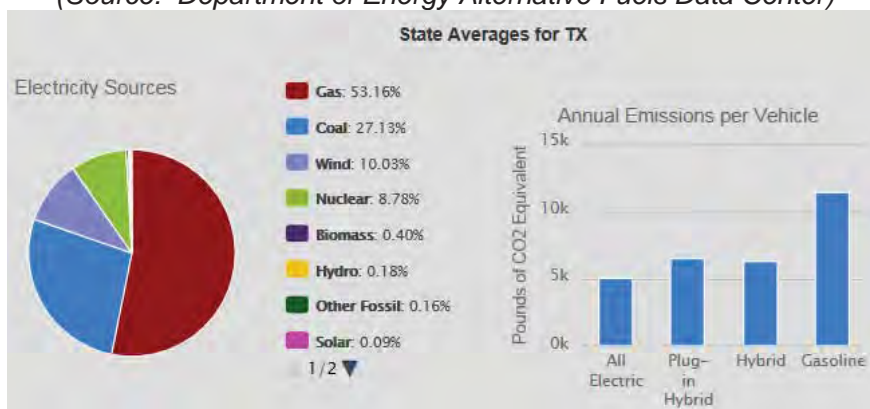
need for recognition of these corridors at a level beyond simply TCEQ TERP funding. Designation under Section 1413 will provide new recognition and momentum that can be leveraged as the TERP programs expire to obtain additional new investment in both natural gas and EVSE infrastructure in these corridors. As alternative fuel infrastructure within the DFW area is fairly well-established, a key goal is to add stations at key intervals between DFW and major neighboring urban areas, including Houston, Austin, Oklahoma City, Tulsa, and Shreveport. This is particularly relevant for EVSE, as many DFWCC stakeholders have cited inter-city EVSE availability as a critical obstacle.

Criterion 2 - Corridor Scale/Impact: As discussed under Criterion 1, the network of corridors is recommended based upon its connectivity between major urban centers in Texas and neighboring states. Most notably, the nominations provide connectivity from the “Texas Triangle” of San Antonio/Austin, DFW, and Houston, east and west along Interstate 10, Interstate 20, Interstate 30, and north to south along Interstate 35, which is also a major international freight corridor. Within Table 1 and accompanying maps, specific intermodal or freight connections have been noted. As the DFW area serves as an inland port, it is important to not only designate major highways connecting the DFW area to other parts of the country, but also specific corridors within the DFW region that serve as critical freight connections. These are noted in Table 1 in the column labeled “CUFC”.

Criterion 3 - Emission Reductions: Specific estimates of greenhouse gas (GHG) and/or criteria pollutant emissions reductions are not possible at this scale or within the amount of time available to make nominations. However, expanded investment in alternative fuel facilities along the recommended corridors is key to achieving greater fleet penetration of the cleanest available engines. This is particularly true for EVSE, which yields potential for zero-emission vehicles, and natural gas, which allows some of the highest-emitting vehicles, heavy-duty diesel Class 8 trucks, to shift from conventional diesel to natural gas. Currently, natural gas is the only fuel type in which a fleet can purchase engines meeting the California Air Resources Board Optional Low-NO_x Standard of 0.02 grams NO_x per brake horsepower-hour.

Notably, beyond merely reductions in criteria pollutant tailpipe emissions, analysis indicates that natural gas, propane, and electric vehicles all yield GHG emissions reductions on a well-to-wheels basis. Natural gas produces GHG reductions ranging from six to eleven percent relative to conventional fuels, according to the Argonne National Laboratory Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation model². The same model indicates that propane reduces GHG emissions by approximately ten percent. In Texas, EVs provide substantial well-to-wheels GHG reductions due to Texas’ comparatively clean energy grid, as shown below.

Annual Emissions Generated by Various Types of Vehicles Using Electricity
 (Source: Department of Energy Alternative Fuels Data Center)



² Department of Energy Alternative Fuels Data Center; http://www.afdc.energy.gov/vehicles/natural_gas_emissions.html; accessed August 16, 2016.

Criterion 4 - Development of Team and Degree of Collaboration and Support: Support for alternative fuels along the corridors included in this nomination is evident through the extensive investment in alternative fuels through the TERP CTPP and AFFP, as described under Criterion 1. Through these two programs, approximately \$18.7 million has been invested or awarded to 51 refueling sites, largely located within the “Texas Triangle”. Another \$5.8 million for 55 additional sites was awarded in June 2016, which will nearly double the network of alternative fuel refueling sites available in this area. Texas developed a robust EVSE network early compared to many other states, thanks largely to inclusion in The Electric Vehicle (EV) Project during the American Recovery and Reinvestment Act (ARRA). As part of this project, the DFW area was selected by ECOTality as a target market. Due to its early investment, EVSE in DFW now totals nearly 300 sites.

Locally, NCTCOG has provided grant funding of approximately \$4 million to upgrade or establish 33 refueling sites. This past interest and support from a variety of stakeholders, including local governments, vehicle manufacturers, and fuel suppliers, continues through DFWCC activities. Within DFWCC, staff has organized stakeholder groups around various fuels, including EVs, biofuels, propane, and natural gas. As these groups meet, NCTCOG/DFWCC fosters ongoing partnerships and coordination to deploy additional alternative fuel vehicles and related infrastructure and overcome obstacles to adoption.

To develop this nomination, NCTCOG sought collaboration opportunities and partnerships with a variety of other stakeholders. Conversations with other Clean Cities Coalitions across the country occurred early through monthly Clean Cities Coordinator calls. NCTCOG considered information gained from these calls in its nominations. Interstate 35, in particular, runs through seven different Clean Cities Coalition territories, and this particular corridor nomination has the support of the Central Oklahoma Clean Cities Coalition. This key roadway not only connects major metropolitan areas and states, but also provides a north-south route between Mexico and Canada. Interstate 20 runs through five different coalitions, Interstate 30 runs through two coalition areas. Additionally, DFWCC has been coordinating with the Eastern Tennessee Clean Cities Coalition on a nomination for Interstate 40. Although this corridor does not run through an existing Clean Cities Coalition area in Texas, DFWCC understands the importance of this corridor connecting the east and west coast and is supportive of this nomination.

As NCTCOG serves as the MPO, it has jurisdiction over the transportation network within the region and represents the interest of many member local governments. These interests are reflected in the long-range planning conducted at NCTCOG and also in these nominations, as NCTCOG has evaluated corridors that will benefit the region as a whole. NCTCOG also reached out to fellow regional planning agencies and MPOs through various working groups to ensure widespread discussion across the state, and shared nomination information with various Clean Cities stakeholders, including vehicle manufacturers and fuel suppliers, to gain buy-in. The results of this coordination is evident in the signatories offering support for the NCTCOG nomination as illustrated in the enclosed letters of support. NCTCOG also provided the proposed corridor listing to TxDOT in advance of this submittal; the map TxDOT proposes to submit with proposed primary, secondary and tertiary roadways largely mirrors the network proposed by NCTCOG.

Table 1: Corridors Nominated for Designation Under Section 1413 of the FAST Act

Corridor	Summary	Limits		Jurisdiction	Metro Connections	Intermodal Connections	Corridor Use	Average AADT for Truck Volume	Truck % of Total Volume	Critical Corridor Designations			Existing Alternative Fuel Facilities	Identified Environmental Justice Area
		From	To							Part of NHS	Part of NHFN	Proposed CUPC		
IH 35E	The IH 35E Freeway is a major north/south MFTA corridor through the eastern half of the region.	Elly/Hill County Line	IH 35 in Denton	TXDOT	Denton and Dallas	Various DART Rail Stations, Love Field Airport and Union Station	Passenger and Freight	13,000	17%	Yes	Yes	N/A	EVSE -25 LPG-8 CNG-5	Yes
IH 35W	The IH 35W Freeway is a major north/south MFTA corridor through the western half of the region.	Elly/Hill County Line	IH 35 in Denton	TXDOT	Denton and Ft. Worth	BNF Alliance Intermodal Facility, Alliance Airport	Passenger and Freight	11,400	20%	Yes	Yes	N/A	EVSE -5 LPG-2 CNG-4 LNG-1	Yes
IH 20	The IH 20 Freeway is a major east/west corridor through the southern portion of the region.	Eastland/Palo Pinto County Line	Kaufman/Van Zandt County Line	TXDOT	Dallas, Ft. Worth and Arlington	UPRR Dallas Intermodal Facility?	Passenger and Freight	10,400	17%	Yes	Yes	N/A	EVSE -12 LPG-8 CNG-5 LNG-2	Yes
IH 30	The IH 30 Freeway is a major east/west corridor through the southern portion of the region.	IH 20	Hunt/Hopkins County Line	TXDOT	Dallas, Ft. Worth and Arlington	Fort Worth Intermodal Center, Various DART Rail Stations and Union Station	Passenger and Freight	11,200	15%	Yes	Yes	N/A	EVSE-28 LPG-12 CNG-5	Yes
IH 45	The IH 45 Freeway is a major north/south corridor through the southeastern portion of the region.	Nawarro/Fresno County Line	US 75/IH 345	TXDOT	Dallas	UPRR Dallas Intermodal Facility	Passenger and Freight	14,000	28%	Yes	Yes	N/A	EVSE -1 LPG-4	Yes
IH 820	The IH 820 Freeway is a loop freeway that circles Ft. Worth.	IH 20	IH 20	TXDOT	Ft. Worth and Arlington	Mecham International Airport	Passenger and Freight	8,000	9%	Yes	Yes	N/A	EVSE-3 LPG-3 CNG-3	Yes
IH 635	The IH 635 Freeway is a loop freeway that circles Dallas.	SH 121	IH 20	TXDOT	Dallas, Richardson, Garland and Mesquite	DPW International Airport, Various DART Rail Stations, and UPRR Mesquite Intermodal Facility	Passenger and Freight	20,000	12%	Yes	Yes	N/A	EVSE -19 LPG-2	Yes
US 75	US 75 is a north/south corridor through the central portion of the region.	IH 45	Collin/Grayson County Line	TXDOT	Dallas and McKinney	Plano DART Bus Stations and East Transfer Center	Passenger and Freight	12,600	8%	Yes	Yes (Partial)	N/A	EVSE-25	Yes
US 67	US 67 is a north/south corridor through the southern portion of the region.	Erath/Comanche County Line	IH 35E	TXDOT	Dallas	DART Rail Station	Passenger and Freight	3,400	13%	Yes	No	N/A	EVSE-5 LPG-5 CNG-3	Yes
US 287	US 287 is a north/south corridor through the southwest to the southeast of the region.	Wise/Mesquite County Line	Nawarro/Fresno County Line	TXDOT	Decatur, Ft. Worth and Waxahatchie	BNF Alliance Intermodal Facility, Alliance Airport and Fort Worth Intermodal Center	Passenger and Freight	5,300	20%	Yes	No	Yes	EVSE -1 LPG-3 CNG-3	Yes
US 380	US 380 is an east/west corridor which runs through the northern portion of the region.	Wise/Jack County Line	IH 90	TXDOT	Decatur, Denton, Frisco, McKinney and Greenville		Passenger and Freight	1,500	8%	Yes	No	Yes	EVSE-5 LPG-4	Yes
SH 78	SH 78 is a north/south corridor which runs through the northern portion of the region.	IH 30	Collin/Jamin County Line	TXDOT	Dallas, Garland and Wylie	KCS Intermodal Facility and DART Rail Station	Passenger and Freight	2,600	16%	No	No	Yes	EVSE-6 LPG-5 CNG-1	Yes

North Central Texas Region

Table 1: Corridors Nominated for Designation Under Section 1413 of the FAST Act

Corridor	Summary	Limits		Jurisdiction	Metro Connections	Intermodal Connections	Corridor Use	Average AADT for Truck Volume	Truck % of Total Volume	Critical Corridor Designations			Existing Alternative Fuel Facilities	Identified Environmental Justice Area
		From	To							Part of NHS	Part of NHFN	Proposed CUPC		
IH 35	The IH 35 Freeway is a major north/south MFTA corridor through the center of the entire state	US/Mexico Border	Texas/Oklahoma Border	TXDOT	Laredo, San Antonio, Austin, Dallas, Fort Worth and Dallas	LPRR Laredo Intermodal Facility, Amtrak Station (Houston), BNSF Alliance Intermodal Facility and UPRR Dallas North Intermodal Facility	Passenger and Freight	14,500	22%	Yes	Yes	N/A	EVSE -124 LPG -36 CNG -19 LNG - 1	Yes
IH 45	The IH 45 Freeway is a major north/south corridor connecting Houston and DFW	US 75/IH 345	SH 87	TXDOT	Houston and Dallas	Port of Houston, Amtrak Station (Houston), BNSF Alliance Intermodal Facility and UPRR Dallas North Intermodal Facility	Passenger and Freight	13,600	25%	Yes	Yes	N/A	EVSE -59 LPG -27 CNG -6	YES
IH 20	The IH 20 Freeway is a major north/south corridor starting from the IH 10 in the west to the state border in the east	IH 10	Texas/Louisiana Border	TXDOT	Midland, Abilene, Ft Worth, Dallas and Tyler	UPRR Dallas Intermodal Facility	Passenger and Freight	9,000	31%	Yes	Yes	N/A	EVSE -20 LPG -29 CNG -13 LNG - 3	Yes
IH 30	The IH 30 Freeway is a major north/south corridor starting from the IH 20 in the west to the state border in the east	IH 20	Texas/Arkansas Border	TXDOT	Ft Worth, Dallas and Tarrant	Various DART Bus Stations and Union Station (Dallas)	Passenger and Freight	9,000	22%	Yes	Yes	N/A	EVSE -20 LPG -29 CNG -13 LNG - 1	Yes
IH 10	The IH 10 Freeway is a major east/west corridor through the entire state	Texas/New Mexico Border	Texas/Louisiana Border	TXDOT	El Paso, San Antonio, Houston and Beaumont	BNSF El Paso Intermodal Facility, UPRR Houston Intermodal Facilities, Amtrak Station (Houston) and Port of Beaumont	Passenger and Freight	8,000	21%	Yes	Yes	N/A	EVSE -66 LPG -33 CNG -12 LNG - 5	Unknown
IH 37	The IH 37 Freeway is a north/south corridor through the southeastern portion of the state	US 181	IH 35	TXDOT	San Antonio and Corpus Christi	Port of Corpus Christi	Passenger and Freight	7,000	21%	Yes	Yes	N/A	EVSE -7 LPG -4	Unknown
US 281	US 281 is a north/south corridor through the center of the entire state	US/Mexico Border	Texas/Oklahoma Border	TXDOT	Wichita Falls, Stephenville, San Antonio and Brownville		Passenger and Freight	1800	19%	Yes	Yes (Partial)	N/A	EVSE -20 LPG -5 CNG -1	Unknown
US 290	US 290 is an east/west corridor through the center of the state	IH 10	IH 610	TXDOT	Austin and Houston		Passenger and Freight	3,800	13%	Yes	Yes (Partial)	N/A	EVSE -42 LPG -5 CNG -3	Unknown
US 287	US 287 is a north/south corridor through the Oklahoma Border to the southeast of Texas	US 96	Texas/Oklahoma Border	TXDOT	Amarillo, Wichita Falls, Fort Worth and Waxahachie	BNSF Alliance Intermodal Facility, Alliance Airport and Fort Worth Intermodal Center	Passenger and freight	5,300	20%	Yes	No	Yes	EVSE -3 LPG -23 CNG -6	Unknown
US 59	US 59 is a north/south corridor through Eastern side of the entire state	US/Mexico Border	Texas/Arkansas Border	TXDOT	Texarkana, Houston and Laredo	UPRR Houston Intermodal Facilities	Passenger and Freight	3,800	26%	Yes	Yes (Partial)	N/A	EVSE -47 LPG -20 CNG -11 LNG - 1	Unknown

Statewide Corridors

Table 1: Corridors Nominated for Designation Under Section 1413 of the FAST Act

Corridor	Summary	Limits		Jurisdiction	Metro Connections	Intermodal Connections	Corridor Use	Average AADT for Truck Volume	Truck % of Total Volume	Critical Corridor Designations			Existing Alternative Fuel Facilities	Identified Environmental Justice Area
		From	To							Part of NHS	Part of NHPN	Proposed CUFC		
US 77	US 77 is a north/south corridor through center of the entire state. Parallels and connects major routes of IH 35 and 38E.	US/Mexico Border	IH 35	TX, DOT	Waco, Corpus Christi and Brownsville		Passenger and Freight	2,700	25%	Yes	Yes	N/A	EVSE - 7 LPG - 12 CNG - 2	Unknown
US 79	US 79 is a northeast/southwest corridor through the eastern part of the state.	IH 35 in Round Rock	Texas/Louisiana border	TX, DOT	Round Rock and Taylor		Passenger and Freight	2,700	27%	Yes	No	N/A	EVSE - 6 LPG - 6	Unknown

Statewide Corridors

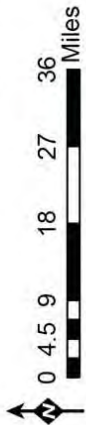
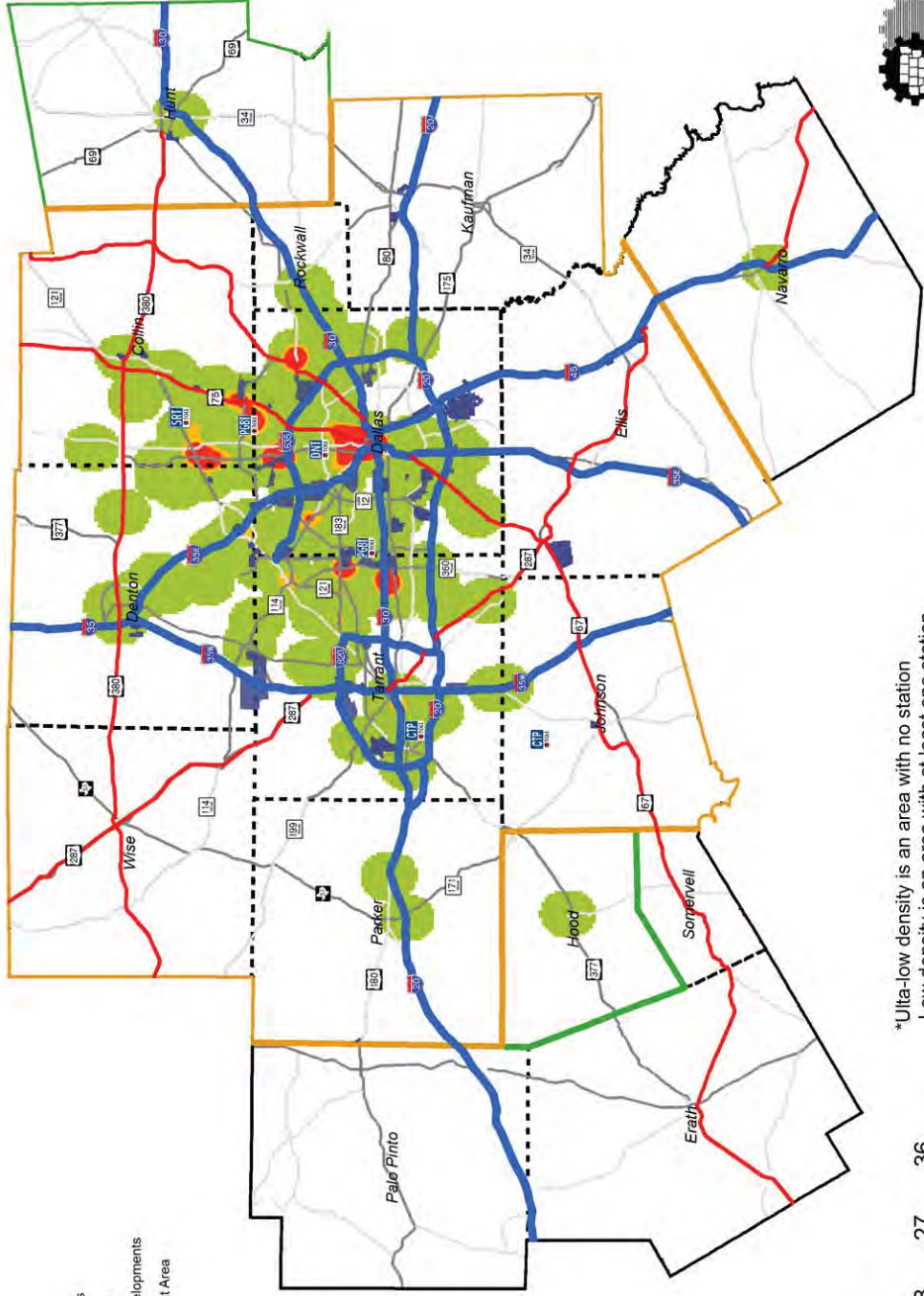
Terms and Definitions
AADT: Annual Average Daily Traffic
Truck %: Percent of AADT which is truck traffic
NHS: National Highway System
NHPN: National Highway Freight Network
Proposed CUFC: Proposed Certified Urban Freight Corridor
Alternative Fuel Abbreviations:
Electric Vehicle Supply Equipment - EVSE
Liquefied Propane Gas - LPG
Compressed Natural Gas - CNG
Liquefied Natural Gas - LNG
Identified Environmental Justice Area: Corridors which include Environmental Justice concerns based on the Environmental Justice Index.

Map 1: Corridors Proposed Under Section 1413 – North Central Texas Region, with Electric Charging Station Density

Legend

Electric Charging Station Density*

- Ultra-low Density
- Low Density
- Medium Density
- High Density
- Nominated Interstates
- Nominated Highways
- Freight Oriented Developments
- Ozone Nonattainment Area
- MPA Boundary
- Region Boundary
- Counties



*Ultra-low density is an area with no station
 Low density is an area with at least one station
 Medium Density is an area with multiple stations near each other
 High Density is an area with clusters of stations near each other



August 2016

North Central Texas
 Council of Governments

Map 2: Corridors Proposed Under Section 1413 – North Central Texas Region, with Compressed Natural Gas Station Density

Legend

Compressed Natural Gas Station Density*

- Ultra-low Density
- Low Density
- Medium Density
- High Density

- Nominated Interstates

- Nominated Highways

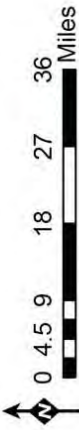
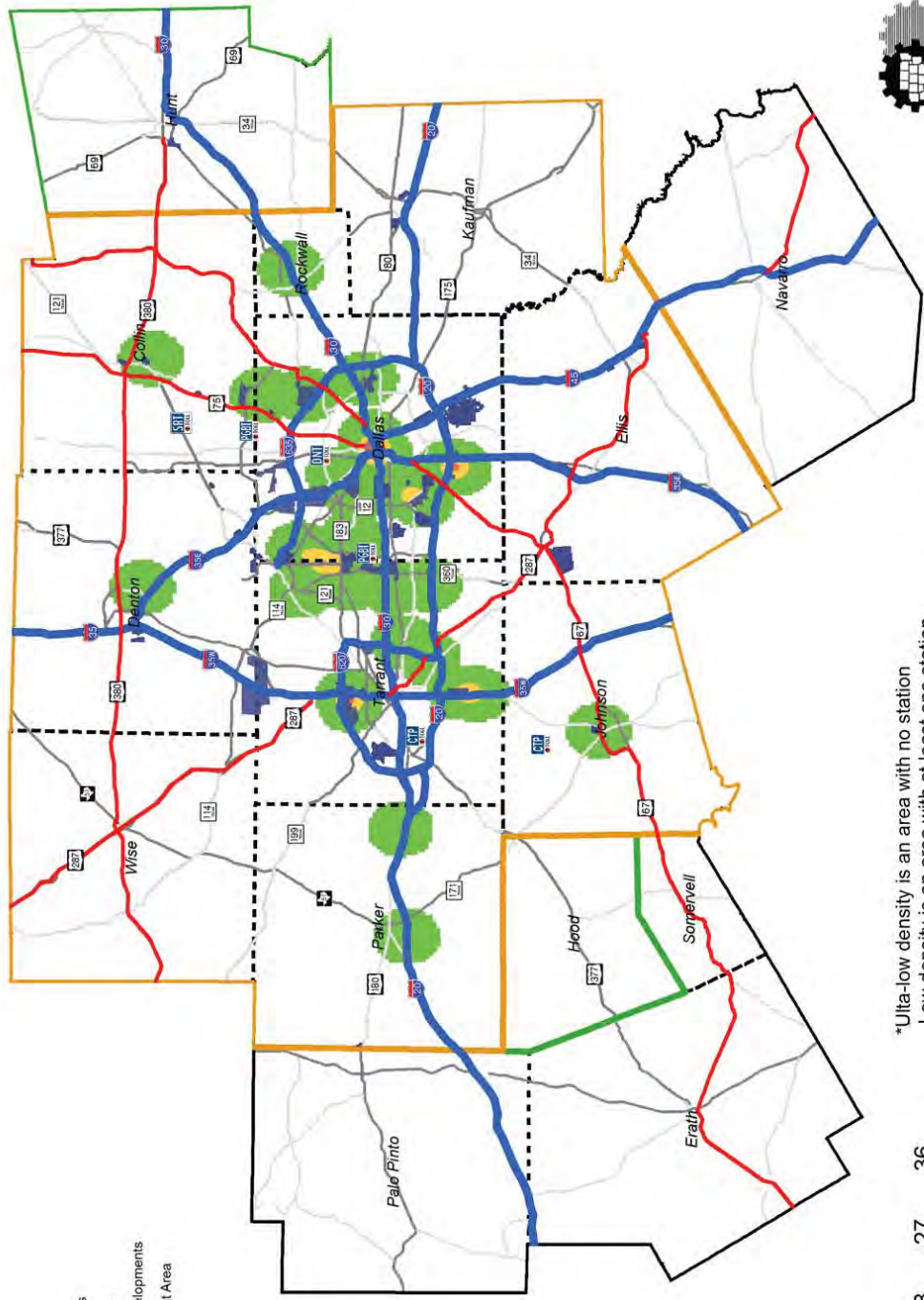
- Freight Oriented Developments

- Ozone Nonattainment Area

- MPA Boundary

- Region Boundary

- Counties



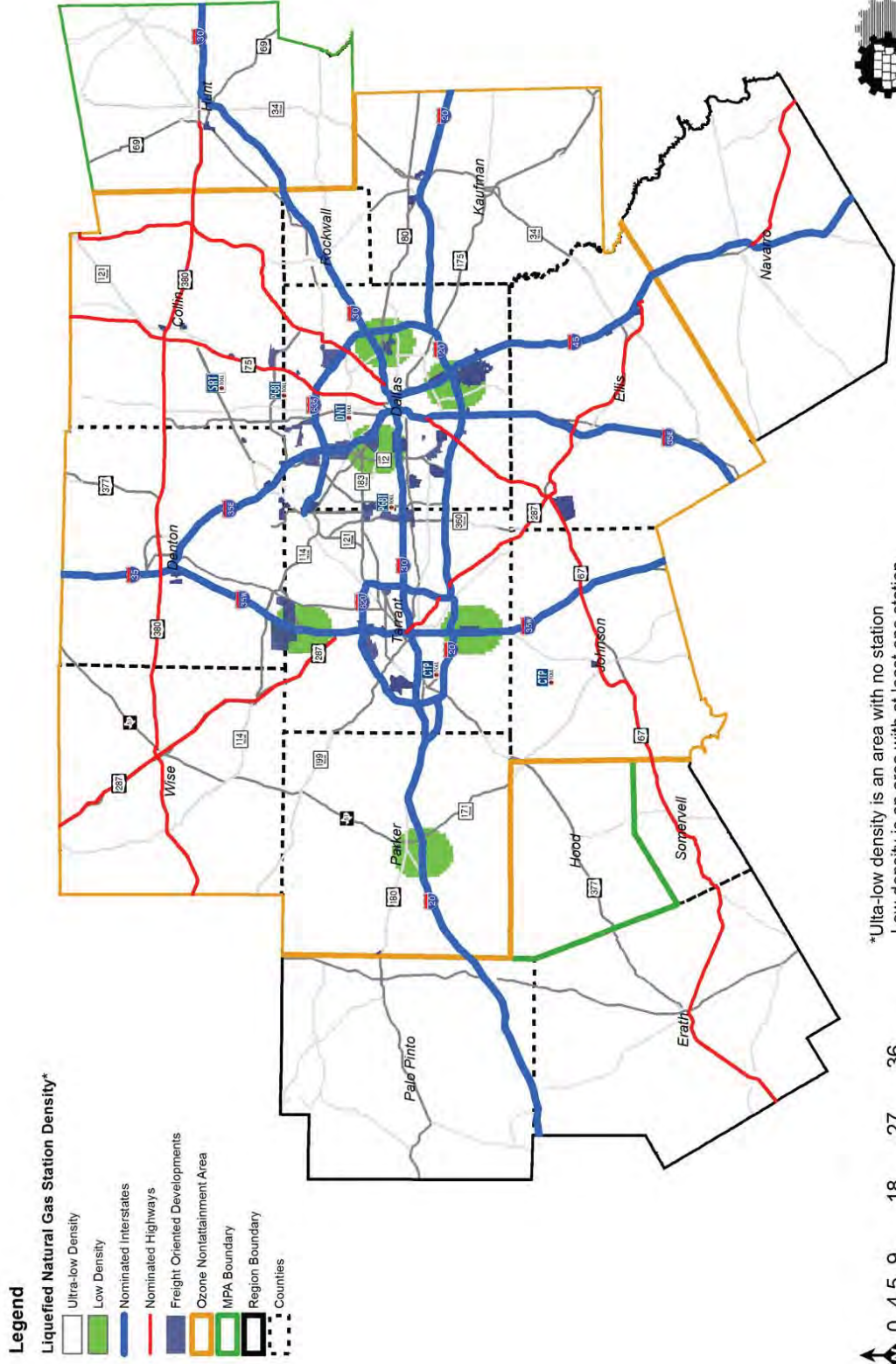
*Ultra-low density is an area with no station
 Low density is an area with at least one station
 Medium Density is an area with multiple stations near each other
 High Density is an area with clusters of stations near each other



North Central Texas
 Council of Governments

August 2016

Map 3: Corridors Proposed Under Section 1413 – North Central Texas Region, with Liquefied Natural Gas Station Density

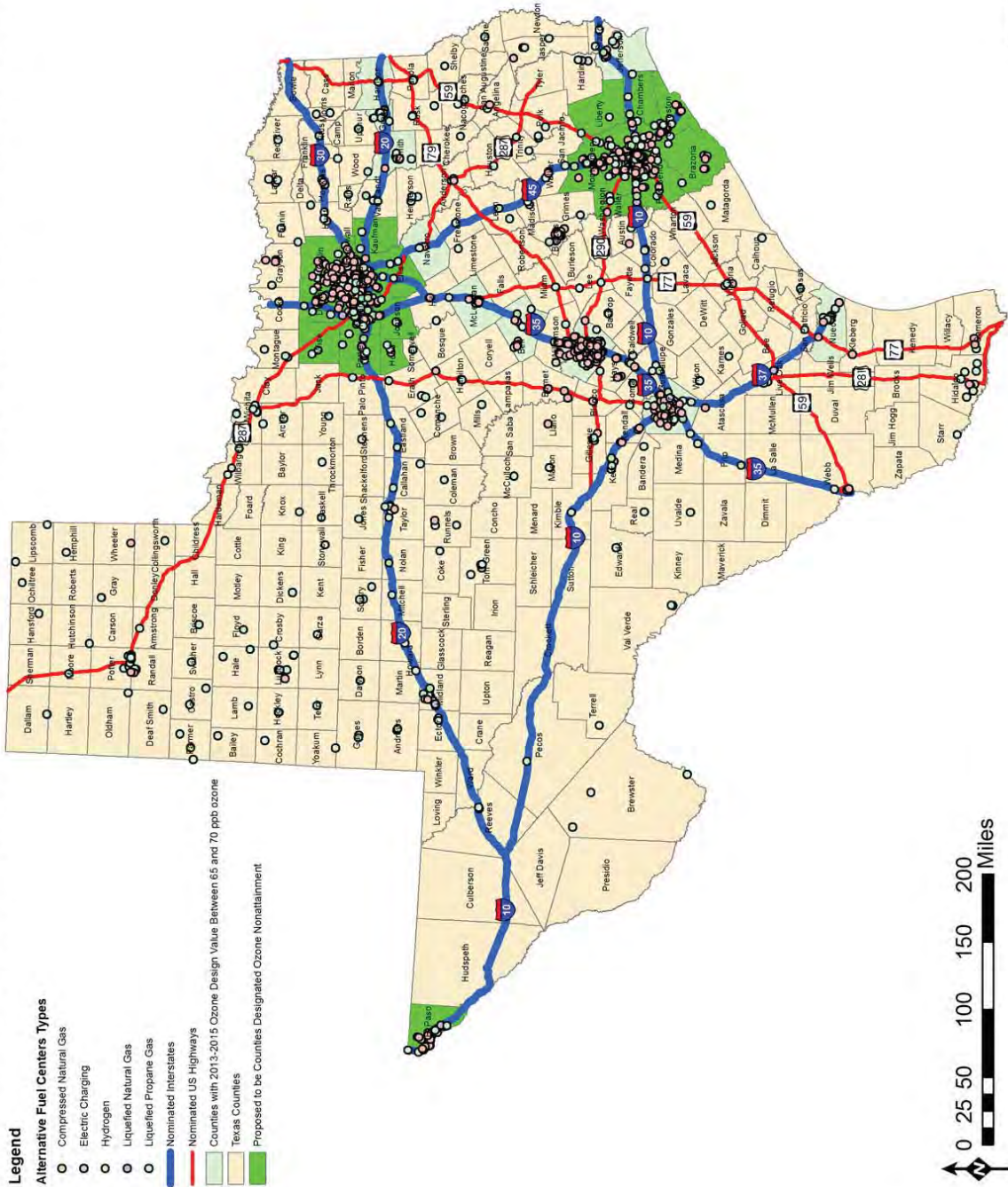


*Ultra-low density is an area with no station
 Low density is an area with at least one station
 Medium Density is an area with multiple stations near each other
 High Density is an area with clusters of stations near each other

August 2016



Map 5: Corridors Proposed Under Section 1413 - Statewide Corridors

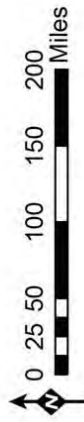


Legend

Alternative Fuel Centers Types

- Compressed Natural Gas
- Electric Charging
- Hydrogen
- Liquefied Natural Gas
- Liquefied Propane Gas
- Nominated Interstate

- Nominated US Highways
- Counties with 2013-2015 Ozone Design Value Between 65 and 70 ppb ozone
- Texas Counties
- Proposed to be Counties Designated Ozone Nonattainment





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

August 19, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America's Surface Transportation – Designation of Alternative Fuel Corridors, **Docket Number FHWA-2016-0017**

Dear Administrator Nadeau:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Area, we are pleased to support the proposed corridors nominated by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, hydrogen, propane, and natural gas fueling corridors. A membership roster of our organization is enclosed.

The corridors proposed by NCTCOG are consistent with portions of the National Highway System, National Highway Freight Network, Critical Urban Freight Corridors and highways that have been previously designated by the Texas Commission on Environmental Quality as eligible under the Texas Emissions Reduction Plan, as well as corridors along hazardous material routes and near alternative fuel centers. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles, while improving air quality across the region and throughout the State.

The RTC's Federal legislative position includes support for the development and deployment of alternative-fuel vehicles and support for improving air quality. In addition, the designation of national alternative fuel corridors in North Texas would be consistent with the programs and policies in [Mobility 2040: The Metropolitan Transportation Plan for North Central Texas](#). Details regarding the justification for this nomination are included in the enclosed attachments.

Again, on behalf of the RTC, we support the corridors submitted by NCTCOG to be selected by FHWA as national alternative fuel corridors. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

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

Ron Jensen
Chair, Regional Transportation Council
Mayor, City of Grand Prairie

RH:ch
Enclosure

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

REGIONAL TRANSPORTATION COUNCIL

Ron Jensen, Chair
Mayor
City of Grand Prairie

Rob Franke, P.E., Vice Chair
Mayor
City of Cedar Hill

Gary Fickes, Secretary
Commissioner
Tarrant County

Monica R. Alonzo
Mayor Pro Tem
City of Dallas

Bruce Arfsten
Mayor Pro Tem
Town of Addison

Douglas Athas
Mayor
City of Garland

Brian Barth, P.E.
District Engineer
Texas Department of
Transportation, Fort Worth District

Carol Bush
County Judge
Ellis County

Mike Cantrell
Commissioner
Dallas County

David L. Cook
Mayor
City of Mansfield

Rudy Durham
Mayor
City of Lewisville

Andy Eads
Commissioner
Denton County

Charles Emery
Chairman
Denton County Transportation
Authority

Sandy Greyson
Councilmember
City of Dallas

Mojoy Haddad
Board Member
North Texas Tollway Authority

Roger Harmon
County Judge
Johnson County

Clay Lewis Jenkins
County Judge
Dallas County

Jungus Jordan
Councilmember
City of Fort Worth

Lee M. Kleinman
Councilmember
City of Dallas

Brian Loughmiller
Mayor
City of McKinney

David Magness
Commissioner
Rockwall County

Scott Mahaffey
Chairman
Fort Worth Transportation
Authority

Matthew Marchant
Mayor
City of Carrollton

Maher Maso
Mayor
City of Frisco

B. Adam McGough
Councilmember
City of Dallas

Cary Moon
Councilmember
City of Fort Worth

Stan Pickett
Mayor
City of Mesquite

Mark Riley
County Judge
Parker County

Kevin Roden
Councilmember
City of Denton

Kelly Selman, P.E.
District Engineer
Texas Department of
Transportation, Dallas District

Gary Slagel
Board Secretary
Dallas Area Rapid Transit

Lissa Smith
Mayor Pro Tem
City of Plano

Mike Taylor
Mayor Pro Tem
City of Colleyville

Stephen Terrell
Mayor
City of Allen

Casey Thomas II
Councilmember
City of Dallas

T. Oscar Trevino Jr., P.E.
Mayor
City of North Richland Hills

Oscar Ward
Councilmember
City of Irving

Bernice J. Washington
Board Secretary
Dallas/Fort Worth International Airport

Duncan Webb
Commissioner
Collin County

B. Glen Whitley
County Judge
Tarrant County

Kathryn Wilemon
Councilmember
City of Arlington

W. Jeff Williams
Mayor
City of Arlington

Erik Wilson
Deputy Mayor Pro Tem
City of Dallas

W. B. "Zim" Zimmerman
Councilmember
City of Fort Worth



**Dallas-Fort Worth
CLEAN CITIES**

LEADING THE REGION IN
PETROLEUM AND EMISSION
REDUCTION MEASURES TO
IMPROVE AIR QUALITY AND
INCREASE ENERGY SECURITY

616 SIX FLAGS DRIVE

CENTERPOINT TWO

ARLINGTON, TEXAS 76011

P.O. BOX 5888

ARLINGTON, TEXAS 76005-5888

tel: (817) 695-9240

fax: (817) 640-3028

CLEANCITIES@NCTCOG.ORG

WWW.DFWCLEANCITIES.ORG

August 19, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America's Surface Transportation – Designation of Alternative Fuel Corridors,
Docket Number FHWA-2016-0017

Dear Administrator Nadeau:

On behalf of the Dallas-Fort Worth Clean Cities Coalition (DFWCC), I am pleased to support the proposed corridors nominated by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, propane, and natural gas fueling corridors.

Designated by the US Department of Energy in 1995, DFWCC 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. Housed at NCTCOG, DFWCC is in a unique position to support this nomination as staff working on the program are involved in alternative fuels, air quality projects, and planning efforts.

The corridors proposed by NCTCOG are highways that have been designated by the Texas Commission on Environmental Quality, as eligible under the Texas Emissions Reduction Plan (TERP) program. TERP seeks to provide financial incentives to eligible individual, businesses, or local governments to reduce emissions from polluting vehicles and equipment. TERP's Clean Transportation Triangle and Alternative Fueling Facilities Program offers grants for the creation of alternative fueling stations along interstate highways between the Houston, San Antonio, and Dallas-Fort Worth areas. Through this grant program, alternative fuel stations have seen a dramatic increase along the Texas Triangle. DFWCC believes these corridors are a natural fit for nomination to FHWA. Additional highways proposed by NCTCOG are needed to connect the major interstates. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles, while improving air quality across the region and throughout the State.

Again, DFWCC supports the corridors submitted by NCTCOG to be selected by FHWA as national alternative fuel corridors. If you have any questions, please contact me at 817-704-2510 or pburns@nctcog.org.

Sincerely,

Pamela Burns
Dallas-Fort Worth Clean Cities Coordinator

PB:ch

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

August 22, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America's Surface Transportation – Designation of Alternative Fuel Corridors,
Docket Number FHWA-2016-0017

Dear Administrator Nadeau:

We, the below signatories, are pleased to support the proposed corridors submitted by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, propane and natural gas fueling corridors as required by Section 1413 of the Fixing America's Surface Transportation Act.

NCTCOG collaborated with fellow regional planning agencies, metropolitan planning organizations, stakeholders and Clean Cities Coalitions across the country when selecting the proposed corridors for nomination. These corridors include portions of the National Highway System, National Highway Freight Network, proposed Critical Urban Freight Corridors and highways that have been previously designated by the Texas Commission on Environmental Quality as eligible roadways under the Texas Emissions Reduction Plan (TERP), as well as corridors along hazardous material routes and near alternative fuel centers. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles and improve air quality across the state of Texas and beyond.

Again, we offer our support for the NCTCOG nominated corridors to be designated by FHWA as national alternative fuel corridors. Thank you for your time and consideration.

Sincerely,



Michael Medina, CNU-A, Executive Director
El Paso Metropolitan Planning Organization



Cheryl Maxwell
Cheryl Maxwell, Planning Director
Killeen-Temple Metropolitan
Planning Organization



Eric Pollard, Coordinator
Central Oklahoma Clean Cities



W.A. Zobel II, Vice President
Trillium CNG



Lin Barnett

Mr. Irvan F. (Lin) Barnett Jr.
Executive Director
Wichita Falls MPO



Heather Ball,
Texas Natural Gas Foundation



Karl D. Welzenbach, Director
Sherman-Denison MPO



Jennifer Ceponis, Coordinator
Capital District Clean Communities



Bill Sheaffer, Executive Director
Valley of the Sun Clean Cities Coalition



Stacy Neef, Executive Director
Lone Star Clean Fuels Alliance
Clean Cities Coalition Serving Central Texas



Chuck Feinberg, Coordinator
New Jersey Clean Cities Coalition



Mark Bentley, Executive Director
Alabama Clean Fuels Coalition



Kelly Gilbert, Director
Kansas City Regional
Clean Cities Coalition



Brett Barry, Senior Policy Advisor
Clean Energy



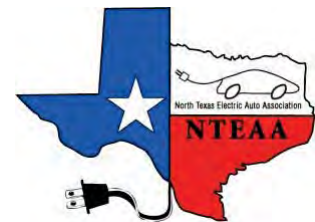
Michael J. Terreri,
Clean Transportation Project Manager
Center for Sustainable Energy (CSE)



Rick Bollar, President
Tesla Owners Club of North Texas



Dave Aasheim
Sales Director-South Central US
ChargePoint



Ron Swanson, President
North Texas Electric Auto Association

ALTERNATIVE FUEL CORRIDOR NOMINATION

**Regional Transportation Council
November 9, 2017**

**Lori Clark
Program Manager**



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

AIR QUALITY EMPHASIS AREAS



High-Emitting Vehicles/Equipment



Low Speeds

Idling

Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations



Dallas-Fort Worth
CLEAN CITIES

BACKGROUND



Section 1413 of the Fixing America's Surface Transportation Act

Secretary Required to Designate Corridors to Improve Mobility of Vehicles Using Alternative Fuels:

- Electric Vehicle (EV) Charging
- Hydrogen
- Propane
- Natural Gas (CNG and LNG)

Benefits of Corridor Designation

- Prioritize Future Fueling Station Investment
- Accelerate Public Interest/Awareness with Signage
- Engage/Collaborate with Volkswagen Settlement
- Qualify for CMAQ Funding Priority (EV and CNG)

*CMAQ = Congestion Mitigation and Air Quality Improvement Program;
CNG = Compressed Natural Gas; LNG = Liquefied Natural Gas*

FIRST NOMINATION CYCLE



**July 22, 2016:
Nominations Requested**

**August 22, 2016:
Nomination Deadline**

**November 2, 2016:
Initial Designations Published;
Corridors Designated as Signage-
Ready or Signage-Pending**

**December 4, 2016:
Deadline for Initial Designations**

**Nominations
Submitted by
H-GAC,
NCTCOG, and
TxDOT**

NCTCOG NOMINATED ROADWAYS



Dallas-Fort Worth
CLEAN CITIES

Alternative Fuel Corridors Nominated by NCTCOG in 2016



-  NCTCOG Metropolitan Planning Area
-  Ozone Nonattainment Counties
-  Corridors Nominated by NCTCOG (2016)

0 25 50 100 150 200 Miles

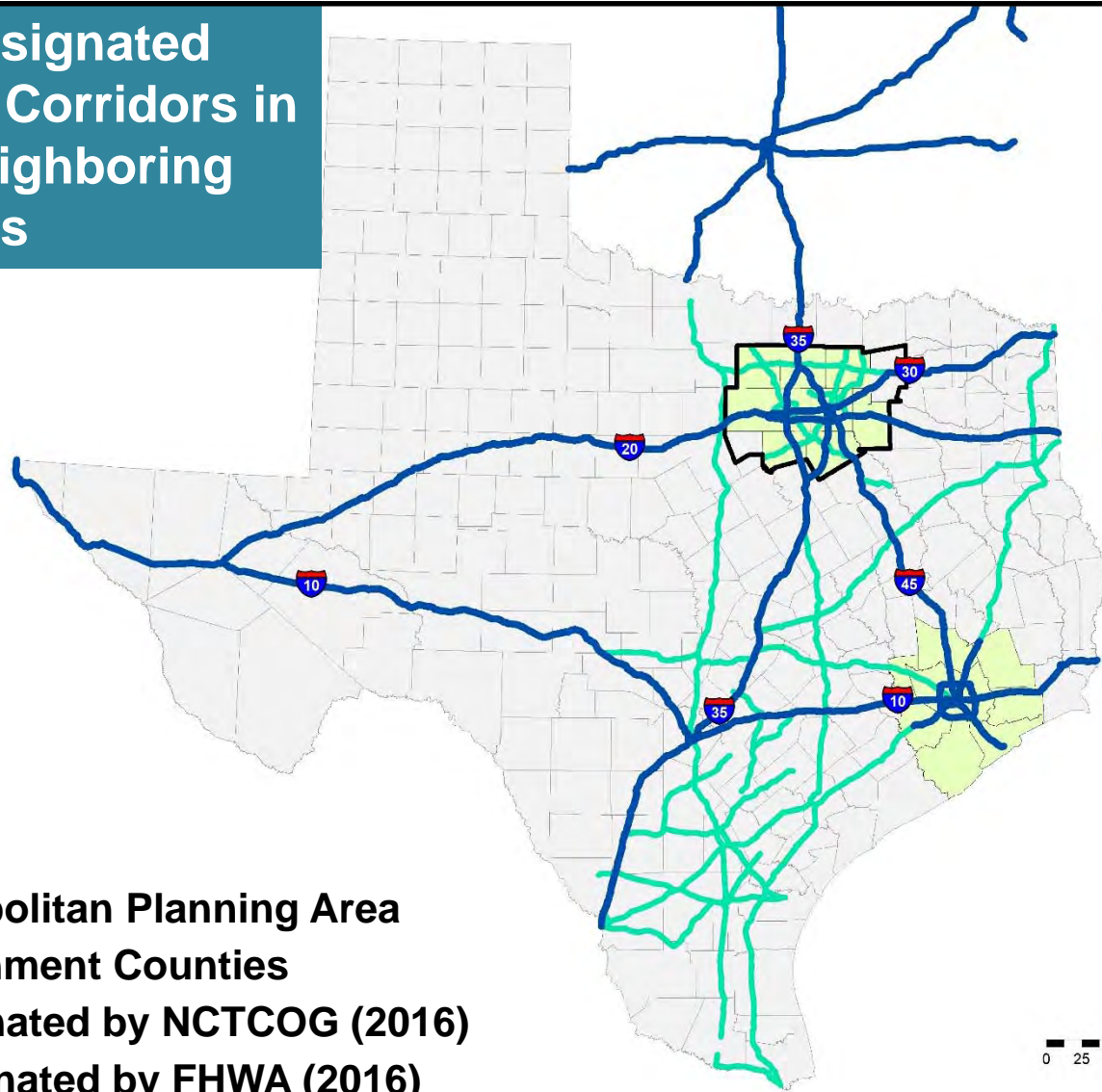
October 2017
5

FHWA DESIGNATED ROADWAYS



Dallas-Fort Worth
CLEAN CITIES

Currently Designated Alternative Fuel Corridors in Texas and Neighboring States



-  NCTCOG Metropolitan Planning Area
-  Ozone Nonattainment Counties
-  Corridors Nominated by NCTCOG (2016)
-  Corridors Designated by FHWA (2016)

0 25 50 100 150 200 Miles

October 2017
6

CURRENT NOMINATION CYCLE



Additional Nominations Due November 30

TxDOT Coordinating Submittal

Remaining Interstate System and Metro Loops

Includes IH 635 and IH 820

Willing to Include Non-Interstates if Compelling Case

NCTCOG/RTC Role

Collaborate with TxDOT and Other Regions

Provide Technical Assistance as Needed

Submit Non-Interstate Corridors for Inclusion

US 67, US 75, US 287

PROPOSED NCTCOG ADDITIONS



NCTCOG Proposed Corridor Additions

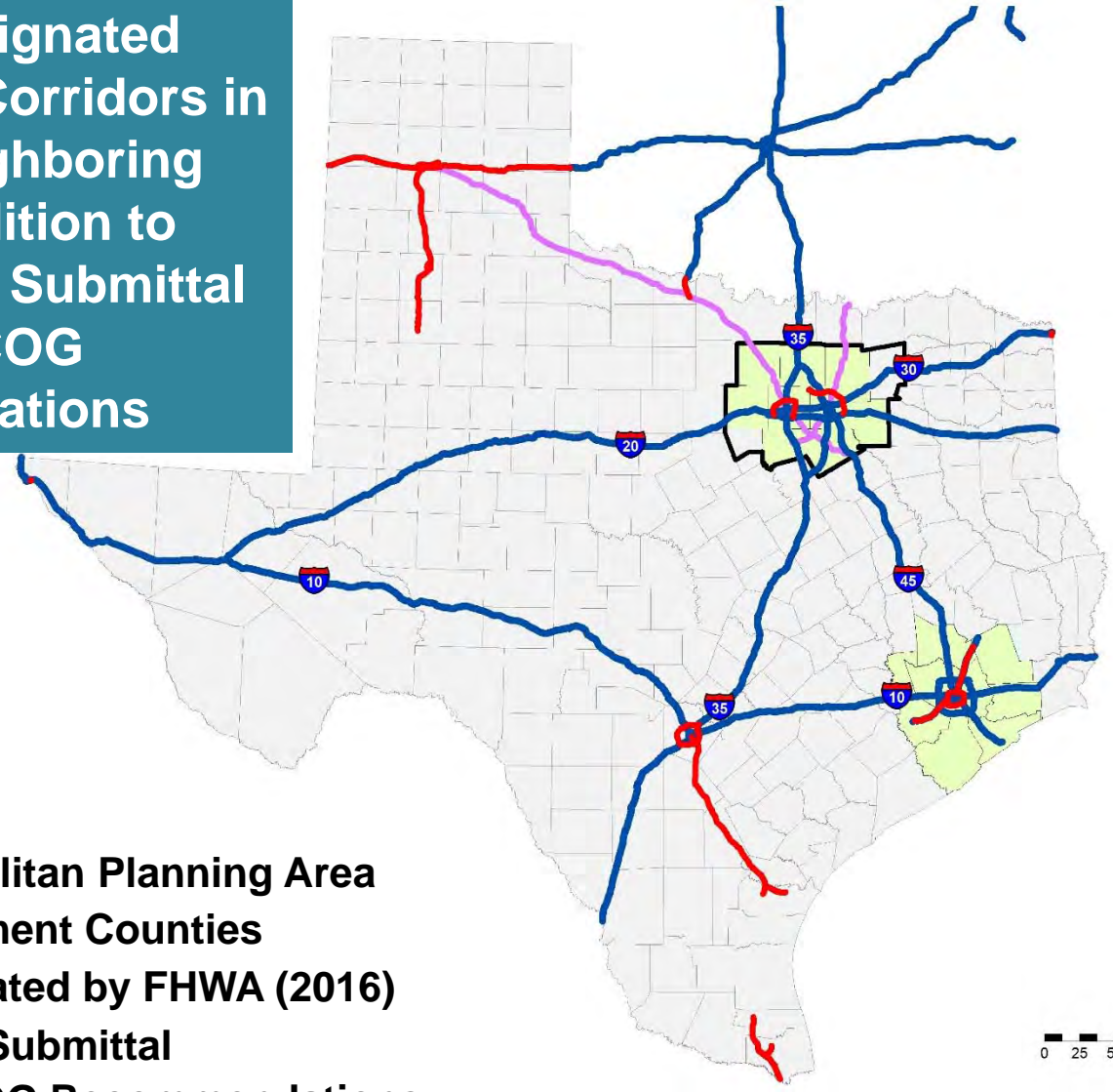


- NCTCOG Metropolitan Planning Area
- Ozone Nonattainment Counties
- Corridors Designated by FHWA (2016)
- Potential TxDOT Submittal
- Additional NCTCOG Recommendations

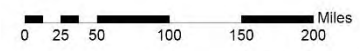
PROPOSED NCTCOG ADDITIONS



Currently Designated Alternative Fuel Corridors in Texas and Neighboring States, In Addition to Potential TxDOT Submittal and NCTCOG Recommendations



- NCTCOG Metropolitan Planning Area
- Ozone Nonattainment Counties
- Corridors Designated by FHWA (2016)
- Potential TxDOT Submittal
- Additional NCTCOG Recommendations



ACTION REQUESTED



Support TxDOT Approach of Submitting Remaining Interstates

Recommend that TxDOT Include Non-Interstate Segments Providing Regional Connectivity

Corridor	Fuel(s)*
US 75 from Dallas to Texas/Oklahoma Border	EV
US 67 from Cleburne to IH 20	CNG
US 287 from Ennis to Amarillo	CNG, EV and Propane

**EV Corridors Expected to Primarily Serve Passenger Vehicles;
CNG and Propane Corridors Expected to Primarily Serve Truck Traffic*

FOR MORE INFORMATION



Lori Clark
Program Manager
817-695-9232
lclark@nctcog.org

Bailey Muller
Air Quality Planner
817-695-9299
bmuller@nctcog.org

www.dfwcleancities.org/altfuelcorridors

OCT. 15: Welcome Event

Hello Innovators and Entrepreneurs. The Mobility Evolution Begins in Texas!

This year Houston, Texas is proud to host Texas Innovation Alliance's: Texas Mobility Summit 2.0. The summit will be held at the JW Marriott in Houston's Uptown District near the Galleria, an area known for its premier shopping, restaurants and entertainment venues. While in the Bayou City, we want to ensure guests not only take full advantage of all this multifaceted city has to offer, but also get a sense of why Houston and Texas, as a whole, is uniquely positioned to transform, advance and reimagine mobility. Please consider joining us for one of our pre-summit tours, highlighting what mobility looks like now and what it could be in the near future. Houston is rebuilding after Hurricane Harvey; donations will be collected on site to go towards the Hurricane Harvey Relief Fund. Please consider participating in the Welcome Event and we look forward to seeing you at the Summit. **Welcome to Houston!**

--- AGENDA ---

Date & Time: Sunday, October 15 | 4:00pm-6:30pm

Attire: Cool Casual – Comfortable walking shoes and sunglasses recommended.

Location: Houston TranStar

Transportation Options: METRO Bus departs from JW Marriott Galleria to Houston TranStar at 3:30pm and 3:50pm. Bus departs from TranStar to JW Marriott Galleria at 6:45pm. If you are driving, parking is available at TxDOT Houston District at 7600 Washington Ave, 77007 – shuttle service from TxDOT to TranStar will run every 15 minutes.

4:00pm | Reception – Houston TranStar Lobby

4:15pm | Welcome & Kickoff – Houston TranStar Lobby

Chair Carrin Patman – Board of Directors, Houston METRO

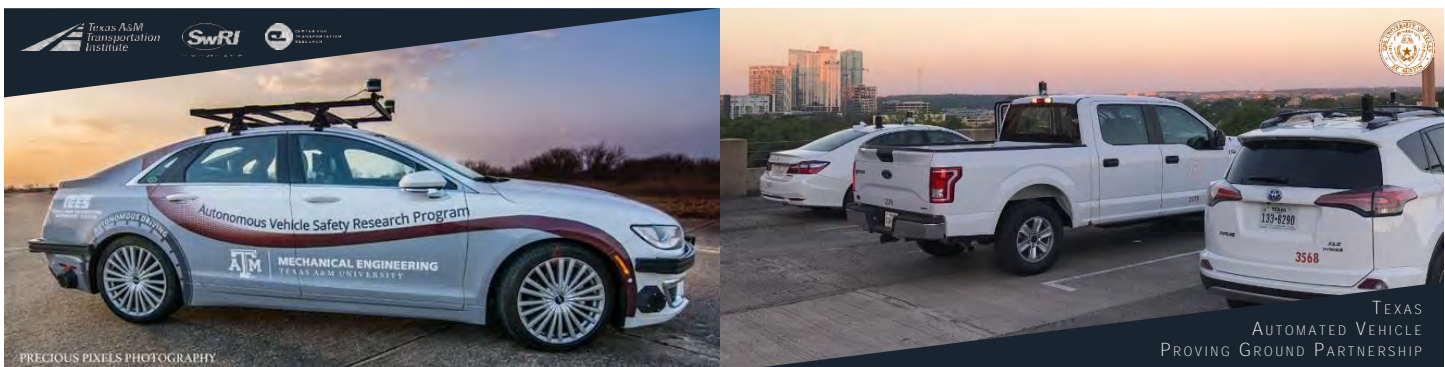
Tom Lambert – President & CEO, Houston METRO

Darran Anderson – Chief Strategy & Innovation Officer, TxDOT

4:30pm | Demonstrations, Tours, & Open Reception

6:30pm | Adjourn

--- WELCOME TOUR & DEMONSTRATIONS ---



Houston TranStar Tour

Come enjoy refreshments and get a rare glimpse inside the world of Houston TranStar – the region's central command center where city, county, state and federal agencies coordinate and share information to keep roadways clear, motorists safe and respond to emergencies.

Automated Vehicle Demonstration

Be the first of your colleagues to ride in a fully automated self-driving vehicle! This tour will be available for Summit participants and is a perfect way to jump start your experience. Seating is limited and is on a first-come, first-serve basis; so don't hesitate to register: [Click Here](#).

Connected Vehicle Demonstration

The Texas Proving Grounds Partnership will display an F-150 which has been retrofitted with LIDAR, Camera, RADAR and DSRC (Dedicated Short Range Communications) systems. Each of these sensors will be connected to a display monitor on a nearby table that will demonstrate what each sensor "sees." Attendees will be able to step in front of the sensors and see how they would be picked up by the vehicle.

SCHEDULE OF EVENTS

OCT. 16: Texas Mobility Summit

8:00 AM Breakfast - Grand Ballroom

9:00 AM Welcome & Introductions - Grand Ballroom

Tom Lambert – President & CEO, Houston METRO
Darran Anderson – Director of Strategy & Innovation, TxDOT
Commissioner Laura Ryan – Texas Transportation Commission
Mayor Sylvester Turner – City of Houston

9:30 AM From Routine to Resilient: Bringing Smart Cities to Life in Texas - Grand Ballroom

Moderator: Gail Delaughter – Transportation Reporter, Houston Public Media
Judge Ed Emmett – Harris County
Judge Matt Sebesta – Brazoria County
Carrin Patman – Chair, Board of Directors, Houston METRO
Council Member Amanda Edwards – At-Large Position 4, City of Houston

10:30 AM Break

Workshops: Teams participate in a series of peer-to-peer exchange workshops designed to advance the Texas Proving Grounds, expand public-private data sharing, and evaluate mobility through a lens of resiliency.

Lead Facilitator: Randall Gregory – Design Strategist/UX, Watson Apps, IBM Design Thinking Leader, IBM Design Lab

10:45 AM Workshop #1: Idea Exchange: Progress Updates & Next Steps - Grand Ballroom

Participants interact with each other – providing a progress update, sharing upcoming plans, and discussing ongoing challenges. Participants work to align local, regional, and state investments to meet shared goals to advance the Proving Grounds and data sharing opportunities.

12:00 PM Lunch – Grand Ballroom

1:15 PM Workshop #2: Team Time: Connected Corridor Development - Grand Ballroom

Teams will take the next steps in advancing the Texas Proving Grounds: 1) Defining objectives, 2) Designating candidate corridor testing environments, 3) Identifying technology needs and deployment opportunities for prioritized use cases, 4) Describing regulatory and policy challenges, and 5) Aligning planned investments and securing partners.

2:30 PM Break

2:45 PM Workshop #3: Team Time: Data Enterprise & Essentials - Grand Ballroom

Teams will make progress in developing data-driven solutions: 1) Identifying specific use cases, 2) Performing a gap analysis in existing and needed data, 3) Identifying data sharing partnerships, and 4) Making recommendations for a systematic and sustainable data ecosystem.

4:00 PM Report Out & Closing Remarks - Grand Ballroom

Rob Spillar – Director, City of Austin Transportation Department
C. Michael Walton – Cockrell Centennial Chair, University of Texas at Austin
Darran Anderson – Director of Strategy & Innovation, TxDOT

4:30 PM Break

4:45 PM Leadership Team Meeting - Salon 6

Facilitator: Mark Dowd – Executive Director, Smart Cities Lab
Team Leads and selected representatives work together to build consensus around a vision for the Texas Proving Grounds, form the basis for a Texas Mobility Data Clearinghouse, and guide activities of the Texas Innovation Alliance.

5:45 PM Adjourn

6:00 PM Reception (Open to All) - Grand Ballroom

Participants have the opportunity to connect with one another.

SCHEDULE OF EVENTS

OCT. 17: Texas Mobility Summit

8:00 AM Breakfast - Grand Ballroom

9:00 AM Opening Remarks - Grand Ballroom

Tom Lambert – President & CEO, Houston METRO

Shelley Row – President & CEO, Shelley Row Associates

Senator Robert Nichols – District 3, Texas Legislature

9:30 AM Call for Ideas: Team Presentations Part I - Grand Ballroom

Based on the prior day's workshops, the first set of teams present their vision and implementation roadmaps, highlighting use cases for connected/automated/shared/electric vehicles as well as data integration.

A core group of experts provides direct feedback following each presentation:

Frank DiGiammarino – Cofounder and VP, Ecosystem Development, Accelerated Digital Ventures

Brian Cronin – Director, Office of Operations Research & Development, Federal Highway Administration (FHWA)

Mark Dowd – Executive Director, Smart Cities Lab

Jonathan Sierra-Ortega – Policy Director, Senate Committee on Transportation

Jeff Reichman – Principal, January Advisors

10:45 AM Break

11:00 AM Call for Ideas: Team Presentations Part II - Grand Ballroom

The second set of teams present, and a core group of experts provides direct feedback following each presentation.

12:15 PM Lunch - Grand Ballroom

1:15 PM Breakout Sessions

Participants have the opportunity to hear from subject matter experts, openly discuss key topics, and develop recommendations for Texas to move forward. In light of recent events, participants will be asked to view mobility through a lens of resiliency. Facilitators will encourage the cross-pollination of ideas and drive towards outcomes, including defining problem statements and policy areas to inform the direction of the Texas Innovation Alliance.

Group 1: Vehicles & Infrastructure – Salon 4

Facilitator: Josh Johnson, Manager, SwRI

Teams discuss the benefits and barriers in connected, automated, shared, and electric vehicle technologies as well as the infrastructure needed to support various applications.

Ginger Goodin – Senior Research Engineer, Texas A&M Transportation Institute

Dave Miller – Connected Vehicle Lead, Siemens Intelligent Traffic Systems

Del Nichols – Director of Research & Development, Siemens Intelligent Traffic Systems

Group 2: Freight & Logistics – Salon 5

Facilitator: Brian Cronin, Director, Office of Operations Research & Development, FHWA

Teams discuss the opportunities for Texas to research and demonstrate commercial vehicle applications in long-haul, urban, and port environments.

Trevor Theunissen – Public Affairs, Uber Freight

Brian Fariello – Traffic Management Section Director, Traffic Operations Division, TxDOT

Rich Byrnes – Chief Infrastructure Officer, Port of Houston

Group 3: Mobility-as-a-Service – Salon 6

Facilitator: Joe Willhite, VP, Houston Area Manager, WSP

Teams discuss new developments in transit, shared mobility, and 1st/last mile applications as well as enabling technologies needed to develop a universal payment platform.

Catherine McCreight – Senior Transportation Planner, TxDOT Houston District

Andy Tryba – President & CEO, RideAustin

Ann Foss & Lyndsay Mitchell – Principal Planner and Comprehensive Planning Manager, City of Arlington

4:00 PM Next Steps & Closing Remarks - Grand Ballroom

Tom Lambert – President & CEO, Houston METRO

Darran Anderson – Director of Strategy & Innovation, TxDOT

4:30 PM Adjourn

TEAM Tarrant County



Innovate Texas Together | #Open4Innovation

Richard Brooks, MedStar

Phil Dupler, FWTA

Corey Ershow, Lyft

Nicole Gilmore, HHSC

Sheila Holbrook White, MHMR Tarrant

Scott Rule, JPS Health System

Russell Schaffner, Tarrant County









Data Challenge (or Challenge of Data)

- Wellness Transportation Challenges
 - Multiple agencies, funding structures, and performance standards
 - Develop a system that is convenient for the end user
 - HIPAA and privacy concerns
 - Citizens need a convenient, on-demand mechanism to access care for wellness.

Call to Action

- Policy: Flexibility from Federal and State Partners
- Investment: Agencies and Local Partners
- Private Sector Partnerships to Overcome
 - Service Barriers
 - Data Development and Analysis

Meeting Targets - and Not Missing the Point

- Wellness – Quality of Life – Equity - Privacy
- Patient-centric transportation system
- Better use of public funds



“Coming together is a beginning, staying together is progress, and working together is success.”

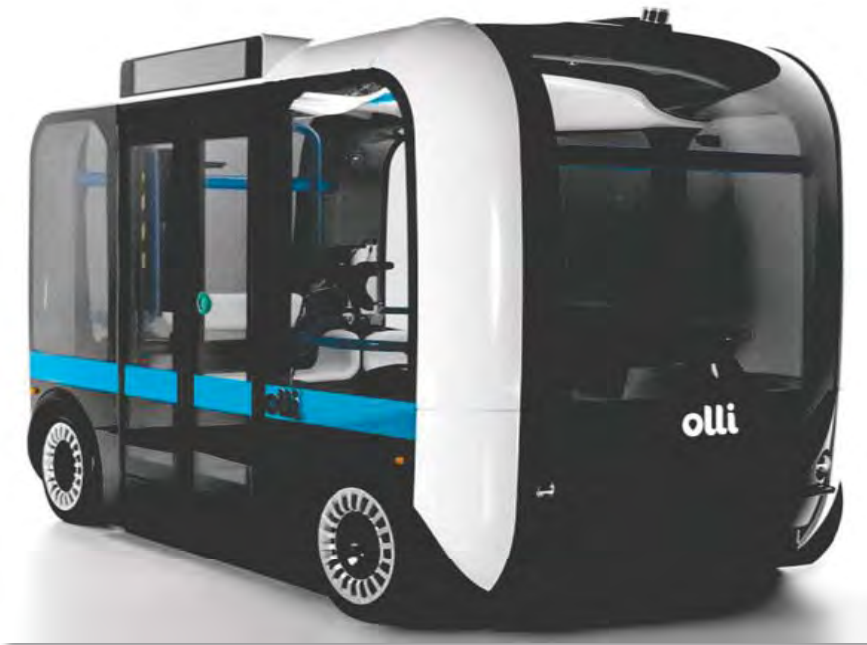
- Henry Ford

Low Speed Automated Vehicles: Arlington/DFW Test Bed



Team Arlington

Texas Mobility Summit - October 17, 2017







Hall Campus/The Star in Frisco



Airports



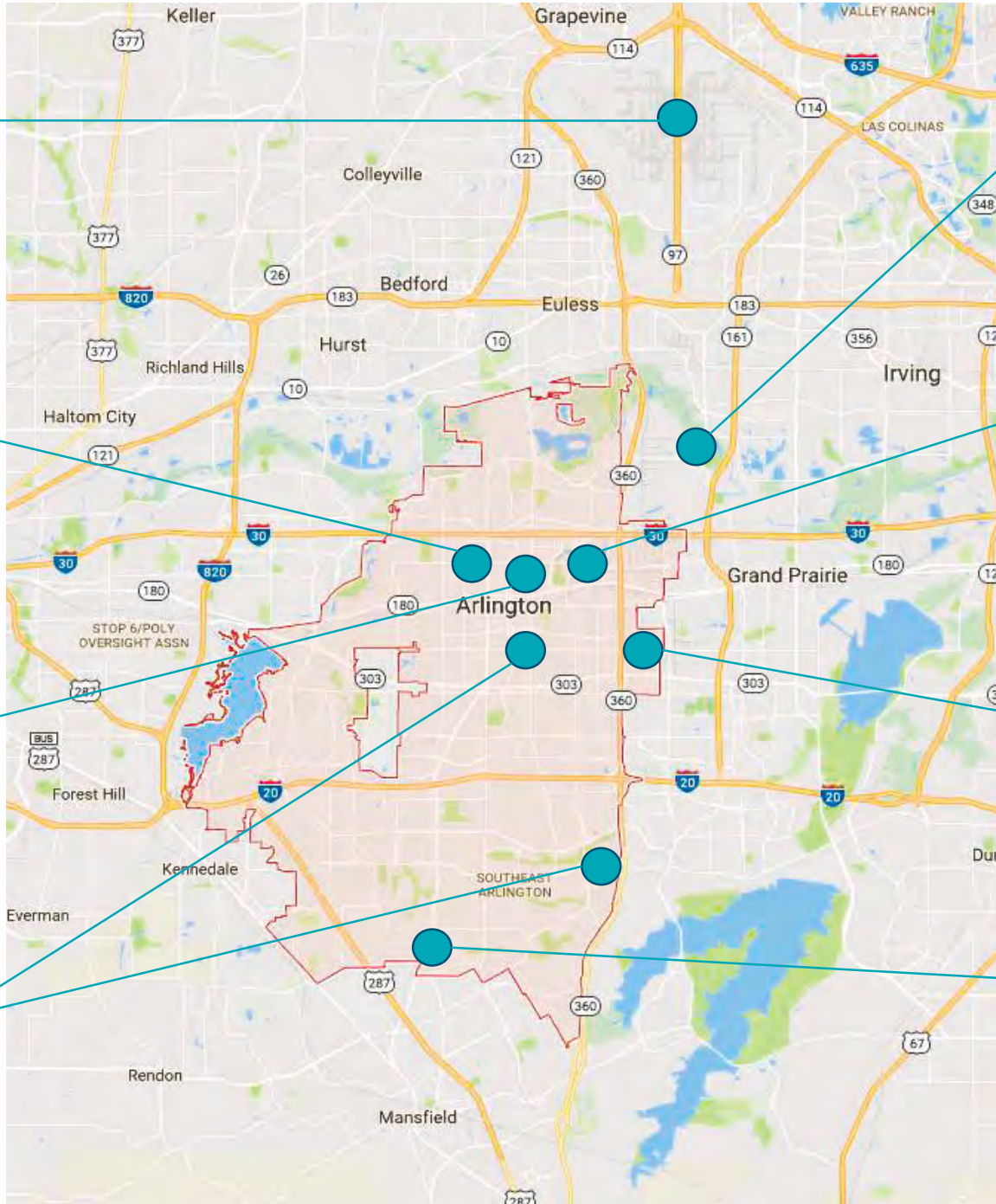
Hospitals



City Centers



Campus



Train Stations



Theme Parks



Industrial Sites



Retirement Homes



milo routes



--- GLOBE LIFE PARK EVENTS

● Pick Up & Drop Off

--- AT&T STADIUM EVENTS

● Pick Up & Drop Off

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DATA

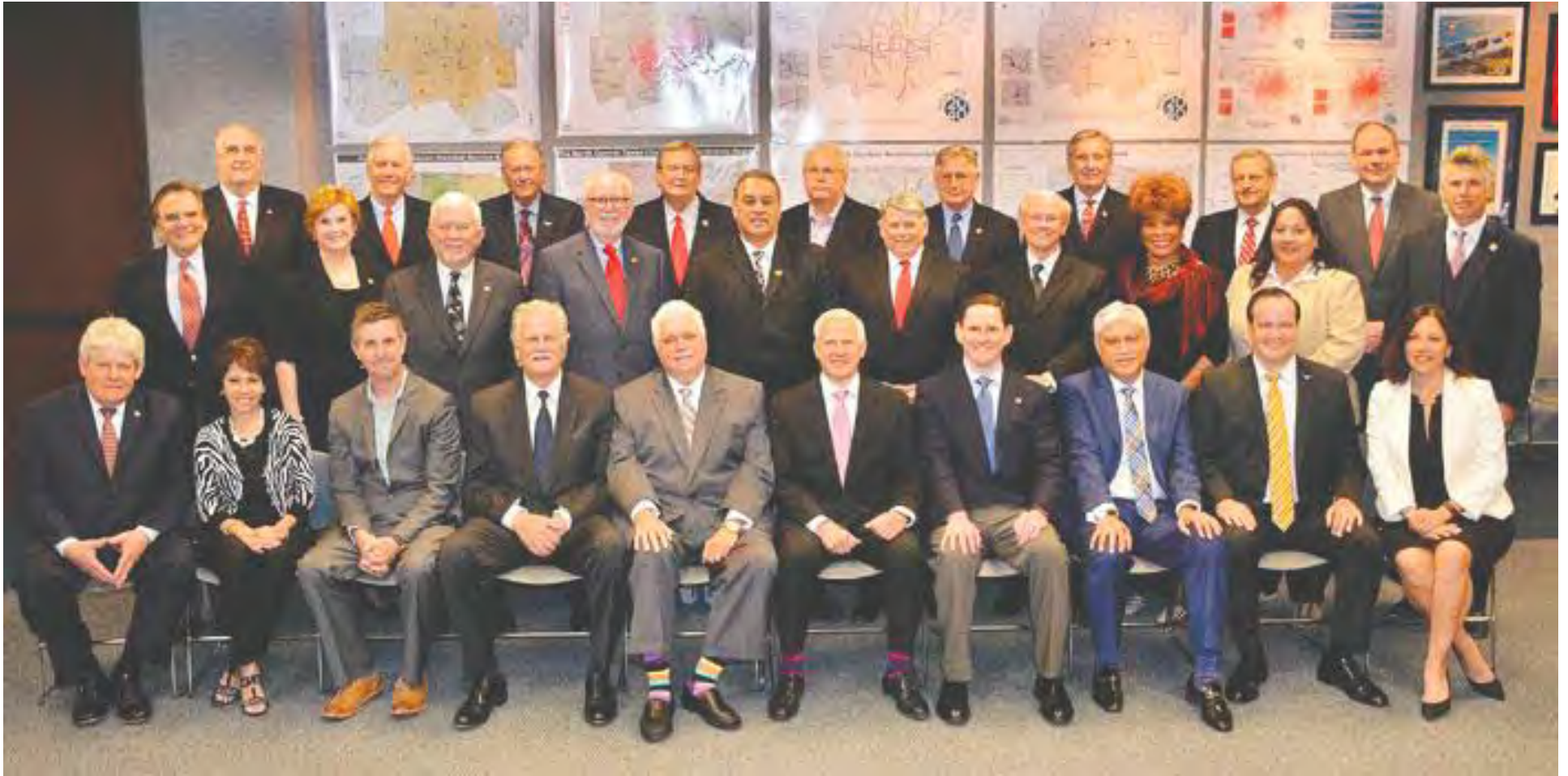


KNOWLEDGE



ACTION









Arlington/DFW: Global LSAV Leader



Lauren Isaac



Lyndsay Mitchell



Tom Bamonte



Kelley Coyner



Ann Foss



Alicia Winkelblech



Felipe Castillo



Les Sundra Ford



Joseph Holmes



Hamid Hajjafari

2017-2018 CMAQ/STBG Funding Program
Federal/Local Funding Exchanges

DRAFT

Partner(s)	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Project Cost	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local	TDCs			
DFW Airport	Glade Road	From NB SH 360 Frontage Road to West Airfield Drive	Reconstruct from 2 to 2 lanes (add center turn lane and shoulders)	2019	ENG	\$0	\$524,857	\$0	\$0	104,971	\$524,857	\$5,713,837	In exchange for federal funds to construct this project, DFW Airport will reimburse NCTCOG/RTC with \$5,088,837 of local funds. DFW Airport will pay for the utility work with 100% local funds. TxDOT will build this project and an associated bridge project. NCTCOG is requesting to use Transportation Development Credits as the match to maximize the local funds that will be repaid.
				2019	UTIL	\$0	\$0	\$0	\$625,000	0	\$625,000		
				2020	CON	\$0	\$4,563,980	\$0	\$0	912,796	\$4,563,980		
City of Terrell	FM 148 North	From South of US 80 to SP 557	Widen existing highway from 2-lane rural to 4-lane divided including intersection, signal, and bicycle/pedestrian improvements	2013	ENG	\$0	\$0	\$0	\$1,323,621	0	\$1,323,621	\$15,975,897	An exchange of \$8.6 million in federal funds for \$6.67 million in local funds will be executed. The local funds would be paid back to the RTC/NCTCOG over a period of 15 years via the City's Pass Through Finance agreement with TxDOT.
				2016	ROW	\$0	\$0	\$0	\$654,274	0	\$654,274		
				2016	UTIL	\$0	\$0	\$0	\$425,000	0	\$425,000		
				2018	CON	\$2,000,000	\$6,600,000	\$0	\$4,973,002	0	\$13,573,002		
Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, and Hurst; DART and FWTA	TRE Local Swaps	N/A	Exchange of local funds from the non-transit member cities for federal funds; Federal funds to be used for improvements to the TRE	2018, 2019, 2020	CON	\$3,400,000	\$0	\$0	\$850,000	0	\$4,250,000	\$4,250,000	A total of \$560,325 from the cities will be collected by the RTC/NCTCOG for each of the next 3 years. In turn, \$3.4 million in federal funds will be given to Dallas Area Rapid Transit (DART) and/or the Fort Worth Transportation Authority (FWTA) for improvements to the Trinity Railway Express (TRE). NCTCOG staff is working with DART and FWTA to identify the specific TRE project(s).
Total						\$5,400,000	\$11,688,837	\$0	\$8,850,897	1,017,767	\$25,939,734	\$25,939,734	

Notes:
NCTCOG staff is working on an additional potential partnership with Haltom City that may be added to this program.

2017-2018 CMAQ/STBG* FUNDING: FEDERAL/LOCAL FUNDING EXCHANGES

Regional Transportation Council
November 9, 2017

*Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges**
- Automated Vehicle Program
- Strategic Partnerships
- 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/Regional Transportation Council (RTC) Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: FEDERAL/LOCAL FUNDING EXCHANGES

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.
Current Requests	<ul style="list-style-type: none">• DART TRIP Program (Done)• Glade Road/DFW Airport• TRE Local Swap• Kaufman County/City of Terrell
Next Steps	<p>DART TRIP Partnership approval received by RTC in March 2017; need to execute agreement between DART and NCTCOG/RTC.</p> <p>Finalize details on other partnerships & bring back to committees for action.</p>

RTC/LOCAL PHASE 3 PROGRAM

- Through this effort, local funds will be received from agencies through an exchange for federal funds.
- The local funds received through these partnerships will be used to create a Phase 3 of the RTC/Local program.
- The new RTC/Local funds will be used for projects being built to local design standards, air quality projects, and regional programs.
- The intent is to expedite and implement projects not eligible for federal funds or that would be best implemented without federal funds.

TRE LOCAL SWAPS

- Since 2002, the RTC has partnered with cities along the Trinity Railway Express (TRE), Dallas Area Rapid Transit (DART), and the Fort Worth Transportation Authority (FWTA) to implement this program.
- Cities along the TRE that are not members of a transit agency contribute local funds to offset operational costs of the TRE being used by their citizens.
- Historically, to help the region create a regional pool of funds, the funds received from the local entities have gone to the RTC.
- In exchange, the RTC programs federal funds for improvements along the TRE in a 2 to 1 ratio.
- Each city's contribution amount is based on the proportion of vehicles from each city that use the TRE (as determined by a survey of vehicle license plates at TRE stations or via a transit onboard survey).

SUMMARY OF PROPOSED FUNDING EXCHANGES¹

DRAFT

PROJECT	PARTNER(S)	PROPOSED FEDERAL FUNDING	PROPOSED LOCAL FUNDING
Glade Road	DFW Airport	\$5,088,837 ²	\$5,088,837
TRE Local Swap	Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, & Hurst; DART & FWTA	\$3,400,000 ³	\$1,680,975 ^{4,5}
FM 148	City of Terrell	\$8,600,000	\$6,674,160 ⁶
	Total	\$17,088,837	\$13,443,972

- ¹ Funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partner(s).
- ² Staff is proposing to use Transportation Development Credits (TDC) in lieu of a local match to maximize the amount of local funds collected.
- ³ Federal funds would be given to DART and FWTA for improvements to the TRE.
- ⁴ Partners each pay a portion of this amount determined by a survey conducted by NCTCOG.
- ⁵ Funding amount is the total to be paid over 3 years (\$560,325 annually).
- ⁶ Funds would be paid back to the RTC over a period of 15 years through Terrell’s Pass Through Finance agreement with TxDOT.

POTENTIAL ADDITIONAL PARTNERSHIP(S)

- NCTCOG staff is working on an additional potential partnership with Haltom City that may be added to this program for either:
 - Broadway Avenue
 - Haltom Road
- Details will be finalized before the next RTC meeting.

TIMELINE

MEETING/TASK	DATE
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
STTC Action	December 8, 2017
RTC Action	January 11, 2018
Executive Board – Action to receive and manage local funds	January 25, 2018

QUESTIONS?

Adam Beckom, AICP

Principal Transportation Planner

817-608-2344

abeckom@nctcog.org

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

Brian Dell

Transportation Planner II

817-704-5694

bdell@nctcog.org

**REGIONAL TRANSPORTATION COUNCIL POLICY ON SH 161 AND SOUTHWEST
PARKWAY/CHISHOLM TRAIL TOLL EQUITY LOAN FEE AND RELEASE, AND TIMING
OF SH 161 UP-FRONT PAYMENT
(P10-05)**

In February 2010, the Texas Transportation Commission (TTC) approved the form of a toll equity loan agreement (TELA) for SH 161 and form of an agreement to enter into a supplemental toll equity loan for the Southwest Parkway/Chisholm Trail. The TELA requires the North Texas Tollway Authority (NTTA) to pay a fee of 3 percent per year, beginning ten years after the effective date of the TELA. The TELA fee provision was added by TTC at the end of the negotiations. This fee is estimated to be an average of \$4.7 million per year for SH 161 and \$3.0 million for Southwest Parkway/Chisholm Trail. The fee will be collected starting in year 11 and extend the length of time NTTA requires TxDOT's financial assistance. Upon release of the toll equity loan commitment for both projects, the TELA fee will no longer apply. Therefore, the Regional Transportation Council (RTC) finds it necessary to adopt the following policy positions.

1. As a result of the negotiated value for SH 161 and the integration of Southwest Parkway/Chisholm Trail under one project, the Regional Transportation Council supports the return of any TELA fees to NTTA. In fact, in order to reduce costs it is requested that the fees be waived or paid by NTTA into a separate NTTA fund. The Regional Transportation Council is suggesting that the most important projects that this money could be used for is to get SH 161 and the Southwest Parkway/Chisholm Trail to construction. The RTC recommends to TxDOT that NTTA fees be permitted to advance only NTTA projects requested by NTTA and recommended by the RTC to TxDOT. Failure to eliminate or return these fees to NTTA will make it more difficult for NTTA to fund RTC priority toll projects.
2. The Regional Transportation Council requests that NTTA release TxDOT of the toll equity loan commitment as soon as reasonably financially feasible in order to reduce the risk of potential draws on funds in the Unified Transportation Program for the Dallas-Fort Worth region.
3. The Regional Transportation Council does not support a payment extension of the up-front payment for SH 161 of more than six months.
4. The RTC instructs staff to develop an agreement with NTTA, and, if possible, TxDOT either (1) effecting the foregoing waiver or payment into an NTTA fund of any TELA fees or (2) committing the RTC to request from the Commission, and then return to NTTA, any TELA fees, consistent with the provisions of this policy.

**AGREEMENT BETWEEN THE NORTH TEXAS TOLLWAY AUTHORITY AND
THE REGIONAL TRANSPORTATION COUNCIL CONCERNING RETURN
OF FEE PAYMENTS UNDER TOLL EQUITY LOAN AGREEMENT**

This Agreement is entered into between the North Texas Tollway Authority (NTTA) and the Regional Transportation Council (RTC). The purpose of this Agreement is to memorialize the agreement by RTC to return to NTTA all TELA Fees (as defined below) received by or available to RTC for project selection and to designate State Highway 161 (SH 161) and/or Southwest Parkway/Chisholm Trail (SWP/CT) as the transportation project(s) in the Dallas-Fort Worth region for the application of the TELA Fees.

RECITALS:

WHEREAS, NTTA, a regional tollway authority and a political subdivision of the State of Texas, is authorized to develop and operate turnpike projects within the Counties of Collin, Dallas, Denton, and Tarrant pursuant to Chapter 366 of the Texas Transportation Code;

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of the State of Texas in accordance with federal law, with the proviso that RTC be the decision-making group for regional transportation policy;

WHEREAS, NCTCOG is a regional planning commission and a political subdivision of the State of Texas, authorized under Texas Local Government Code, Chapter 391;

WHEREAS, RTC, comprised primarily of local elected officials, is the regional transportation policy body of NCTCOG, and has been and continues to be a regional forum for cooperative decisions on transportation, thereby fulfilling its responsibilities as the cooperative transportation decision-making group of NCTCOG;

WHEREAS, RTC's Bylaws and Operating Procedures (Bylaws) spell out the manner in which RTC shall fulfill its responsibilities as the cooperative transportation decision-making group of NCTCOG;

WHEREAS, consistent with the Bylaws, RTC and TxDOT entered into that certain Memorandum of Understanding Regional Revenue Sharing Fund for Surplus Toll Revenues and CDA Concession Payments dated January 3, 2007 (the Project Selection MOU) whereby TxDOT and RTC agreed that selection of projects to be financed using funds in the regional revenue sharing account established for the region served by NCTCOG shall be made by RTC, subject to concurrence of the Texas Transportation Commission (Commission);

WHEREAS, NTTA and TxDOT entered into that certain Project Agreement State Highway 161 dated July 30, 2009, as amended, assigning certain rights and responsibilities between NTTA and TxDOT for the development, construction, operation, maintenance and financing for SH 161;

WHEREAS, to provide support for NTTA's efforts to develop, construct, operate, maintain and finance SH 161, TxDOT established a toll equity loan commitment on NTTA's behalf in accordance with that certain Toll Equity Loan Agreement dated _____, 2010¹ between NTTA and TxDOT (TELA);

¹ The TELA may not be executed before this Agreement is signed, so language will need to be slightly modified.

WHEREAS, NTTA and TxDOT are negotiating a Project Agreement Southwest Parkway/Chisholm Trail Project that, if executed, will assign certain rights and responsibilities between NTTA and TxDOT for the development, construction, operation, maintenance and financing for SWP/CT;

WHEREAS, to provide support for NTTA's efforts to develop, construct, operate, maintain and finance SWP/CT, TxDOT has agreed to supplement the TELA to increase the toll equity loan commitment on NTTA's behalf in accordance with that certain Agreement To Enter Into Supplement to Toll Equity Loan Agreement dated _____, 2010² between NTTA and TxDOT (Agreement to Supplement);

WHEREAS, under Section 2.06 of the TELA, on the first day of the fiscal year following the 10th anniversary of the date of the TELA and on the first day of each fiscal year thereafter, NTTA is required to pay to TxDOT a non-refundable amount equal to three percent of that fiscal year's Maximum Available Annual Amount (as defined in the TELA) (TELA Fee), and TxDOT is required to apply the TELA Fee to the cost of transportation and air quality projects in the Dallas-Fort Worth region as authorized by law that are selected by RTC, subject to concurrence by the Commission;

WHEREAS, NTTA executed the TELA and the Agreement to Supplement with the understanding and in reliance that RTC would select SH 161 and/or SWP/CT as the transportation projects in the Dallas-Fort Worth region for the application of the TELA Fees, thereby causing the return to NTTA of the amount of any TELA Fees available to RTC for project selection;

WHEREAS, RTC passed Regional Transportation Council Policy on SH 161 and Southwest Parkway/Chisholm Trail Toll Equity Loan Fee and Release, and Timing of the SH 161 Up-Front Payment (P10-05) dated April 8, 2010 addressing the subject matter of this Agreement and authorizing its execution; and

WHEREAS, NTTA and RTC desire to enter into this Agreement to evidence RTC's agreement to select SH 161 and/or SWP/CT as the transportation projects in the Dallas-Fort Worth region for the application of the TELA Fees, thereby causing the return to NTTA of the amount of any TELA Fees available to RTC for project selection.

AGREEMENT:

NOW THEREFORE, in consideration of these premises, NTTA and RTC agree to the following:

1. NTTA hereby requests, and RTC hereby selects, subject to Commission concurrence, SH 161 as a transportation project in the Dallas-Fort Worth region for the application of any TELA Fees. Except as set forth in section 2 below, RTC shall not select any other transportation project or air quality project for the application of any TELA Fees, unless requested by NTTA. RTC agrees to take such further action as may be required by TxDOT or NTTA to further evidence its selection of SH 161 for such purpose.
2. Conditioned upon the toll equity loan commitment under the TELA being increased pursuant to the Agreement to Supplement to provide support for the NTTA's efforts to develop, construct, operate, maintain and finance SWP/CT, NTTA hereby requests and RTC hereby selects, subject to Commission concurrence, SWP/CT as a transportation project in the Dallas-

² The Supplement may not be executed before this Agreement is signed, so language will need to be slightly modified.

Fort Worth region for the application of any TELA Fees. RTC agrees to take such further action as may be required by TxDOT or NTTA to further evidence its selection of SWP/CT for such purpose.

3. NTTA shall notify RTC each time it makes a payment of a TELA Fee to TxDOT, and RTC shall promptly thereafter take all action necessary to cause TxDOT to transfer the amount of the TELA Fee to NTTA or otherwise apply the amount of the TELA Fee to SH 161 and/or SWP/CT. The parties intend that upon the RTC's selection, and Commission's concurrence, of either SH 161 or SWP/CT as a transportation project in the Dallas-Fort Worth region for the application of any TELA Fees, TxDOT will return the amount of any TELA Fee directly to NTTA. If TxDOT instead transfers the amount of any TELA Fee to RTC, RTC shall immediately notify NTTA of the amount received from TxDOT and shall return such amount to NTTA within one business day of receipt of such amount.

4. NTTA or RTC, as applicable, each represents to the other that (i) it is duly organized and validly existing and has all requisite power and authority to conduct its business as now being conducted, (ii) it is not in default under or in violation of any provision of the documents, laws and regulations governing its formation and existence, (iii) it has full power and authority to enter into, execute and deliver this Agreement and to perform fully its obligations hereunder, (iv) it has taken all action required by any statute, law, code, regulation, or other state or federal legislative, executive or administrative requirement or by its charter, by-laws or other organizational documents to authorize the execution and delivery of and performance of its obligations under this Agreement, (v) this Agreement has been duly, validly and properly executed and delivered by NTTA or RTC, as applicable, and, assuming due authorization, execution and delivery by the other party, constitutes a valid and binding legal obligation of NTTA or RTC, as applicable, enforceable against the said party in accordance with its terms, (vi) the execution, delivery and performance of this Agreement, and the transactions contemplated hereby, do not and will not (a) conflict with or result in any violation of or constitute a breach or default under any provision of (I) any statute, law, code, regulation, or other state or federal legislative, executive or administrative requirement generally applicable to the transactions contemplated hereby, other than any violation, breach or default that would not have a material adverse effect on the transactions contemplated hereby or (II) any of the charter, by-laws or other organizational documents applicable to or governing the creation and existence of NTTA or RTC, as applicable, (b) violate, conflict with or result in a violation or breach of, or constitute a default (with or without due notice or lapse of time or both) under, or permit the termination of, or require any notice under, or require the consent of any other party to, any note, bond, indenture, license, agreement or other instrument or obligation to which NTTA or RTC, as applicable, is a party, or (c) violate any judgment to which NTTA or RTC, as applicable or any of its assets is bound or subject, and (vii) no notice to and no permit, authorization, consent or approval of any governmental entity or other person or entity is necessary for the performance by NTTA or RTC, as applicable, of its obligations under this Agreement.

5. The recital clauses set forth above are true and correct and are incorporated herein by reference.

6. All notices and communications hereunder shall be in writing and shall be deemed to be duly given when received by facsimile, hand delivery, certified mail, return receipt requested to the parties hereto at the following addresses:

If to NTTA: North Texas Tollway Authority
5900 W. Plano Parkway, Suite 100
Plano, Texas 75093
Attention: Executive Director
Fax no: (972) 930-2622

If to RTC: Regional Transportation Council
616 Six Flags Drive
Arlington, Texas 76011
Attention: Director of Transportation
Fax No: (817) 608-2315

or at such other address as either party may have furnished to the other party in writing.

7. This Agreement contains the entire agreement of the parties hereto with respect to the subject matter hereof and supersedes all previous understandings as to the subject matter of this Agreement. Furthermore, this Agreement may be modified or amended only by a writing executed by all parties hereto or their respective successors or assigns, as applicable.

8. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas, excluding any choice of law rules which might require the application of the laws of another jurisdiction.

9. This Agreement shall be binding upon and inure to the benefit of NTTA and RTC and their respective successors and assigns, including, without limitation, any successor public agency or other body to NTTA or RTC. Neither NTTA nor RTC shall assign its interest in this Agreement without the prior written consent of the other party to this Agreement, except as provided in the preceding sentence or as otherwise provided by law.

10. Insofar as the TELA Fees will not accrue, if at all, until after the 10th anniversary of the date of the TELA, it is an essential term of this Agreement that the parties hereby commit to use best efforts to ensure that the benefits provided herein remain in effect irrespective of changes in legislation or to the Project Selection MOU occurring subsequent to the date hereof or for any other reason. NTTA and RTC will, upon request by either party, execute, acknowledge or deliver such further instruments, documents or other writings and do such further acts as either party deems necessary, desirable or proper to carry out the purposes of this Agreement and the intent of the parties. Without limiting the foregoing, if at any time RTC either (i) is expected to lose or (ii) has lost its ability to fully perform its obligations hereunder, RTC, for itself and on behalf of any affiliated entities controlling RTC, under RTC's control or subject to RTC's influence, commits to use best efforts to promptly cause the assumption of RTC's obligations hereunder by such party or parties to which the ability to perform such obligations then resides. Further, RTC will use best efforts to cause the TELA Fees to be made available to RTC and to obtain Commission concurrence to a disposition of those TELA Fees in accordance with this Agreement.

11. This Agreement may be executed in a number of identical counterparts, each of which for all purposes is deemed an original, and all of which constitute, collectively, one agreement, but in making proof of this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

Executed on 7.23, 2010.



Allen Clemson
Executive Director
North Texas Tollway Authority
a regional tollway authority and
political subdivision of the State of Texas



Michael Morris, P.E.
Staff Director
Regional Transportation Council
the regional transportation policy body of NCTCOG



5900 West Plano Parkway | Plano, Texas 75093 | (214) 461-2000 | Fax (214) 528-4826 | www.ntta.org

NOTICE OF TERMINATION
OF
TOLL EQUITY LOAN COMMITMENT

November 1, 2017

VIA CERTIFIED MAIL
VIA EMAIL (brian.ragland@txdot.gov)
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483
Attn: Chief Financial Officer

VIA CERTIFIED MAIL
VIA EMAIL (kelly.selman@txdot.gov)
Texas Department of Transportation
Dallas District Office
4777 East Highway 80
Mesquite, Texas 75150
Attention: District Engineer

VIA CERTIFIED MAIL
VIA EMAIL (jeff.graham@txdot.gov)
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483
Attn: General Counsel

VIA CERTIFIED MAIL
VIA EMAIL (Loyl.bussell@txdot.gov)
Texas Department of Transportation
Ft. Worth District Office
2501 Southwest Loop
Fort Worth, Texas 76133
Attn: District Engineer

Re: Toll Equity Loan Agreement dated as of April 1, 2011 (as supplemented, the "TELA"; capitalized terms used but not defined herein shall have the meanings ascribed to such terms in the TELA) by and between the North Texas Tollway Authority ("NTTA") and the Texas Department of Transportation ("TxDOT")

Ladies and Gentlemen:

Under Section 2.06 of the TELA, NTTA hereby notifies TxDOT that a refunding, payment or legal defeasance of all of the outstanding principal amount of and any unpaid interest on the Senior Project Debt has occurred on the date hereof, the effect of which is to terminate the Toll Equity Loan Commitment.

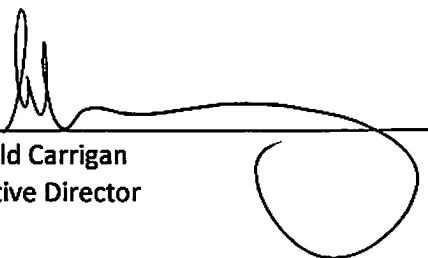
Since no advances were ever made under the Toll Equity Loan Commitment, and thus no amounts are outstanding under the Toll Equity Loan, NTTA hereby requests that you mark "cancelled" and return to the undersigned the original Toll Equity Loan Note. Further, with the payment or defeasance of the Senior Project Debt and no sums owing TxDOT under the TELA, the Trust Agreement has been terminated and discharged on the date hereof.

NTTA hereby thanks TxDOT for their support in providing the TELA, which was instrumental in the development of the President George Bush Turnpike Western Extension and the Chisholm Trail Parkway.

Please call me if you have any questions concerning this notice.

Sincerely,

NORTH TEXAS TOLLWAY AUTHORITY

By: 
Name: Gerald Carrigan
Title: Executive Director

cc: Michael Morris, P.E.
Ken Kirkpatrick
Horatio Porter
Dana Boone
Dena DeNooyer Stroh
Kevin Twining
Greg Schaecher

**MUTUAL TERMINATION OF AGREEMENT CONCERNING RETURN OF
FEE PAYMENTS UNDER TOLL EQUITY LOAN AGREEMENT**

This Mutual Termination is between the North Texas Tollway Authority ("NTTA") and the Regional Transportation Council ("RTC," together with NTTA, collectively, the "Parties").

WHEREAS, the Parties entered into that certain Agreement between the North Texas Tollway Authority and the Regional Transportation Council Concerning Return of Fee Payments under Toll Equity Loan Agreement dated July 23, 2010 (the "Agreement"); and

WHEREAS, the Texas Department of Transportation's commitment to fund advances under the TELA (as defined in the Agreement) has terminated, and NTTA never paid, and is no longer required to pay, the TELA Fee (as defined in the Agreement); and

WHEREAS, the Parties, having performed and fulfilled all of their obligations under the Agreement, desire to mutually terminate the Agreement.

NOW, THEREFORE, the Parties, in consideration of these premises and of their mutual covenants and agreements, agree as follows:

1. The Parties mutually terminate the Agreement, and all of their respective rights and obligations thereunder are terminated, without liability to any party, and are of no further force or effect. The Parties fully release and discharge one another from any and all reimbursements, claims, demands, and liabilities of any kind arising under or in connection with the Agreement.
2. This Mutual Termination may be executed in any number of counterparts, which together shall constitute one original document. Delivery of an executed signature page to this Mutual Termination by facsimile or other electronic transmission shall be effective as delivery of a manually signed counterpart of this Mutual Termination.

IN WITNESS WHEREOF, the Parties have duly executed this Mutual Termination effective as of November 1, 2017.

REGIONAL TRANSPORTATION
COUNCIL

NORTH TEXAS TOLLWAY AUTHORITY

By: 
Michael Morris, P.E.
Staff Director

By: 
Horatio Porter
Chief Financial Officer

**Regional Transportation Council Attendance Roster
November 2016-October 2017**

RTC MEMBER	Entity	11/10/16	12/8/16	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17	9/14/17	10/12/17
Douglas Athas (06/13)	Garland	P	P	P	P	E(R)	P	P	P	P	P	P	P
Tennell Atkins (09/17)	Dallas	--	--	--	--	--	--	--	--	--	--	A	P
Sara Bagheri (12/16)	Denton	--	P	P	P	P	P	P	E(R)	P	P	P	P
Sue S. Bauman (10/17)	DART	--	--	--	--	--	--	--	--	--	--	--	P
Carol Bush (01/15)	Ellis Cnty	P	E	P	A	P	E	P	A	P	P	E	P
Loyl Bussell (05/17)	TxDOT, FW	--	--	--	--	--	--	P	P	E(R)	P	P	P
Rickey D. Callahan (09/17)	Dallas	--	--	--	--	--	--	--	--	--	--	A	P
Mike Cantrell (1/07)	Dallas Cnty	R	E	P	P	P	P	P	P	P	P	P	A
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	E(R)	P	E	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	E(R)	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	--	--	--	--	--	--	--	--	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	E	P	P	P	P	P	E(R)	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	E(R)	P	P	P	P	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	--	--	--	--	--	--	--	--	P	P	A	P
Sandy Greyson (11/11)	Dallas	P	E	P	P	A	P	P	P	A	P	P	P
Mojoy Haddad (10/14)	NTTA	P	E	A	A	P	A	P	A	P	P	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	E(R)	P	P	E	E	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	E	E	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	A(R)	E(R)	P
Jungus Jordan (4/07)	Fort Worth	P	E(R)	P	P	P	P	P	P	P	P	E(R)	P
Lee M. Kleinman (09/13)	Dallas	P	E	P	P	E	P	E	P	A	P	P	P
Harry LaRosiliere (06/17)	Plano	--	--	--	--	--	--	--	P	P	E(R)	P	E(R)
David Magness (06/13)	Rockwall Cnty	P	E	P	E	P	P	P	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	E(R)	P	P	P	P	P	P	E(R)
B. Adam McGough (07/16)	Dallas	P	P	P	P	P	P	P	E(R)	P	P	P	P
William Meadows (02/17)	DFW Airport	--	--	--	E	P	P	P	P	E	A	P	A
Steve Mitchell (07/17)	Richardson	--	--	--	--	--	--	--	--	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	E(R)	P	E(R)	P	P	P	A	P	P	E(R)
Stan Pickett (06/15)	Mesquite	E(R)	P	P	P	E	E(R)	P	P	P	P	P	P
Mark Riley (1/09)	Parker Cnty	E	P	P	P	P	P	E(R)	P	P	E	P	P
Kelly Selman (02/15)	TxDOT, Dallas	P	E(R)	E(R)	P	P	E(R)	P	P	E(R)	P	P	P
Will Sowell (10/17)	Frisco	--	--	--	--	--	--	--	--	--	--	--	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	P	P	P	P	E	E(R)	P	A	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	E(R)	P	P	E(R)	E(R)

P= Present
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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
November 2016-October 2017**

RTC MEMBER	Entity	11/10/16	12/8/16	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17	9/14/17	10/12/17
William Tsao (3/17)	Dallas	--	--	--	--	P	P	P	P	P	E(R)	P	P
Oscar Ward (6/14)	Irving	P	P	P	E	P	P	P	P	P	P	E	E
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	E(R)	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	E	P	P	P	P	E(R)	P	P	A(R)	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E(R)	E	P	P	P	E	P	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	--	--	--	--	--	--	--	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
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--= 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
September 2016-September 2017

STTC MEMBERS	Entity	9/23/16	10/28/16	12/2/16	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
Antoinette Bacchus	Dallas County	P	A	A	P	P	P	P	A	P	A	P	A
Micah Baker	Dallas County	A	P	A	A	A	A	A	P	A	A	A	P
Katherine Beck	Fort Worth	--	--	--	--	--	--	P	P	A	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	A	P
Kristina Brevard	DCTA	P	P	P	P	P	P	P	P	P	P	A	R
Keith Brooks	Arlington	P	A	P	P	A	R	P	A	P	P	P	A
Mohammed Bur	TxDOT, Dallas	P	P	P	P	P	P	P	A	P	P	A	P
Dave Carter	Richardson	A	P	A	A	P	P	P	A	P	P	P	P
Season Clemens	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	P	A
Robert Cohen	Southlake	--	--	--	--	--	--	--	--	--	R	P	A
Kent Collins	Coppell	P	P	P	P	P	R	P	A	P	P	A	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	A	P	P	P	P	P	P	P
Hal Cranor	Euless	P	P	P	P	P	P	R	P	P	R	P	P
Jacqueline Culton	Duncanville	--	--	--	--	--	--	--	--	P	P	P	P
Clarence Daugherty	Collin County	R	R	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	A	P	A	A	P	A	A	P	P	P	P
Greg Dickens	Hurst	A	R	R	A	R	R	R	R	R	R	R	A
David Disheroon	Johnson County	P	P	P	P	P	A	P	P	A	P	A	P
Massoud Ebrahim	Greenville	P	P	P	A	P	P	P	P	A	P	P	P
Chad Edwards	DART	P	P	P	P	P	P	P	P	A	P	P	P
Claud Elsom	Rockwall County	P	P	P	A	P	P	P	P	P	A	P	P
Keith Fisher	Cleburne	--	--	--	P	R	P	P	P	P	P	A	R
Eric Fladager	Fort Worth	P	A	P	P	P	A	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	R	P	P	P	P	P
Gary Graham	McKinney	R	P	R	R	P	P	R	R	P	R	P	P
Tom Hammons	Carrollton	P	A	A	A	A	A	A	A	A	A	A	P
Ron Hartline	The Colony	R	P	P	R	A	R	R	R	R	A	R	A
Curvie Hawkins	FWTA	P	P	P	P	A	P	A	P	P	R	P	A
Mark Hines	McKinney	A	A	A	A	A	A	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	A	P	P	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	A	P	P	A	P	R	P	P	P	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	A	P
Jeremy Hutt	Colleyville	P	P	P	A	P	P	P	P	P	A	R	P
Paul Iwuchukwu	Arlington	A	P	P	P	P	P	P	P	P	P	P	P
Tim James	Mesquite	A	A	P	P	A	A	P	A	P	P	A	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	P	A	A	A
Tom Johnson	DeSoto	P	P	A	P	A	P	P	P	P	A	P	P
Sholeh Karimi	Grand Prairie	P	A	P	P	P	P	P	A	P	P	P	A
Paul Knippel	Frisco	P	A	P	A	A	A	A	A	A	A	P	P
Chiamin Korngiebel	Dallas	P	P	P	P	P	A	A	P	P	P	R	R
Richard Larkins	Grapevine	P	P	A	A	P	A	P	P	P	P	A	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
September 2016-September 2017

STTC MEMBERS	Entity	9/23/16	10/28/16	12/2/16	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
Alonzo Liñán	Keller	--	--	--	--	P	A	P	P	P	P	P	P
Paul Luedtke	Garland	P	P	P	P	P	P	R	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	A	R	P	A	P	P	P	P	P	P
Srini Mandayam	Mesquite	R	R	R	R	A	R	R	A	P	A	R	A
Alberto Mares	Ellis County	--	--	--	--	--	--	--	--	--	P	A	P
Laura Melton	Burleson	P	P	P	A	A	P	P	P	P	P	P	P
Brian Moen	Frisco	A	A	A	A	A	P	P	A	P	P	P	A
Cesar Molina, Jr.	Carrollton	A	P	P	A	P	A	P	A	P	R	A	A
Lloyd Neal	Plano	P	P	P	P	P	A	P	P	P	P	A	A
Mark Nelson	Denton	P	P	P	P	P	R	P	A	P	P	P	R
Jim O'Connor	Irving	A	P	P	P	P	P	P	P	P	P	P	A
Kenneth Overstreet	Bedford	R	P	P	A	A	A	A	P	A	A	A	R
Kevin Overton	Dallas	P	A	P	P	P	P	P	P	A	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
John Polster	Denton County	P	P	P	A	P	P	P	P	P	P	P	P
Tim Porter	Wylie	--	--	P	A	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	A	P	P	P	P	P	P	P	P	P	A	A
Lisa Pyles	Addison	A	P	A	P	P	A	A	P	P	A	P	A
William Riley	Tarrant County	P	P	P	P	P	P	A	P	P	P	P	A
Greg Royster	DFW Int. Airport	P	A	P	A	A	P	A	P	A	A	A	A
Moosa Saghian	Kaufman County	A	P	P	P	P	P	P	P	A	A	P	P
David Salmon	Lewisville	P	P	P	R	P	P	P	R	A	P	P	P
Elias Sassoon	Cedar Hill	P	R	P	R	P	P	P	A	P	R	R	R
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	A	P	P	P	A	P	A	P	A	P
Tom Simerly	Fort Worth	--	--	--	--	--	--	--	A	P	A	P	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	A	P	A	P	P	A	A	P	P	P	P	P
Chelsea St. Louis	Dallas	--	--	--	P	P	P	R	P	P	P	P	P
Caleb Thornhill	Plano	P	P	P	A	P	P	P	A	P	P	P	A
Dave Timbrell	Garland	--	--	--	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	A	P	P	P	P	P	P	P	P	P	A	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	A	P	P	R	P	P
Daniel Vedral	Irving	P	A	A	A	P	A	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	A	P	P	P	P	P	P	P	P	P
Sam Werschky	Fort Worth	--	--	--	--	--	--	A	P	P	P	P	A
Jared White	Dallas	A	A	P	P	P	A	A	P	A	P	P	P
Bill Wimberley	Hood County	P	P	P	P	P	P	R	P	P	P	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 22, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 22, 2017, 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, Micah Baker, Katherine Beck, David Boski, Jonah Katz (representing Kristina Brevard), Mohammed Bur, Dave Carter, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Tom Hammons, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tim James, Tom Johnson, Paul Knippel, Anshi Jim (representing Chiamin Korngiebel), Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Charlie Rosendahl (representing Mark Nelson), Michele Wilson (representing Kenneth Overstreet), Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Jason Brown, John Brunk, Ken Bunkley, Sarah Chadderdon, Theresa Clifford, Michael Copeland, Matt Craig, Cody Derrick, Kevin Feldt, Eddie Fuerst, Mike Galizio, Martin N. Gonzalez, Christie Gotti, Wade Haffey, Fola Hammones, Victor Henderson, Alan Hendrix, Chris Hoff, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Sonya Landrum, April Leger, Erin Lewis, Mark Middleton, Mindy Mize, Michael Morris, Jenny Narvaez, Justin Naylor, Jeff Neal, Markus Neubauer, Rob Rae, Chris Reed, Amy Rideout, Christina Roach, Trey Salinas, Russell Schaffner, Wesley Shimek, Gerald Sturdivant, Kimberlin To, Gretchen Vazquez, Mitzi Ward, Amanda Wilson, Craig Wilson, and Michelle Wilson.

1. **Approval of August 25, 2017, Minutes:** The minutes of the August 25, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Tim James (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications and Approval of Transportation Development Credits to Close Out Older Transit Grants:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1.1 was requested, including the approval of Transportation Development Credits (TDCs) in support of a partnership among the RTC, the Federal Transit Administration, and the Texas Department of Transportation to close out older grants using TDCs to prevent a potential loss of federal funds that support transit service, as noted in Electronic Item 2.1.2. A copy of correspondence identifying an alternate resolution was provided in Electronic Item 2.1.3. The Committee's action also included a recommendation that the RTC direct staff to amend the Unified Planning Work Program and any other necessary planning/administrative documents with changes reflected in the TIP modifications.

- 2.2. FY2018 and FY2019 Unified Planning Work Program Modifications: A recommendation for Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program was requested. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents, as appropriate, to reflect the approved modifications. The proposed modifications were provided in Electronic Item 2.2.1, and additional information was provided in Electronic Item 2.2.2.

A motion was made to approve the items included on the Consent Agenda. John Polster (M); Lori Shelton (S). The motion passed unanimously.

3. **Regional Transportation Council Federal Transit Administration Call for Projects:**

Karina Maldonado presented projects recommended for funding in the Regional Transportation Council (RTC) Transit Call for Projects. Funding was available through the Enhanced Mobility of Seniors and Individuals with Disabilities Program and the Urbanized Area Formula Program for Job Access/Reverse Commute (JA/RC) projects to support projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. She noted funding available in the McKinney Urbanized Area is administered by the Texas Department of Transportation and was not included in the call for projects. Information regarding the eligible costs was highlighted and included planning expenses for JA/RC projects, as well as capital and operating expenses for both funding programs. Additional details on the reimbursement grants, including eligible expenses and local match, were provided at the August meeting. For the Dallas-Fort Worth-Arlington Urbanized Area, approximately \$6 million was available for the two programs. A total of 13 projects requesting approximately \$5.9 million was received. Staff recommended funding for 8 projects totaling approximately \$1.6 million in federal funding. Two Job Access/Reverse Commute-type projects were recommended for funding through the Urbanized Area Formula Program: 1) an Inland Port Job Access Transportation Planning Study and 2) vanpool service in Southern Dallas for Inland Port Job Access. She noted the remaining \$2.7 million will be returned to the transit authorities in the Dallas-Fort Worth-Arlington Urbanized Area. For the Enhanced Mobility of Seniors and Individuals with Disabilities Program, recommended projects included: 1) Dallas Area Rapid Transit's Carrollton/Rowlett Taxi Voucher Subsidy Program; 2) the City of Dallas' Senior Medical Transportation Program; 3) vehicles for Dallas County Health and Human Services Older Adult Services Program; 4) City of DeSoto's new transit program; 5) the Fort Worth Transportation Authority's Access to Community project; and 6) vehicles for the City of Lancaster's Life Center Mobility Project. She noted that for the Dallas County Human and Health Services and City of Lancaster projects, vehicles are recommended for award through the North Central Texas Council of Governments (NCTCOG) Vehicle Lease Program to reduce capital costs for implementing service. Approximately \$1.6 million was not awarded in the Dallas-Fort Worth-Arlington Urbanized Area and will be carried forward. For the Denton-Lewisville Urbanized Area, approximately \$500,000 was available between the two programs. Funding requests totaled approximately \$302,000 to support two projects. For the Enhanced Mobility program, two projects totaling approximately \$302,000 were submitted by Span. Both projects were recommended for award of all available funds. Both projects will provide demand-response services to the areas of Flower Mound and the areas of Hickory Creek, Shady Shores, Lake Dallas and Corinth. No JA/RC projects were submitted and remaining funds will be returned to Denton County Transportation Authority. Additional details regarding individual projects were provided in Reference Item 3. The schedule for this effort was highlighted. John Polster asked how nontraditional providers are notified of these types of call for projects. Ms. Maldonado noted that NCTCOG staff maintains a contact list of those providers that have previously participated through call for projects, as well as those

who participate through the Access North Texas Plan. A motion was made to approve funding recommendations for the Regional Transportation Council Transit Call for Projects as detailed in Reference Item 3. John Polster (M); Randy Skinner (S). The motion passed unanimously.

4. **2017 Infrastructure for Rebuilding America Grants:** Adam Beckom presented project recommendations for the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program. A copy of the notice of funding opportunity detailing the grant program was provided in Electronic Item 4.1. In addition, a review of the previous INFRA grant program presentation was provided in Electronic Item 4.2. He noted that the Texas Department of Transportation (TxDOT) Austin has announced it will be submitting the following projects: 1) US 69 in the Beaumont District, 2) SH 225 at Beltway 8 in the Houston District, and 3) IH 35W/North Tarrant Express in the Fort Worth District. This changes the recommendations detailed in Reference Item 4.3 of the meeting mail out material for the Dallas-Fort Worth region. Staff proposed to submit the following projects on behalf of the Regional Transportation Council (RTC): 1) IH 635 LBJ East for \$100-\$165 million, 2) DFW Connector for \$65 million, and 3) IH 20 "Y" Connection for \$100 million. Considerations when selecting the proposed projects included projects in both the east and the west, focus on large-scale projects, opportunities for mega-leveraging, whether the project was large enough to be competitive, and partnership with TxDOT. Mr. Beckom also noted the decision by the RTC at its September 14 meeting to not provide letters of support to non-RTC and non-TxDOT projects in order to focus on larger projects in the region. The timeline for this effort was highlighted, with RTC action proposed on October 12. A motion was made to recommend Regional Transportation Council approval of projects proposed for submittal, as detailed at the meeting, by the North Central Texas Council of Governments/Regional Transportation Council for the 2017 Infrastructure for Rebuilding America grant program. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and any other planning/administrative documents to include projects, if selected. Dave Carter (M); Tim James (S). The motion passed unanimously.
5. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding: Local Bond Program Partnerships:** Adam Beckom presented the proposed list of projects to fund under the Local Bond Program Partnership Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant (STBG) Funding Program. The 11 programs of the CMAQ/STBG Funding Program were highlighted, as well as the status of each. The goal of the Local Bond Program Partnership is to leverage bond funds for projects of strategic importance to local governments and the region. Staff has been working with the City of Dallas, Hunt County, and Parker County. A total of approximately \$77.4 million was recommended for the proposed projects, detailed in Reference Item 5.1. Electronic Item 5.2 contained additional details on the partnership program. Mr. Beckom noted that all funds are contingent upon the materialization of bond program/private-sector contributions. He added that for the City of Dallas funds, \$40 million previously approved for the Southern Gateway Pedestrian Plaza was not included in this effort. The schedule for this effort was highlighted. Chelsea St. Louis thanked staff for its coordination with the City of Dallas. She added that the list of proposed projects would be circulated within the various departments within the City of Dallas to confirm that all parties are agreeable to the local funding proposed for Regional Transportation Council action. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects in Reference Item 5.1. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2017-2020 Transportation Improvement

Program/Statewide Transportation Improvement Program and any other planning/administrative documents to incorporate the changes. Stanford Lynch (M); Tim James (S). The motion passed unanimously.

6. **Big Projects in Texas and the Dallas-Fort Worth Region:** Michael Morris provided an overview of efforts by the Texas Transportation Commission to implement big projects in the State of Texas. As a result, North Central Texas Council of Governments (NCTCOG) staff has been asked to create a list of projects for the region that are competitive with large projects such as IH 45 in Houston and IH 35 in Austin. Since the Dallas-Fort Worth region has been innovative in past years, it is possible that the region is vulnerable to being overlooked for funding due to the magnitude of big projects in need of funding statewide. NCTCOG staff was asked to work with the Dallas and Fort Worth Texas Department of Transportation (TxDOT) districts to develop projects to be proposed by the region. Staff began with an estimate from TxDOT Commissioner Victor Vandergriff on potentially available uncommitted revenue over the next ten years, then applied the appropriate formula allocation to the region, as well as the Regional Transportation Council (RTC) east/west equity percentages to develop the proposed amount for projects in both the eastern and western subregions. He highlighted the proposed next big projects for the region which included: IH 635 East Phase 3, the IH 20 "Y" Connection update and replacement of four lane sections, and interstate highway capacity near Downtown Dallas. Mr. Morris noted that the proposal will not impact schedules or revenue for current 10-Year Plan projects and the use of contingency funds from the 10-Year Plan is not proposed. In the western subregion, the proposed project is the "Y" Connection and elimination of four lane sections. TxDOT will lead the project with NCTCOG assistance. The proposed project extends from the Northeast Mall to downtown Mansfield and is proposed as the next big project in the west. In the eastern subregion, the first proposed project is IH 635 East from US 75 to IH 30, including the IH 30 Interchange and the Skillman/Audelia bridge project (previously funded). It is proposed to be tolled the entire length of the project, which will bring more than \$500 million in revenue that will be available for other projects in the eastern subregion. TxDOT has initiated the traffic and revenue study, and NCTCOG will focus on the traffic forecast and public outreach. NCTCOG will ensure the project is updated in the Mobility Plan and work to expedite air quality conformity for "just in time" delivery. NCTCOG will also alert the Federal Highway Administration of the need for expedited review. LBJ East is the next big project proposed in the east, following the Southern Gateway. With regard to the downtown Dallas project, a project is needed as a result of the City of Dallas not supporting the recommendations for the Trinity Parkway project. Commissioner Vandergriff is meeting with TxDOT Dallas, the City of Dallas, communities, and stakeholders to reach consensus on a project. NCTCOG staff will ask that the North Texas Tollway Authority waive primacy on LBJ East and the Trinity Parkway replacement project so the region can proceed. The improvements are expected to include SH 183, US 175, Harry Hines/SL 354, and others. Mr. Morris noted there will be focus on innovative funding of the proposed projects and encouraged members to provide comments. Details were provided in Electronic Item 6.

John Polster discussed how from a mobility standpoint, the proposed projects should move forward. However, he noted areas in the state that he believes have been apathetic towards their funding situations while the Dallas-Fort Worth region has been innovative and motivated to fund projects. As a result, it could be perceived that funding projects in regions who have been less innovative, is "rewarding entities for bad behavior." He suggested that the cities along the IH 635 East corridor be required to include tolled managed lanes in the proposed project and discussed the use of tolled managed lanes during negotiations for IH 35E. He expressed frustration that he believed if entities along the IH 35E corridor would have been less innovative, the section of IH 35E from IH 635 to Denton would likely be one

of the proposed projects that would be considered most competitive with IH 35 in Austin and IH 45 in Houston. The entities along IH 35E approved tolled managed lanes and placed a large amount of their own funds into the project, as well as defended the concept of managed lanes to its constituents. Mr. Polster encouraged the cities along IH 635 to use tolled managed lanes in order to free up potential revenue for other projects with shortfalls and if not, that he considered it to be at least equitable that the Committee provide an opportunity to reconsider the projects submitted for this effort. Michael Morris discussed the statewide sensitivity surrounding the use of tolling. He added that the tone in which staff communicates statewide and with the Texas Transportation Commission is important. He discussed the revenue benefit of using tolled managed lanes, as well as the roadway performance benefits. It was noted that Garland, Mesquite, and Dallas are supportive of the proposed implementation of IH 635 East. Clarence Daugherty asked staff to clarify the amount of funding expected to be available. Mr. Morris noted that staff worked on an exercise that included approximately \$12 billion of which 87 percent goes to Clear Lanes for metropolitan regions that include Fort Worth, Dallas, San Antonio, Austin, and Houston. Under the current formula allocation, 13 percent would be allocated to smaller metropolitan planning organizations. Overall, 32 percent of the new funds could be formula allotted to the Dallas-Fort Worth region. The 32 percent west/68 percent east Regional Transportation Council (RTC) policy allocation was then applied and roughly represented in the project totals proposed. Mr. Daugherty asked if, based on what is known about the Houston and Austin projects, the proposed projects fit into the expected funding allocations. Mr. Morris noted that if the State follows the fair share allocation, Austin and Houston will likely fund only a subset of their projects. He added that the magnitude of the projects in other parts of the state does place pressure on the Commission to give those region's more than their fair share allocation. For this reason, it is important that the RTC work to have the fair share allocation placed into State law so that the issue does not continue to be debated in the future. Mr. Daugherty noted various projects with managed lanes and asked how funds with restrictions will be used for these types of projects. Mr. Morris noted that conversations are ongoing with Austin regarding the usage of federal funds for projects such as IH 635 East and others since Proposition 1 and Proposition 7 have State constitutional restrictions for tolled projects. In response to Mr. Polster's comment, Paul Luedtke noted that the City of Garland is supportive of the use of tolled managed lanes on the IH 635 East project. Mr. Polster clarified that his primary concern was that funding to other projects would be dependent on the use of tolled managed lanes. If managed lanes are not used in the IH 635 East project, funding for other projects cannot be guaranteed. Mr. Luedtke asked if approval of big projects was on a future Texas Transportation Commission agenda. Mr. Morris noted that approval of projects by the TTC was anticipated by the end of 2017.

7. **High-Occupancy Vehicle Subsidy/Technology Update:** Dan Lamers provided a brief status report on the tolled managed lane high-occupancy vehicle (HOV) subsidy paid by the Regional Transportation Council (RTC) and an update on the procurement of an automated vehicle occupancy verification program. As part of its Tolled Managed Lane and HOV/Express Managed Lane policies, the RTC has requested regular reports regarding the 50 percent peak period HOV discount paid by the RTC for HOV 2+ users on facilities in the region. As of June 2017, the RTC has paid approximately \$1.5 million. In addition, approximately \$3,200 has been reimbursed to vanpool users. At this time, North Central Texas Council of Governments staff believes the 2+ occupancy requirement should remain, and staff will continue to provide quarterly updates. Regarding additional customer service needs of the North Texas Tollway Authority, there has been minimal impact. Also, speeds of the tolled managed lanes have not dropped below 35 miles per hour due to the fault of the operator. A table listing the subsidy by corridor was highlighted. Regarding the auto occupancy detection and verification technology, RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual

enforcement. Staff has coordinated with the North Texas Tollway Authority (NTTA), the Texas Department of Transportation, and operators of other managed lane facilities to identify technology options to verify occupancy and ensure the proper toll is being charged for HOV users. Efforts have included research, requests for information, demonstrations, and an Auto Occupancy Detection and Verification Technology Request for Proposals. Reasons why an occupancy verification technology is preferred were highlighted, most importantly to move from an enforcement role to a verification role. The current option includes an app in which HOV users wishing to receive the discount must register their trip as an HOV trip in advance and officers must manually enforce the occupancy, and the information is transmitted to NTTA so that the appropriate toll is charged. The new technology, procured through Carma Technologies, will simplify the process and eliminate the need for enforcement. A car beacon is installed. Once the system is set up the car beacon (registered to a toll tag) the transaction will be time stamped as the user drives under the toll gantry. The system transmits the occupancy to the cloud where it is then processed to determine the toll to be sent to NTTA. For occupants without a cell phone, an option beacon is available. The timeline for the effort was highlighted. Mr. Lamers noted implementation of a pilot program in the DFW Connector corridor was expected to begin in October/November 2017. Pilot results will then be shared with partners. Assuming that the pilot results are positive, the Surface Transportation Technical Committee and RTC will be requested to fund the final implementation of the effort in early 2018. System-wide deployment is anticipated in summer 2018. Eventually, staff hopes to move from an HOV discount to an incentive program. John Polster asked if there are other instances in the state in which a discount is provided to users, and also noted that this effort is a result of the HOV discount. Mr. Lamers noted that for some facilities in the state, during certain time periods HOVs are not charged. He added, in addition to air quality benefits, the RTC debated this HOV discount to ensure that vehicles that were using the HOV lanes for free at the time could continue to receive some type of benefit.

8. **Travel Demand Management Program Performance Measures:** Fola Hammons provided an update on items included in the Travel Demand Management Program Performance Report for calendar year 2016 and January-June 2017. The report includes Try Parking It commute modes, the Regional Vanpool Program, Try Parking It news, and the Try Parking It GREEN Rewards Partners. In the Try Parking It program, statistics are self-reported on the website where users are able to log their commutes. From January 2016-June 2017, carpooling was the highest commute mode with nearly 473,000 vehicle miles traveled reduced, followed by transit and bus usage. In total, alternate commute modes accounted for approximately 1.4 vehicle miles reduced. Emissions and health savings were also highlighted by commute mode. Telecommuting led in the highest emissions saved, followed by brown back lunches. Regarding health savings, bicycling and walking burned the highest amount of calories. Overall, logged commutes burned over 4.3 million calories and over 1.2 million pounds (lbs), and reduced volatile organic compounds by over 4,000 lbs. Next, Ms. Hammons highlighted the Regional Vanpool Program data from 2016. Vanpool operators include Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority, the Denton County Transportation Authority (DCTA), as well as private providers. Overall, DART has the largest number of vanpools with 185 of the 410 total. During 2016, approximately 47 million vehicle miles traveled were reduced through the Regional Vanpool Program. To date in 2017, combined data shows there are approximately 400 vans operating with an average of 2,820 participants reducing 22 million vehicle miles traveled. Ms. Hammons also highlighted the Try Parking It Commuter Challenges hosted by DART, DCTA, and NCTCOG during May 2016-May 2017. NCTCOG's I-30 Insider Commuter Challenge was held October 2016-April 16 and was the longest running challenge. Users registered and could earn points by walking, biking, ride sharing, vanpooling, telecommuting, and more. The challenge was funded by the Federal Highway

Administration Value Pricing Pilot Program to test the effectiveness of various incentives in altering commute behaviors. The NCTCOG marketing team was thanked for their assistance in promoting the challenge. Commuter challenges by both DART and DCTA were also highlighted. Finally, Ms. Hammons highlighted current and historical Try Parking It GREEN Rewards Partners. A copy of the report was provided in Electronic Item 8.

9. **Cotton Belt Public Meeting: Additional Follow Up:** Sarah Chadderdon provided additional information and clarification of technical data presented at the August 25, 2017, Surface Transportation Technical Committee (STTC) meeting regarding the August Cotton Belt passenger rail public meeting. During last month's update, STTC members requested more information and clarification of technical data. Ms. Chadderdon referenced a slide from the previous STTC meeting regarding projected ridership. At the August 25 meeting, Chad Edwards asked staff to clarify the daily ridership and the segment for which ridership was being reported. She noted the slide shows the eastern segment of the Cotton Belt corridor from Dallas Fort Worth International Airport to Shiloh Road in Plano and that the model does in fact estimate a projected ridership of over 21,000 for this segment in 2040. The project is contained in Mobility 2040 in the out year network of 2040 and includes all recommended rail being implemented in that year. This includes the Frisco line, McKinney line, the A Train extension to downtown Carrollton, southwest TEXRail, and all other rail lines included on the map. The projected ridership is based on the number of riders for whom any part of their trip takes place on the Cotton Belt. The 2040 project is for the entire corridor, counted as one line in the North Central Texas Council of Governments' model, and extends through the southwest TEXRail, TEXRail, and the Cotton Belt. The ridership for the whole corridor is just over 34,000. Ms. Chadderdon noted that members should remember that the difference between the ridership totals does not represent the ridership for the TEXRail since that project is a stand-alone project and its ridership counted separately. In addition, she noted that the top three busiest station in the corridor are projected as downtown Carrollton, the ITC station in Fort Worth, and the Bush Turnpike station. The importance of the Cotton Belt as a system connector is reflected in the high ridership at these stations because they are the stations with the most connections to other transit. Links with the highest volumes were also highlighted and include the sections between the T&P Building to the ITC station, downtown Carrollton to Addison, and the Addison Station to Knoll Trail. Details were provided in Electronic Item 9. Ms. Chadderdon also noted that Reference Item 9.1, distributed at the meeting, contained draft correspondence to Dallas Area Rapid Transit documenting commitments to the Cotton Belt corridor project from the Regional Transportation Council (RTC), Coppell, private developers in Dallas, the Dallas Fort Worth International Airport, the RTC/Richardson partnership, and the RTC/Plano partnership. Staff is seeking clarification from private-sector partners that may impact the attachment. Once confirmed, staff will transmit the letter to DART. Mo Bur asked the volume of the Cotton Belt compared to the daily ridership on the DART light rail. Chad Edwards noted the light rail ridership is approximately 100,000 per day in current year estimates. Staff noted the portion between Dallas Fort Worth International Airport and Plano is estimated to be the fourth busiest rail line overall behind DART's Red, Green, and Blue light rail lines. Clarence Daugherty asked if staff indicated that ridership connections were contingent upon the implementation of the Burlington Northern Sante Fe and Red Line to Melissa. Ms. Chadderdon noted yes, the projections were at full build out of the regional rail system. Chad Edwards thanked staff for the information presented as a result of his questions at the August 25 meeting. He noted that at the time, he was concerned that the modeling results produced were different from those produced by DART since DART's modeling does not identify the regional rail lines at full build out. He expressed appreciation for clarifying the results and noted it was helpful to others to understand the differences in the data and the benefit of connectivity in the region.

10. **Mobility 2045 Update:** Kevin Feldt presented an overview of the progress to date as work continues on the region's next long-range transportation plan, Mobility 2045. The schedule was highlighted, and it was noted staff is on schedule for final action on Mobility 2045 and the associated air quality conformity in June 2018. Related to performance measures, it was noted development of the Mobility Plan is an iterative process that begins with existing regional conditions and continues through project need, staging, and implementation. Once completed, the process is repeated to see how projects stand against performance measures. Performance measures include volume/capacity ratio, speed variance, system reliability, crash rates, and others. Over the last few months, staff has reviewed projects from Mobility 2040, calculated 2045 revenue forecasts, coordinated with partners, begun public outreach, and conducted an online survey. Transit recommendations from 2040 were highlighted, and include advancing the TEXRail, downtown Dallas Second Alignment (D2), Cotton Belt rail line, and the IH 30 Express East and IH 35W Express High Intensity Bus. Emphasis areas for Mobility 2045 include the "Y" Connection in southeast Tarrant County, SH 183, Lowest Stemmons, a project replacing the Trinity Parkway to connect SH 183 and SH 175, the IH 30 canyon through Dallas, East RL Thornton, and Collin County thoroughfare projects. Proposed mega projects, referred to earlier in the meeting, include the "Y" Connection, IH 635 East Phase 3, and the Trinity Parkway replacement. Mr. Feldt noted staff will be continuing partner meetings, reviewing performance measures and possible targets, continuing public involvement, and preparing for the October 12 RTC Workshop. The top ten considerations before the upcoming workshop were highlighted and included a Trinity Parkway response, lane balancing in the "Y" Connection project area, CityMAP recommendations, Collin County mobility, a tunnel connection IH 35E to US 75, tolled managed lane recommendations, revenue assumptions, public transportation, performance measures, and solving tomorrow's problems today. For the Committee, and additional consideration was noted, to help guide and assist staff in performance measure analysis. In closing, Mr. Feldt noted the recent Mobility 2045 survey was complete and over 2,900 responses were received. Responses to a question regarding important improvement strategies were highlighted.
11. **Fast Facts:** Michael Morris noted approval by the Regional Transportation Council (RTC) authorizing North Central Texas Council of Governments (NCTCOG) staff to use a small portion of RTC Local funds to provide assistance following the recent hurricane to evacuees, the State of Texas, or other metropolitan planning organizations, if needed.

Jody Loza provided an ozone season update. She noted that as of the date of the meeting, the region had experienced 22 exceedance days. However, the current design value remained at 78 parts per billion (ppb). She reminded members that the ozone season continues through November 30. Details were provided in Electronic Item 11.1.

Jenny Narvaez noted that in preparation for the 2015 ozone designations, anticipated to be released in early October, the Texas Commission on Environmental Quality sent a letter to the Environmental Protection Agency requesting that the latest ozone monitor data (2014-2016) be used in its designations for nonattainment. The letter also specifically stated that Hood County's ozone monitor was currently reading at a design value of 69 ppb, under the 70 ppb, and requested the county be designated as in attainment. A copy of the letter was provided in Electronic Item 11.2.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She noted exclusive offers to procure popular alternative fuel vehicles were available through the Fleets for the Future program. Details were available at www.fleetsforthefuture.org. In addition, free webinars on the procurement process are scheduled for September 26 and October 4. Details were also provided in Electronic Item 11.3.

Bailey Muller also noted a Light-Emitting Diode (LED) Street Light Retrofit workshop on September 26. The purpose of the workshop is to discuss the benefits of LEDs and best practices, as well as strategies for transitioning municipal lighting to LED. Details were provided in Electronic Item 11.4 and also available at www.nctcog.org/energy.

Erin Lewis provided information on the Road-to-Work Opportunity Pilot Program project. A total of \$1 million was available through the program to diversify the highway construction industry in the south Dallas Fair Park area. The program resulted in 134 job placements with 44 participating contractors. Participants received pre and post placement coaching and other services to help increase their likelihood of employment retention. The project extended from May 2014 to August 2017 and was responsible for over \$2 million in direct salaries for participants on projects throughout the Dallas-Fort Worth area. A final fact sheet was distributed at the meeting in Reference Item 11.10.

Carli Baylor referenced the October public meeting notice distributed at the meeting as Reference Item 11.9. NCTCOG will be hosting public meetings on October 10, 11, and 16. Staff will present information on Mobility 2045, funding opportunities for vehicles, fueling infrastructure projects, high-occupancy vehicle technology, and background on the Regional Traffic Signal Retiming Program. Additionally, AirCheckTexas staff will be available to process applications for those interested in applying for vehicle repair or replacement assistance.

Carli Baylor also noted public meeting minutes from the August 17 public meeting on innovative funding for the Cotton Belt passenger rail projects provided in Electronic Item 11.5.

Carli Baylor also referenced the Public Comments Report provided in Electronic Item 11.6. The report is a compilation of general public comments submitted by members of the public from July 20-August 20, 2017.

The current Local Motion was provided in Electronic Item 11.7 and transportation partner progress reports were provided in Electronic Item 11.8.

12. **Other Business (Old and New):** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 27, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

November 2017

Calendar

November 1, 8:30 am
TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

November 3, 11 am
DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

November 9, 1 pm
Regional Transportation Council
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

December 8, 1:30 pm*
Surface Transportation
Technical Committee
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

* The November and December meetings of the Surface Transportation Technical Committee will be combined due to the holiday season.

Study fosters military, community relationships

NCTCOG, elected officials and community leaders are concluding Joining Forces, a study to help North Texas military installations and their neighbors collaborate on compatibility issues.

This Joint Land Use Study recommends communication and land-use strategies that support continued military capabilities. Funded by the Department of Defense Office of Economic Adjustment, the project involves the communities and military operations of Naval Air Station Fort Worth, Joint Reserve Base, Redmond Taylor Army Heliport in Dallas, Fort Wolters training center in Mineral Wells and Camp Maxey training center near Paris. NCTCOG collaborated with cities and counties surrounding the military installations to plan and carry out specific actions that will promote compatible community and economic growth.

Throughout the project's duration, the planning team interviewed key stakeholders, facilitated public meetings and coordinated several rounds of policy committee meetings to establish priorities for the study, gather data, and identify challenges and opportunities.

The collaborative process has developed over 150 recommendations covering regional as well as individual installations and community-specific actions. Many recommendations focus on enhancing and formalizing communication. Others look at enhanced economic development, planning and land-use techniques, and improved physical security.

More information about Joining Forces can be found at www.joiningforcesntx.org. Next steps for the project include briefing local governments on recommended compatibility strategies and applying for grant funds to assist with strategy implementation.



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department

RTC approves \$1.9M in federal transit call for projects

On October 12, the Regional Transportation Council approved approximately \$1.9 million in funding from the Federal Transit Administration for cities and transportation providers to improve transit options for seniors and individuals with disabilities.

The projects will serve approximately 4,500 people through coordination activities and provide over 88,000 trips annually across three counties. This is a significant impact considering the cost of specialized services for transit-dependent individuals who have very few options to travel. The funding comes from the Urbanized Area Formula and Enhanced Mobility for Seniors and individuals with Disabilities programs.

The eight recipients of federal funding include:

- **Dallas Area Rapid Transit** to support taxi vouchers for eligible residents in Carrollton and Rowlett, and operating funds to administer program.
- **Workforce Solutions of Greater Dallas** to hire a planning consultant to conduct a study identifying employee transportation needs and routes in DART's non-rail area. The funding would also assist in the acquisition of vans and initiation of a no-cost vanpool for southern Dallas County residents to and from the Inland Port employment area, in partnership with DART.
- **City of Dallas** to better connect seniors and individuals with disabilities with medical appointments when no other transit options are available.
- **City of DeSoto** to launch a taxi voucher program for residents who are older or have disabilities.
- **Fort Worth Transportation Authority** on behalf of Tarrant County Transportation Services, to add a day of service, Transit 101 classes and mobility management services.
- **Dallas County HHS Older Adult Services Program** to receive vehicles from the NCTCOG Vehicle Lease Program to continue operations.
- **City of Lancaster** to receive a vehicle from the NCTCOG Vehicle Lease Program to expand services provided to seniors in the city.
- **Span, Inc.** to expand demand-response service in Flower Mound and to support collaborative effort between Hickory Creek, Shady Shores, Lake Dallas, and Corinth for demand response service to seniors and mobility-impaired individuals.

NCTCOG regularly conducts calls for projects to award funding from various FTA programs. Projects support increasing, enhancing or expanding transit services for low-income individuals, seniors and persons with disabilities in the urbanized areas.

For more detailed information about projects selected for award, visit www.nctcog.org/ftafunding.

NCTCOG aviation

reaching future flyers

NCTCOG recently published an aviation education fact sheet highlighting its efforts to develop a qualified workforce to meet the demands of regional expansion and industry growth.

The North Texas Aviation Education Initiative approaches outreach from different angles using gaming, career planning resources, and mentorship to engage students and encourage them to consider aviation and aerospace professions. Locally, the industry has a significant economic impact. Over 300 aviation and aerospace employers are based in North Texas and the industry has an annual economic impact of over \$40 billion.

A concentrated effort is needed to meet the workforce demands of the future. By 2020, 50,000 skilled workers will be needed in the Dallas-Fort Worth area to meet employment demands and maintain global competitiveness.

With efforts such as the aviation education initiative, which depends on partnerships with public and private entities, there will be well-trained workers to meet industry needs. Read more about the education effort at www.nctcog.org/factsheets.

REGIONAL News

Webinar: Clean vehicle solutions



Dallas-Fort Worth
CLEAN CITIES

NCTCOG and the Dallas-Fort Worth Clean Cities Coalition will host a Clean Vehicle Solutions Refuse Hauler webinar at noon November 30. This webinar is geared toward cities and private companies that own and operate refuse haulers.

Learn how to take full advantage of the wide variety of upcoming funding opportunities and explore different alternative fuel options available to fleets.

For more information on this and future webinars, please visit www.dfwcleancities.org/webinars.

Alt fueling facilities program open

The Texas Commission on Environmental Quality is accepting applications for the Alternative Fueling Facilities Program. AFFP offers grants for the construction or expansion of alternative fuel stations within the Clean Transportation Zone, which includes all 12 counties in the Dallas-Fort Worth metropolitan planning area.

Eligible fuels include natural gas, biodiesel, hydrogen, methanol, propane and electric charging. Program details and application instructions can be found at www.terpgrants.org. The deadline to apply is 5 pm January 16, 2018.

In early November, NCTCOG will host two workshops to share information and facilitate regional project opportunities.

On November 2, the NCTCOG/DFW Clean Cities EV Infrastructure workshop will connect electric vehicle supply equipment companies with representatives from cities, workplaces, university/college campuses and apartments to discuss their equipment and offerings.

Details and registration for this workshop can be found at www.dfwcleancities.org/evnt.

Additionally, the TCEQ will conduct a workshop at 9 am November 9 at NCTCOG to review the grant requirements and application process with entities interested in the program.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

Denton County Transportation Authority
DCTA.net

North Texas Tollway Authority
NTTA.org

The Fort Worth Transportation Authority
FWTA.org

Texas Department of Transportation
TxDOT.gov

By the Numbers

\$1.9 million

Funding approved by the RTC for cities and transportation providers in the region to assist seniors and individuals with disabilities.

PUBLIC *Involvement*

NCTCOG requests input on funding initiatives

NCTCOG will present transportation funding initiatives and road safety performance measures at public meetings in November.

Residents can provide input on federal/local exchange funding initiatives at public meetings on November 13 (Arlington), November 14 (North Richland Hills) and November 15 (Richardson). NCTCOG staff has been working with local agencies that have expressed interest in entering into partnerships with the RTC to fund transportation projects in their jurisdictions. The goal of these partnerships is to implement local transportation projects while acquiring local funds for regional programs by exchanging federal air quality and mobility funds for local funds from partner agencies.

Staff will also present regional performance targets for both roadway safety and transit assets. NCTCOG uses performance measures as part of a performance-based planning process for the region's transportation system. Roadway safety targets focus on reducing serious injuries and fatalities while transit asset management targets ensure public transportation vehicles, rail lines and other capital assets are in good condition.

Finally, funding opportunities for vehicle and fueling infrastructure will also be highlighted. Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video.

A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details		
November 13, 2017 2:30 pm NCTCOG 616 Six Flags Drive Arlington, TX 76011	November 14, 2017 6 pm North Richland Hills Library 9015 Grand Ave. North Richland Hills, TX 76180	November 15, 2017 6 pm Richardson Civic Center 411 W. Arapaho Road Richardson, TX 75040

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.