AGENDA

Regional Transportation Council
Thursday, September 13, 2018
North Central Texas Council of Governments

11:30 am **Auto Occupancy Detection Technology Rewards Program and Tolled Managed Lanes Policy Workshop**

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

1:00 – 1:05 1. **Approval of August 9, 2018, Minutes**

☑ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Gary Fickes, RTC Chair

Item Summary: Approval of the August 9, 2018, minutes contained in Reference Item 1 will be requested.

Background: N/A

1:05 – 1:05 2. **Consent Agenda**

☑ Action ☐ Possible Action ☐ Information Minutes: 0

2.1. **Letter in Support for HR 5701, to Establish an Aviation Maintenance Workforce Development Pilot Program**

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a support letter for HR 5701, to be signed by RTC Chair Gary Fickes and endorsed by the Air Transportation Advisory Committee.

Background: HR 5701 authorizes the Federal Aviation Administration to "carry out a pilot program to provide grants for eligible projects to support the education and recruitment of aviation maintenance technical workers and the development of the aviation maintenance industry workforce." As the aviation and aerospace industry in North Central Texas generates over $10.5 billion annually, the region will directly benefit from a highly skilled aviation maintenance workforce. The passage of HR 5701 will help expand aviation maintenance advanced skills training opportunities and enhance existing available training in the region and across the nation to help meet future labor demands. The draft letter of support is provided in Electronic Item 2.1.

Performance Measure(s) Addressed:

☐ Safety ☐ Pavement and Bridge Condition

☐ Transit Asset ☐ System Performance/Freight/CMAQ

2.2. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation**

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. Staff completed review and emissions quantification of one additional application received since the last Council approval and recommends funding for this project. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. Electronic Item 2.2.1 provides an overview of the call for projects. Electronic Item 2.2.2 provides additional detail on recommended projects.

Performance Measure(s) Addressed:

☐ Safety ☐ Pavement and Bridge Condition

☐ Transit Asset ☑ System Performance/Freight/CMAQ

2.3. **Fiscal Year 2019 Advertising for Transportation Initiatives**

Presenter: Mindy Mize, NCTCOG

Item Summary: Staff will seek the Council's support to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to $1,400,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year (FY) 2019. Last month, the Surface Transportation Technical Committee recommended Regional Transportation Council (RTC) approval.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. Electronic Item 2.3.1 explains the benefits of this initiative and showcases cost savings obtained from bulk advertising purchasing for the Transportation Department. Electronic Item 2.3.2 provides more information on FY2019 advertising costs along with examples of past advertising. Advertising campaigns will support 511DFW, the Bike/Pedestrian Safety Program, business engagement, the Congestion

Management Program, the high-occupancy vehicle 2+ incentive, notifications of opportunities for public input/public meetings, the Ozone Season Emission Reduction Campaign, Unmanned Aircraft System and Aviation Education Campaigns, and the Vehicle Technologies Program. RTC approval will be used as recommendation to the NCTCOG Executive Board on September 27, 2018.

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

1:05 – 1:20 3. **Orientation to Agenda/Director of Transportation Report**
☐ Action ☐ Possible Action ☑ Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Recognition of Bill Hale, North Tarrant Express-American Road and Transportation Builders Association 2018 P3 Project of the Year
2. Dallas-Fort Worth Clean Cities Annual Survey Results and Fleet Recognition (Electronic Item 3.1)
3. Passing of Judge John Horn from Hunt County
4. "Widescreen" Technology in the Transportation Council Room
5. Status of Upcoming Regional Transportation Council (RTC) Meetings
   - October 11 RTC Meeting: Option 1-No Change, Option 2-Hold Meeting from 11:30 am to 1:15 pm
   - November 8 RTC Meeting: No Change
6. Denton County Transportation Authority Board of Directors Names Raymond Suarez as President
7. Regional Transportation Council Bylaws (Electronic Item 3.2)
8. Air Quality Funding Opportunities for Vehicles www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle
9. Ozone Season Update (Electronic Item 3.3)
10. Safety Program Performance Measures Report (Electronic Item 3.4)
11. Public Meeting Notice (Electronic Item 3.5)
12. Public Comments Report (Electronic Item 3.6)
13. Recent Correspondence (Electronic Item 3.7)
14. Recent News Articles (Electronic Item 3.8)
15. Recent Press Releases (Electronic Item 3.9)
16. Transportation Partners Progress Reports

1:20 – 1:30 4. **Metropolitan Planning Organization Planning Agreement**
☑ Action ☐ Possible Action ☐ Information Minutes: 10
Presenter: Ken Kirkpatrick, NCTCOG
Item Summary: Staff will brief the Regional Transportation Council (RTC) on the Metropolitan Planning Organization (MPO) Agreement with the Texas Department of Transportation (TxDOT). The RTC will be asked to approve the Agreement and authorize Michael Morris to execute on behalf of the RTC.
Background: The North Central Texas Council of Governments (NCTCOG) and RTC together serve as the MPO for the Dallas-Fort Worth metropolitan area and are authorized to receive federal

transportation planning funds to carry out transportation planning activities required by federal law. The mechanism to receive these funds is through an MPO Planning Agreement with TxDOT. The current six-year Agreement is set to expire on September 30, 2018. As such, execution of a new Agreement is necessary. The proposed MPO Planning Agreement sets out the responsibilities of RTC as the MPO policy committee, the NCTCOG Executive Board as the fiscal agent, and TxDOT as the conduit of the federal funds. As the MPO policy committee, RTC has the responsibility for establishing overall transportation policy for the MPO, including development and adoption of the Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program. NCTCOG, through the Executive Board, has the responsibility to provide fiscal, personnel, and staff support services for the MPO, including fiscal administration of the federal transportation planning funds. The MPO Planning Agreement also outlines TxDOT's responsibility to make available all appropriate federal transportation planning funds to the MPO and provide the required non-federal match. Upon RTC approval, the NCTCOG Executive Board will be asked to authorize execution of the agreement at its September 27, 2018, meeting. The draft Agreement is provided in Electronic Item 4.

Performance Measure(s) Addressed:

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

1:30 – 1:40 5. **Trinity Metro (Fort Worth Transportation Authority)/Fort Worth Housing Solutions Proposed Funding Exchange**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on a proposed $11,362,000 funding partnership and exchange among Fort Worth Housing Solutions, Trinity Metro, and the RTC for use toward the construction of a new transit-oriented development project near the Texas and Pacific Trinity Railway Express Station. RTC approval of the funding exchange will be requested.

Background: Fort Worth Housing Solutions and Trinity Metro are partnering to construct a transit-oriented development (TOD) on the southern edge of downtown Fort Worth south of IH 30 at Vickery Boulevard. Funding sources have been identified for the construction of the TOD, except for a funding gap that exists for the needed parking facility. Since the parking facility will provide spaces for both public transit riders and private users, staff proposes a funding exchange in order to be fully compliant with eligibility requirements while still creating an innovative funding partnership with Trinity Metro and Fort Worth Housing Solutions. In this proposed funding exchange, the RTC would first allocate $11,362,000 in federal

funds to Trinity Metro. These federal funds would be used by Trinity Metro on projects of mutual interest to the RTC and Trinity Metro (specific projects to be identified in the future through Transportation Improvement Program action). Following the aforementioned allocation, Trinity Metro will then transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. This TOD project will provide greater access to public transit and affordable housing, along with linking transportation and land uses and the associated air quality benefits. Additional details on the proposed funding exchange can be found in Electronic Item 5.

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

1:40 – 1:50 6. **Volkswagen Mitigation Program**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will present an update on the status of the Volkswagen Settlement, as well as an overview of the Draft Beneficiary Mitigation Plan for Texas. This plan outlines how the Texas Commission on Environmental Quality (TCEQ) intends to spend $209 million allocated to the State of Texas under the Environmental Mitigation Trust (Trust). Staff will request approval of proposed comments.

Background: The TCEQ was designated by the Governor as the lead agency for administration of Texas' share of funds under the Trust, which is approximately $209 million. The Trust was established as part of the Volkswagen Clean Air Act Civil Settlements and requires each beneficiary to submit a Mitigation Plan. The TCEQ published the Draft Beneficiary Mitigation Plan for Texas on August 8, 2018, and is accepting public comments through October 8, 2018. The North Central Texas Council of Governments developed a list comparing the project types and funding levels eligible under the Trust to what is eligible under the draft plan developed by the TCEQ. This list is available in Electronic Item 6.1. The TCEQ indicated that it will give strong consideration to comments received by the Metropolitan Planning Organizations in its defined priority areas, which includes the ten counties of the Dallas-Fort Worth ozone nonattainment area, as well as Hood County. Electronic Item 6.2 provides an overview of the Trust and a summary of proposed comments of the Draft Beneficiary Mitigation Plan for Texas. A copy of a draft letter and attached policy paper is included as Electronic Item 6.3.

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

1:50 – 2:00 7. **Auto Occupancy Detection Technology Follow up to Workshop, Rewards Program, and High-Occupancy Vehicle Subsidy Report**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenters: Berrien Barks and Natalie Bettger, NCTCOG

Item Summary: Staff will update the Regional Transportation Council (RTC) on the status of the high-occupancy vehicle (HOV) subsidy on tolled managed lanes and will present an overview of the High-Occupancy Vehicle Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology, as well as a follow up to the RTC Workshop. A path forward on US 75 technology lanes will also be presented.

Background: The RTC's Tolled Managed Lane Policy includes provisions for reimbursing private tolled managed lane operators for the 50 percent peak period HOV subsidy as well as to explore automated occupancy verification technology. Staff will update the RTC on the status of the HOV subsidy on tolled managed lanes as well as a proposed new direction of the automated occupancy verification program. The North Central Texas Council of Governments (NCTCOG) contracted with a vendor, Carma Technology Corporation, to develop an occupancy verification technology solution to apply the HOV discount during the peak periods. Currently, HOV drivers wishing to receive the discount must register their trip as an HOV trip in advance of taking that trip. Enforcement is done through a manual process in which an officer verifies that a declared HOV has at least two occupants. This is a dangerous situation for the police officers, as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. The RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. A new approach focused on HOV rewards that utilizes the Carma technology solution to detect and verify the number of occupants within a vehicle is being proposed. The vision is to implement a rewards-based technology solution on all tolled managed lanes within the region, with a staged approach to apply on other roadways within the region that could also be deployed statewide through the Texas Department of Transportation. A workshop will be held prior to the RTC meeting to discuss in detail. Additional information can be found in Electronic Item 7.

Performance Measure(s) Addressed:

☑ Safety ☐ Pavement and Bridge Condition

☐ Transit Asset ☑ System Performance/Freight/CMAQ

2:00 – 2:10 8. **Performance Measures Target Setting**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will present an update regarding the schedule and process for Metropolitan Planning Organization adoption of federally required performance measure targets. The targets

are set in cooperation and coordination with the Texas Department of Transportation and local transit providers. Staff will outline the process leading to adoption of all regional targets, in addition to informing the Regional Transportation Council (RTC) of its desire to present target data for public review and comment at the next round of North Central Texas Council of Governments public meetings.

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

Each performance measure rulemaking consists of several specific performance measures. Targets for these required specific performance measures must be adopted by the RTC by November 15. In addition, the region will develop additional specific performance measures more representative of the region. The specific regional performance measures will more closely associate with the region's long-range transportation planning goals as outlined in the recently adopted Mobility 2045 Plan.

A workshop for Surface Transportation Technical Committee members was held on August 24, 2018. Electronic Item 8 is the staff presentation from the workshop. Draft targets are expected to be presented to the RTC in October with final targets recommended for RTC action on November 8, 2018.

Performance Measure(s) Addressed:

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

2:10 – 2:20 9. **Implementation of Regional Trail Corridors**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will provide an overview of funding recommendations for design and construction of critical sections of Regional Veloweb trail corridors including last-mile connections to rail stations.

Background: In November 2013, a coordination meeting held at the North Central Texas Council of Governments brought together the mayors from five cities of the Dallas-Fort Worth region to discuss implementing a Regional Veloweb trail alignment from Downtown Fort Worth to Downtown Dallas. The participating cities included Arlington, Dallas, Fort Worth, Grand Prairie, and Irving. Since 2013, various sections of the trail have

begun construction and/or have secured construction funding. Funding is needed on an additional 3.1 miles of trail in proximity to CentrePort Trinity Railway Express rail station that will complete a continuous 53-mile trail alignment between the five cities.

The Dallas Area Rapid Transit (DART) Cotton Belt rail project includes a parallel, regionally significant Veloweb trail corridor that will connect with multiple planned commuter rail stations located in seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor. Several sections of the trail corridors have been identified as critical to be constructed with the Cotton Belt rail project due to right-of-way constraints and other factors impacting the feasibility of construction in the future when the commuter rail is operational.

Staff will provide an overview of funding recommendations to implement various sections of these priority regional trail corridors including last mile connections to rail stations. The proposed funding recommendation is provided in Electronic Item 9.1, and information on the overall effort is provided in Electronic Item 9.2.

Performance Measure(s) Addressed:

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

2:20 – 2:30 10. **Automated Vehicle Program Briefing**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

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

Background: The region is attracting more attention from the AV developer community for a variety of AV deployment types-e.g., robotaxis, freight delivery. The proposed AV Program consists of three elements:

- Planning: Provide planning assistance for cities that are planning ahead for the deployment of AVs in their community; $1.7 million ($1.5 million net to cities).
- Implementation Costs: Funding to help cities cover infrastructure, equipment, safety, public education and other costs incurred when an AV deployment comes to a community; $10.6 million ($10 million net to cities).

- Regional Priority Projects: AV deployments projects supporting use cases/communities that have not attracted AV developer interest; $20.9 million ($20 million net to cities).

The Planning grants would be accessible by cities that indicate they are interested in AV deployments. The Implementation Cost grants would be accessible by cities with AV deployments. The Regional Priority Projects will be selected through a competitive process at a later date.

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

2:30 – 2:40 11. **Freight North Texas Truck Parking Study**
☐ Action ☐ Possible Action ☑ Information Minutes: 10
Presenter: Jeff Hathcock, NCTCOG
Item Summary: Staff will brief the Regional Transportation Council on the Freight North Texas Truck Parking Study.
Background: The Truck Parking Study assessed the overnight and temporary truck parking needs in the North Central Texas region. The study included a review of existing information from previous truck parking studies, data collection, and driver surveys. The analysis of this information led to key findings about the need for additional regional truck parking with a focus on specific areas with critical truck parking priorities; the Corridors of Concern. Recommendations were developed to provide guidance to address these findings. More information is available in Electronic Item 11.

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

12. **Progress Reports**
☐ Action ☐ Possible Action ☑ Information
Item Summary: Progress Reports are provided in the items below.

- RTC Attendance (Electronic Item 12.1)
- STTC Attendance and Minutes (Electronic Item 12.2)
- Local Motion (Electronic Item 12.3)

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

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

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, October 11, 2018, at the North Central Texas Council of Governments***.

MINUTES

REGIONAL TRANSPORTATION COUNCIL
August 9, 2018

The Regional Transportation Council (RTC) met on Thursday, August 9, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Mohamed "Mo" Bur, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, George Fuller, Nick Sanders (representing Jim Griffin), Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), Scott Mahaffey, B. Adam McGough, Ivan Hughes (representing Steve Mitchell), Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, Andy Nguyen (representing B. Glen Whitley), Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Hank Amen, Jason Aprill, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Briandi Bird, Jonathan Blackman, Alberta Blair, Debby Bobbitt, David Boski, Jeremy C. Boswell, Ethan Boyd, Angie Carson, Bob Brown, Jason Brown, Ron Brown, Pamela Burns, David Cain, Marrk Callier, Jack Carr, Dan Chisholm, Joe Chow, Lori Clark, Jim Coffey, Misaki Collins, Michael Copeland, John Cordary, Hal Cranor, Brian Crooks, Mike Curtis, Clarence Daugherty, Inga Dedow, Pat Deen, Brian Dell, Darwin Desen, Kim Diederich, Traci Enna, Sal Espino, Ann Foss, Keineth Fuller, Mike Galizio, David Garcia, Ryan Garrin, Bob Golden, Barry Gordon, Christie Gotti, Lane Grayson, Clint Hail, DJ Hale, Jeff Hathcock, Victor Henderson, Matt Holzapfel, Terry Hughes, Tim James, Vercie Pruitt-Jenkins, Mike Johnson, Tom Johnson, Shannon Joski, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Eron Linn, Brittany Little, Ramiro Lopez, Mark Lorance, Paul Luedtke, Barbara Maley, Curtistene McCowan, Steve McCullough, Keith Melton, Cliff Miller, Audrey Miranda, Rebecca Montgomery, Erin Moore, Michael Morris, Katherine Munal, Sterling Naron, Jeff Neal, Mark Nelson, John Nguyen, Than Nguyen, Donald Parker, Johan Petterson, Shawn Poe, James Powell, Lisa Pyles, Chris Reed, Bill Riley, Tito Rodriguez, Greg Royster, Moosa Saghian, Steve Salin, Devin Sanders, Russell Schaffner, Kelli Schlicker, Kelly Selman, Lori Shelton, Randy Skinner, Chelsay Smith, Shannon Stevenson, Dean Stuller, Vic Suhm, Jonathan Toffer, Lauren Trimble, Paulette Vanderkamp, Whitney Vandiver, Dan Vedral, Mitzi Ward, Oscar Ward, Cheryl Williams, Amanda Wilson, Brian Wilson, Miles Wilson, Ed Wueste, Jing Xu, and Brandi Youngkin.

1. **Approval of July 12, 2018, Minutes:** The minutes of the July 12, 2018, meeting were approved as submitted in Reference Item 1. Kathryn Wilemon (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was removed from the Consent Agenda, with no action taken.

    2.1. Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit: Michael Morris requested to remove the item from the Consent Agenda because the original funding became available through the Federal Transit Administration. He noted the proposed action to bridge the funding gap for STAR Transit was no longer needed. No action was taken.

The following items were included on the Consent Agenda.

2.2. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation: Approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects, detailed in Electronic Item 2.2.1, was requested. An overview of the Call for Projects was provided in Electronic Item 2.2.2.

2.3. 2017-2018 Blue-Green-Grey Application for New Ideas Rounds 2: Regional Transportation Council approval of recommended projects to select for funding through the Blue-Green-Grey Application for New Ideas Round 2 funding opportunity was requested. Additional information on application scoring was provided in Electronic Item 2.3.1. North Central Texas Council of Governments staff recommendations were provided in Electronic Item 2.3.2.

2.4. Transit Implementation in Three Areas of the Region: Regional Transportation Council approval for $2 million to develop a comprehensive approach to planning and implementing transit services outside of transportation authorities service areas in portions of Collin, Dallas, and Tarrant counties was requested. Additional information was provided in Electronic Item 2.4.

2.5. $5 Million Loan to Addison for the Cotton Belt: Action was requested to approve a $5 million contribution for the City of Addison's upfront commitment in Fiscal Year (FY) 2019 with federal Congestion Mitigation and Air Quality Improvement Program funds for the Cotton Belt Rail Line. Addison will return funds back to the Regional Transportation Council beginning in FY2022. Payback is anticipated for ten years or less with an interest rate of 1.8 percent.

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

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris provided an overview of the Director of Transportation report. He reminded members of the upcoming 2018 Irving Transportation Investment Summit on August 23-24, 2018. In addition, he thanked Regional Transportation Council (RTC) members who represented the Council at recent events, and noted a letter from T. Oscar Trevino Jr. to the Fort Worth Star Telegram. Mr. Morris also noted the upcoming Texas Mobility Summit that will be held in the region October 28-30, 2018. He congratulated those involved with the North Tarrant Express project, which recently received the American Road and Transportation Builders Association 2018 P3 Project of the Year award.

RTC Chair Gary Fickes presented Subcommittee appointments, also provided in Electronic Item 3.1. For the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee, T. Oscar Trevino Jr. will serve as the Chair and Clay Lewis Jenkins as the Vice Chair. As previously appointed, Duncan Webb serves as the RTC Bylaws Revision Subcommittee Chair with David L. Cook as the Vice Chair. He noted that the Legislative and Finance Subcommittee will be a committee of the whole, with Jungus Jordan serving as the Chair and Lee M. Kleinman serving as the Vice Chair. Members interested in testifying before the Texas Legislature during the upcoming session were asked to complete Reference Item 3.1.1, distributed at the meeting, and return the form to staff.

Information on current electric vehicle incentives was provided in Electronic Item 3.2. Electronic Item 3.3 contained current air quality funding opportunities for vehicles. Upcoming Dallas-Fort Worth Clean Cities events were noted in Electronic Item 3.4. National Drive Electric Week information was provided in Electronic Item 3.5, and the current ozone season update was provided in Electronic Item 3.6. Electronic Item 3.7 contained Clean Air Action Day results. July public meeting minutes were provided in Electronic Item 3.8, and the current Public Comments Report was provided in Electronic Item 3.9. Electronic Item 3.10 included the latest update on east/west equity in the region. Recent correspondence was provided in Electronic Item 3.11, recent news articles in Electronic Item 3.12, and recent press releases in Electronic Item 3.13. Transportation partner progress reports were distributed at the meeting.

4. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan:** Christie Gotti presented the status of the project changes associated with the Regional 10-Year Plan that is being updated through development of the 2019 Unified Transportation Program (UTP). Efforts to date were highlighted, as well as continuing efforts since the July 12 Regional Transportation Council (RTC) meeting related to carry over funding associated with Fiscal Year (FY) 2017 and 2018. In addition, last month a partnership with the Texas Department of Transportation (TxDOT) to swap Category 2 funds with Surface Transportation Block Grant Program (STBG) funds was presented, which included two projects. An additional project has been selected for $25 million on SH 121 from Glade Road to SH 183. North Central Texas Council of Governments (NCTCOG) staff has been assured by TxDOT that no other projects will be impacted or delayed due to this action. In addition, the current draft 2019 UTP shows Category 12 Texas Transportation Commission (TTC) funding allocated to the SH 183 Interchange projects in Irving and additional Category 12 funds allocated to the Southeast Connector project in Tarrant County. These actions free up Category 2 funds, and staff will develop a plan to reallocate the funds to other projects and present the plan to the RTC in the future. Regarding items that were pending from last month, Ms. Gotti noted one change in allocation since presented to the Surface Transportation Technical Committee (STTC) that cascades to changes for other years. For 2017 UTP funding, staff has identified that approximately $25 million of projects let in the first year of the Regional 10-Year Plan. Slightly less than $24 million was carried over into FY2018. In 2018, approximately $608 million in projects let and includes the $370 million DFW Connector project change order. Approximately $58.9 million is anticipated to carry over to FY2019. Ms. Gotti noted that also since STTC, staff has identified $572 million in estimated lettings for FY2019. She added, that annual UTP allocations are estimated according to and dependent upon the year of project readiness. Total funding at the end of each UTP was also highlighted. When projects were first selected in December 2016, staff anticipated an approximate $6.9 billion allocation. In FY2017, only $5.36 billion was awarded primarily because of the Category 12 funds that has been slowly added over time which is reflected in the FY2018 UTP with $7.2 billion. As another year is added, the allocation rises to approximately $7.3 billion. A summation of the UTP allocated amounts by category was reviewed for the 2017 and 2018 lettings. The total amount allocated in the Regional 10-Year Plan totals approximately $7.94 billion, including all allocations. A map showing the original 10-Year Plan projects and the new projects was highlighted, and the timeline for the effort was reviewed. The Texas Transportation Commission is anticipated to take action on the UTP on August 30, 2018. The proposed project listing was provided in Electronic Item 4. A motion was made to approve the final Regional 10-Year Plan project listing in Electronic Item 4. Action also included approval for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Jungus Jordan (M); Mike Cantrell (S). The motion passed unanimously.

5. **Metropolitan Transportation Plan Policy Bundle and Transportation Development Credits:** Dan Lamers presented results from the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDC). The policy bundle effort was included in the adoption of Mobility 2040 and is a voluntary list of policies available for adoption by local agencies designed to encourage the development of alternative, strategic solutions to address transportation goals in the region. By voluntarily adopting 50 percent of the policies, participating agencies can receive TDCs to offset local funds for federally funded transportation projects. The total policies and agency requirements by type were highlighted. Highlights from Round Two of the MTP Policy Bundle efforts were also presented. All entities awarded in 2017 reapplied, met policy requirements for each entity type, and increased their number of policies in 2018. In addition, three new entities applied and met the policy requirements. Mr. Lamers presented staff's proposal to allocate the available TDCs for 2018. All entities awarded in 2017 will keep their TDCs awarded in 2017, minus what has already be used for one additional year. Going forward, staff will annually review federal funding availability for the upcoming year and only award TDCs to match the amount of available federal funds. In FY2018, as a transition year, staff proposed to award 50 percent of the TDCs awarded last year. TDCs will be available to program through the Transportation Improvement Program team throughout the fiscal year as opportunities arise, all TDCs not used by the end of FY2019 will be returned for future programing, and all entities will be required to requalify each year. The agencies and the amount of policy requirements met by each agency were highlighted. Details of staff's proposal, as well as the next round of the policy bundle effort were provided in Electronic Item 5. A motion was made to approve the proposed Transportation Development Credit allocation process and the entities and associated TDC awards for Round 2 of the Metropolitan Transportation Plan Policy Bundle effort. Kathryn Wilemon (M); Robert Franke (S). The motion passed unanimously.

6. **Regional Transportation Council Bylaws Revision: Second and Final Reading:** Duncan Webb, Chair of the Regional Transportation Council (RTC) Bylaws Revision Subcommittee, presented recommended revisions for a second and final reading. He noted that subcommittee members met on three occasions and provided a summary of proposed revisions. Recommendations included adding the City of Sansom Park to the RTC member cities, moving the City of Keller to the North Richland Hills group, and maintaining the number of Dallas, Highland Park, and University Park seats at six. Regarding appointees, changes were proposed for county/city group alternate member appointments. In addition, it was proposed that the two-year term for group representatives begin in July of even-number years to coincide with election/run-off election returns. Proposed changes to attendance included establishing a deadline of two hours in advance of the meeting for primary members to provide written notification to staff of alternate members' meeting attendance. Finally, for council functions, the Subcommittee proposed for the RTC to establish a policy on the method by which calls for project/funding initiative proposals must be received to accommodate changes in technology over time. Proposed revisions were provided in Electronic Item 6.1. Additional information regarding the revisions was provided in Electronic Item 6.2. A motion was made to approve the proposed revisions to the Regional Transportation Council Bylaws and Operating Procedures as included in Electronic Item 6.1. Duncan Webb (M); David L. Cook (S). The motion passed unanimously.

7. **SH 161 Peak-Hour Shoulder-Use Lane: Texas Transportation Institute Before-After Study and Project Update:** Natalie Bettger provided an update on the before/after study of the SH 161 Peak-Hour Shoulder-Use Lane by the Texas A&M Transportation Institute (TTI). The interim project was implemented to address lane imbalance and resolve the resulting bottleneck on SH 161 to the north and south of the 6-mile project. The shoulder of this

section was opened from 6 am to 10 am and 2 pm to 7 pm to allow cars to travel during the peak periods. The lane was opened to traffic in September 2015 in partnership with the Irving Police Department and DalTrans. The North Central Texas Council of Governments (NCTCOG) funded a tow truck contractor to operate in the corridor during the peak hour to assist with expedited vehicle and debris removal and was staged in the area for quick response. Beginning in 2017, the lane was opened for special events. Data collected from the before-after study was highlighted. After the peak hour became operational, traffic volume increased in all lanes. TTI estimated approximately 44,000 vehicles per month were added to the lanes during the peak hour, which increased mobility for the entire corridor. Faster speeds were observed after the opening of the lane, but as volumes increased speeds degraded. Lane violations were also highlighted, as well as crash data. Ms. Bettger noted that additional years of crash data would be necessary to come to a conclusion about crashes, but it is expected to be positive. She noted the peak-hour shoulder-use lane will remain open permanently once construction is completed on the ultimate section in December 2018, and NCTCOG has extended its contract with the tow truck company to continue peak-hour lane operations through 2018. NCTCOG will analyze the performance data from the towing agency and investigate areas of further application for peak-hour lane strategies such as US 75 and SH 121. A summary of the final report was provided in Electronic Item 7.1. Additional information was provided in Electronic Item 7.2

8. **Performance Measures Target Setting:** Dan Lamers provided an update regarding the schedule and process for Metropolitan Planning Organization (MPO) adoption of the federally required performance measure targets. He discussed the performance based planning process followed by the region, and noted that this effort is a formalization of the performance based planning required by the federal government. In performance based planning, goals are developed to measure the performance of the projects and programs implemented in the region to reach the determined targets. Results help the region determine long-term and short-term solutions to meet the targets, or the need to readdress or change performance measures and goals. He noted that federal legislation has established four federally required performance measures. The first measure, Transit Asset Management, measures the percentage of the transit system and vehicles that meet or exceed their useful life. For this measure, local transit agencies adopt their targets and submit those to the MPO. The MPO adopts targets and submits them to the State. Targets for this performance measure were adopted by the Regional Transportation Council in December 2017. The second performance measure is Safety. Targets for this measure were also adopted by the Regional Transportation Council (RTC) in December 2017, and the target measures the number and rate of fatalities and serious injuries for motorized and non-motorized modes of transportation. Mr. Lamers presented in more detail the two remaining performance measures for which the RTC will be asked to take action in November 2018. Pavement and Bridge Condition is measured as the percentages of pavement and bridges of the interstate and non-interstate systems in good and poor condition. System Performance/Freight/Congestion Mitigation Air Quality is measured as the percentages of pavement on the interstate and non-interstate systems in good and poor condition, the percentages of bridges classified in good or poor condition, and total emission reduction. Both processes are similar to the Safety performance measure in that the targets are set first by the State. Mr. Lamers noted that during development of Mobility 2045, RTC member Sandy Greyson requested that additional performance measures regarding transit ridership and other modes of transportation be included. He highlighted observed and trend data of non-single occupancy vehicle travel, noting that staff will review the data and recommend a target based on the data. He also highlighted an additional performance measure not required by the federal government but that staff feels like better tells the story of the region such as transit ridership by mode. He also discussed the notations on the RTC agenda that

help identify the performance measure(s) each RTC agenda item addresses. The MPO target setting deadlines, reporting periods, and reporting schedules for each performance measure were highlighted. The MPO is required to report through the Texas Department of Transportation back to the Federal Transit Administration and Federal Highway Administration the progress towards meeting the targets. He noted that the region is also required to report its performance measures in the Metropolitan Transportation and Transportation Improvement Program whenever those documents are adopted. In addition, the region publishes an annual State of the Region report that includes major milestones and performance statistics for the region. Staff proposed that this publication also include the performance measures, targets, and progress towards the targets. The schedule for the effort was reviewed. Additional information was provided in Electronic Item 8. A Surface Transportation Technical Committee Performance Measures Workshop will be held August 24, 2018, to discuss the details for the performances measures, calculations, and data used to develop the proposed targets, followed by public meetings in September. Action on the proposed targets will be requested by the RTC in November in order to meeting the November 15 deadline. Rob Franke discussed interstate and non-interstate roadways and asked if the separation stops on the State system or if it includes local entity roadways. Mr. Lamers noted the geography and classification of roadways is different for each performance measure but that interstate and non-interstate generally refers to the national highway system. Additional details will be presented to members as each performance measure is presented.

9. **Freight Safety Awareness Initiative:** Jeff Hathcock provided information on the Freight Safety Awareness initiative to help create awareness for safe driving habits near larger freight vehicles on the highway and at railroad crossings. He noted that on average, there have been 151 truck crashes per month over the last five years and the monthly average has steadily increased during that time. In addition, at-grade rail crossing incidents have decreased since 2015. The goals of the safety awareness program are to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. Over the next two years, the goals are to reduce freight-related crashes, crashes at rail crossings, and trespassing incidents by 10 percent by informing the public about safe rail crossing habits, driving conditions and safe driving practices around heavy-duty freight vehicles. North Central Texas Council of Governments will target the general public about truck limitations with regard to stopping distance, sight line availability, strategies and simple adjustments for driving near large trucks, the importance of freight and its role in our daily lives. In addition, efforts will be to increase awareness about safe mobility practices at rail crossings and the importance of not trespassing on railroad land. Efforts focused to truck drivers will aim to educate about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be present in this initiative. The various forms of proposed outreach were highlighted. Mr. Hathcock noted that additional information was available at www.freightntx.org.

10. **Public Participation Plan Update:** Amanda Wilson presented information regarding updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department Public Participation Plan. The Public Participation Plan is a federally required plan through which the Transportation Department ensures it is meeting the basic requirements to inform the public. It defines public involvement procedures and comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. Ms. Wilson noted that federal legislation defines how all Metropolitan Planning Organization planning must occur, including the most recent requirements from the Fixing

America's Surface Transportation (FAST) Act. Planning must also address Title VI of the Civil Rights Act and Executive Orders on environmental justice and limited English proficiency. NCTCOG strives to involve the public through various strategies, including public meetings, online comment opportunities, the NCTCOG website, email, publications, newsletters, community events, speaking opportunities, working with the media, and advertising. The Transportation Department's Public Participation Plan was last updated in 2015, and there is a need to update the plan to keep it current with federal requirements, as well as the increasing use of technology by the public to communicate about transportation issues. NCTCOG is also interested in increased emphasis on outreach through community groups. In addition, updates to the Language Assistant Plan to account for demographic changes are necessary. Ms. Wilson highlighted possible revisions for this update: revised stakeholder lists to reflect FAST Act requirements, more efficient public input opportunities, increased emphasis on livestreaming with options for additional efforts if needed, updates to the Language Assistance Plan, increased weight given to local comments due to their proximity to the projects, refined evaluation measures and reporting, and a more appealing design and format. Ms. Wilson noted that a copy of the current Public Participation Plan was provided in Electronic Item 10.1. A timeline for the effort was reviewed. She noted that a draft of the proposed revisions to the Public Participation Plan would be available by the September 10, 2018, public meeting, followed by a 45-day comment period. A copy of the presentation containing additional information on the proposed revisions was provided in Electronic Item 10.2. Michael Morris discussed possible future options for public meetings, instead of the current three meeting series. This may include technology options, as well as exploring a designated space at a rail station for the Regional Transportation Council (RTC) and other agencies to partner and co-locate at a technology center that is centrally located. In addition, he discussed public comments received from throughout the country, and the idea that more value should be given to comments received from citizens in the region directly impacted by the decision being presented. Ann Zadeh discussed the positive aspects of technology, also noting the necessary sensitivity to citizens who may not have access to technology. She also discussed an initiative by the City of Fort Worth in which citizens can check out hot spots to access the internet for a time period of three weeks. Ms. Wilson noted that the Transportation Department currently has an online-only public comment period, and added that the same procedures used for in-person public meetings is used for notifying the public about the online opportunities. She also provided additional information about community groups and efforts to reach the public through this type of communication.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.

12. **Other Business (Old or New):** Jungus Jordan noted the upcoming Texas Municipal League meeting in Fort Worth on October 11, 2018, and the National League of Cities City Summit November 7-10, 2018. In addition, he noted the upcoming Tarrant Regional Transportation Coalition annual meeting in Fort Worth.

13. **Future Agenda Items:** There was no discussion on this item.

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

The meeting adjourned at 2:15 pm.

DRAFT

Regional Transportation Council

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

September 13, 2018

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

Reference: Support for H.R. 5701

Dear Representative Graves:

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

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

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

P. O. Box 5888 · Arlington, Texas 76005-5888 · (817) 695-9240 · FAX (817) 640-3028
http://www.nctcog.org/trans

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

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

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

EH:lk

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

Clean Fleets North Texas
2018 Call for Projects
Funding Recommendations

Regional Transportation Council

September 13, 2018

Lori Clark

Program Manager

North Central Texas Council of Governments

Regional Transportation Council

ELECTRONIC ITEM 2.2.1

Available Funding

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

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+$96,086
Call For Projects Funds Available	$2,096,119
Previously Approved Awards	-$1,184,678
Balance of Funds Currently Available	$911,441

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

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

Project Eligibility

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

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

**All Old Vehicles/Equipment Must be Scrapped*
CARB = California Air Resources Board
GVWR = Gross Vehicle Weight Rating

Summary of Applications

Refer to Electronic Item 2.2.2 for More Details

Previously Approved	
Number of Applicants (All Public Sector)	5
Number of Activities	22
Funding Approved	$1,184,678
Balance of Funds Currently Available	**$911,441**
New Recommendations	
Number of Applicants (Public Sector)	1
Number of Activities	2
Funding Requested	$53,346
Balance Remaining for Next Deadline if Current Recommendations Approved	**$858,096**

Call for Projects Schedule

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

Fleet Funding Opportunities

Clean Fleets North Texas 2018 Call for Projects

- Next Deadline: September 28 at 5 pm

TERP Light-Duty Motor Vehicle Purchase or Lease Incentive

- Light-Duty Electric, Propane, or Natural Gas Vehicles
- $2,500 Rebate for Electric and Plug-In Hybrids
- $5,000 for Propane or Natural Gas
- First-Come, First-Served through May 2019

TERP Texas Natural Gas Vehicle Grant Program

- Medium or Heavy-Duty Vehicles
- Replacement or Repower of Diesel or Gasoline Vehicles With Natural Gas or Propane
- Application Deadline: May 31, 2019

Action Requested

Approval of Staff Funding Recommendations

- **$53,346 to Denton Independent School District to Replace 2 School Buses**

For More Information

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Website
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Clean Fleets North Texas 2018 Call For Projects Funding

Balance Available																$ 885,376	$ 26,065	$ 911,441							

Projects Recommended for Funding, Pending Approval

					Old Vehicle Information							New Vehicle Information					Recommended Grant Amount								
Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)	Total Cost	Eligible Funding Level	EPA	SEP**	Total	Local Match	NO_x Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*
1	7/27/2018	Pending	Denton ISD	1	Onroad	School Bus	2002	ULSD	550	N/A	N/A	2019	ULSD	2,000	$106,691	25%	$ 608	$ 26,065	$ 26,673	$ 80,018	0.51	$52,177	0.04	0.11	0.24	135.00
2	7/27/2018	Pending	Denton ISD	2	Onroad	School Bus	2002	ULSD	550	N/A	N/A	2019	ULSD	2,000	$106,691	25%	$ 26,673	$ -	$ 26,673	$ 80,018	0.51	$52,177	0.04	0.11	0.24	135.00
Subtotal of New Project Approvals Requested															$213,382		$ 27,281	$ 26,065	$ 53,346	$ 160,037	1.02	$52,177	0.08	0.21	0.48	270.00

Balance Remaining for Future Awards if Recommendations Approved																$ 858,095	$ -	$ 858,096							

Projects Previously Approved

					Old Vehicle Information							New Vehicle Information					Recommended Grant Amount								
Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)	Total Cost	Eligible Funding Level	EPA	SEP**	Total	Local Match	NO_x Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*
Projects Approved on August 9, 2018																									
1	6/29/2018	8/9/2018	City of Mineral Wells	1	Nonroad	Rubber Tire Loader	1999	ULSD	550	N/A	N/A	2018	ULSD	0	$206,220	25%	$ 51,555	$ -	$ 51,555	$ 154,665	1.02	$50,544	0.08	0.04	0.27	0.00
Subtotal															$206,220		$ 51,555	$ -	$ 51,555	$ 154,665	1.02	$50,544	0.08	0.04	0.27	0.00
Projects Approved on June 14, 2018																									
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	$93,361	25%	$ -	$ 23,340	$ 23,340	$ 70,021	1.38	$16,913	0.13	0.33	0.54	0.00
2	4/27/2018	6/14/2018	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	0	$92,000	25%	$ 23,000	$ -	$ 23,000	$ 69,000	0.74	$30,889	0.08	0.19	0.27	0.00
3	4/27/2018	6/14/2018	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	0	$93,361	25%	$ -	$ 23,340	$ 23,340	$ 70,021	0.61	$38,515	0.09	0.13	0.42	0.00
4	4/27/2018	6/14/2018	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	4,986	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	1.40	$39,882	0.12	0.33	0.73	336.56
5	4/27/2018	6/14/2018	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	3,102	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	1.20	$46,535	0.11	0.28	0.60	209.39
6	4/27/2018	6/14/2018	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	3,085	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	1.09	$51,120	0.09	0.26	0.55	208.24
7	4/27/2018	6/14/2018	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	2,659	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	1.02	$54,446	0.09	0.24	0.50	179.48
8	4/27/2018	6/14/2018	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	2,456	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.91	$61,068	0.08	0.22	0.44	165.78
9	4/27/2018	6/14/2018	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	0	$93,361	25%	$ -	$ 23,340	$ 23,340	$ 70,021	0.35	$67,535	0.02	0.05	0.09	0.00
10	4/27/2018	6/14/2018	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	1,781	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.80	$69,524	0.07	0.20	0.37	120.22
11	4/27/2018	6/14/2018	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	0	$155,000	25%	$ 38,750	$ -	$ 38,750	$ 116,250	0.55	$70,276	0.07	0.07	0.25	0.00
12	4/27/2018	6/14/2018	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	1,527	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.61	$91,152	0.06	0.15	0.28	103.07
13	4/27/2018	6/14/2018	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	0	$190,000	25%	$ 47,500	$ -	$ 47,500	$ 142,500	0.50	$94,358	0.03	0.05	0.14	0.00
14	4/27/2018	6/14/2018	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	998	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.55	$101,181	0.06	0.14	0.23	67.37
15	4/27/2018	6/14/2018	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	1,189	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.55	$101,291	0.05	0.14	0.24	80.26
16	4/27/2018	6/14/2018	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	1,337	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.53	$106,032	0.05	0.13	0.24	90.25
17	4/27/2018	6/14/2018	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	879	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.50	$111,105	0.05	0.12	0.21	59.33
18	4/27/2018	6/14/2018	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	1,249	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.50	$111,239	0.05	0.12	0.23	84.31
19	4/27/2018	6/14/2018	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	600	$159,230	35%	$ 55,731	$ -	$ 55,731	$ 103,500	0.45	$123,516	0.05	0.12	0.17	40.50
20	4/27/2018	6/14/2018	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	0	$290,000	25%	$ 72,500	$ -	$ 72,500	$ 217,500	0.51	$141,823	0.06	0.06	0.22	0.00
21	4/27/2018	6/14/2018	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	0	$627,421	25%	$ 156,855	$ -	$ 156,855	$ 470,566	0.32	$483,226	0.02	0.03	0.10	0.00
Subtotal															$3,704,494		$ 1,063,102	$ 70,021	$ 1,133,123	$ 2,571,372	15.08	$75,133	1.44	3.35	6.80	1,744.74
Total Projects Previously Approved															**$3,910,714**		**$ 1,114,657**	**$ 70,021**	**$1,184,678**	**$ 2,726,037**	**16.10**	**$73,575**	**1.52**	**3.39**	**7.07**	**1,744.74**

	Total Funds Available	Funds Awarded	Balance Available Pending Approval
EPA	$ 2,000,033	$ 1,141,938	$ 858,096
SEP**	$ 96,086	$ 96,086	$ 0
Total	$ 2,096,119	$ 1,238,023	$ 858,096

EPA=Environmental Protection Agency; SEP=Texas Commission on Environmental Quality Supplemental Environmental Project
NO_x=Nitrogen Oxides; PM2.5=Particulate Matter Less Than 2.5 Micrometers; CO=Carbon Monoxide; CO_2=Carbon Dioxide
ULSD=Ultra-Low Sulfur Diesel; CNG= Compressed Natural Gas

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

Source: NCTCOG 8/14/2018

Benefits of Advertising Transportation Initiatives

By working with advertisers and combining bulk purchases for several of the Transportation Department advertising campaigns at once, significant savings have been gained.

For instance, three Transportation Department programs continued advertisements on regional transit lines and bus stations through continued bulk purchasing, NCTCOG saw approximately 20 percent and 55 percent added value on FWTA and DART, respectively, throughout the year. These transit station advertising saves NCTCOG staff printing and production costs by saving existing artwork, extending advertising contracts and planning for long-term campaigns. For Ozone Season Emissions Reduction advertising in 2018, NCTCOG gained about 11 percent for Lauren Publications print advertising and at least 21 percent added value for the NBC 5/KXAS Weather App Widget. Additionally, Natural Awakenings Dallas, continues to provide a 45 percent added value, through featured articles, paid advertising and calendar postings about Transportation Department programs throughout the year. As the department expands reach through bilingual advertising, our AirCheckTexas program receives added value by releasing radio PSA's and spots resulting in a 30 percent total added value. For Public Meetings advertising, the department gained 10 percent added value on Vietnamese advertising publications.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- With a media outlet, NCTCOG can get stories and ads in the same publication that were not originally scheduled; and
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

Fiscal Year 2019 Advertising for Transportation Initiatives

Regional Transportation Council

Mindy Mize

Transportation Marketing

September 13, 2018

North Central Texas Council of Governments

Regional Transportation Council

ELECTRONIC ITEM 2.3.2

The Three E's as They Relate to Advertising

Engineer

- **Develop initiative**

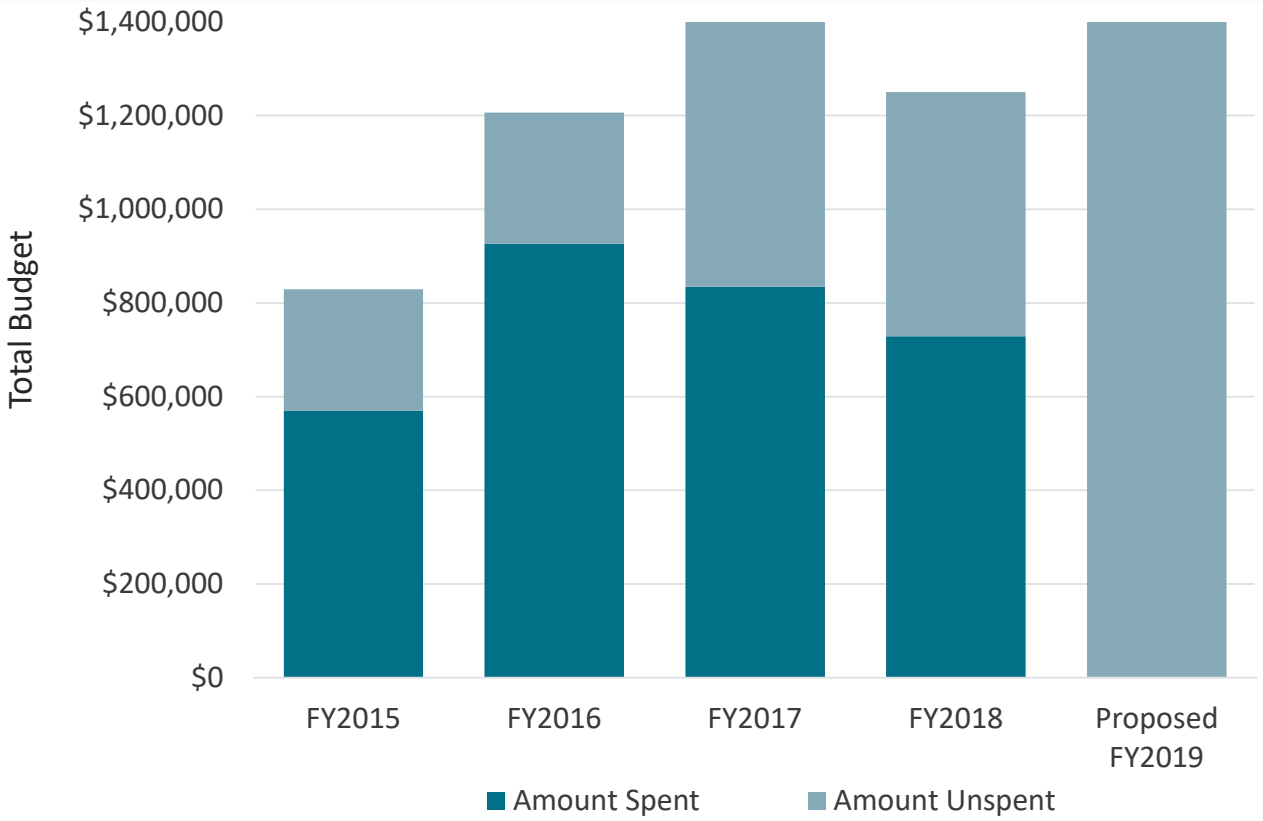
Educate

- **Educate the audience on initiative (e.g. Communications – Advertising is an invaluable component of Educate)**

Enforce

- **Make sure initiative is being implemented**

Transportation Advertising Budget Overview



Transportation Advertising Overview

The Advertising for Transportation Initiatives allows for:

- **Lower Advertising Rates**
- **Increased and Broader Audience Reach**
- **Increased Website Traffic**
- **Greater Public Participation**
- **Cross Communication for Campaigns**
- **Improved Efficiencies with Media Outlets**

Advertising Performance Measures

Examples of Advertising Targeted Audiences:

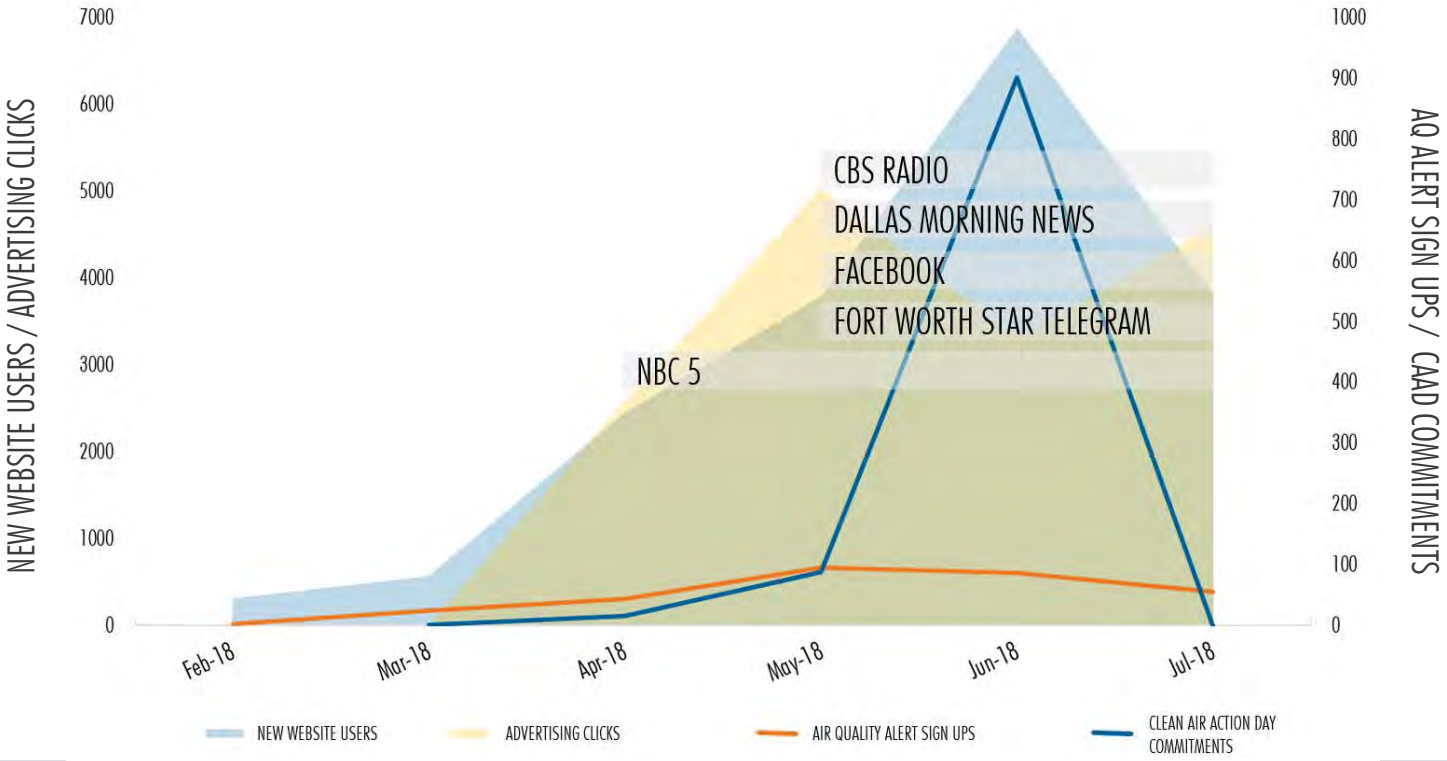
- General Public
- Commuters
- Motorists and Transit Users
- Bicyclists and Pedestrians
- Public and Private Fleet Owners
- Electric Vehicle Drivers

Examples of Key Performance Indicators:

- Advertisement Clicks, Impressions and Reach
- Website Visits and Action Taken
- Number of Event Registrants and Participants
- Number of Applicants and Vouchers Redeemed

Example of Advertising Performance Metrics

Air North Texas Online Advertising Campaign Spring 2018



Anticipated Project Funding

FY2019 Advertising for Transportation Initiatives were part of the FY2018 and FY2019 UPWP that was approved by the RTC and Executive Board in July 2017, with periodic modifications and approvals, with the last approval being in May 2018.

Purchase and Placement of Advertising for Transportation Initiatives in FY 2019						
Program Name	Funding Source	Unspent Funding from FY18, including Unspent Match*	New Funding Amount	Match Source	New Match Amount**	Total
511DFW	STBG	$173,350	$21,320	State	$5,330	$200,000
Bike/Pedestrian Safety Program	STBG	$0	$10,000	TDC	2,000	$10,000
Business Engagement^	DOE	$0	$5,000	N/A	$0	$5,000
Congestion Management Program	STBG	$0	$175,000	TDC	35,000	$175,000
HOV 2+ Incentive ^+	STBG	$0	$400,000	State	$100,000	$500,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	$11,480	$58,520	N/A	$0	$70,000
Ozone Season Emissions Reduction Campaign	CMAQ	$0	$205,000	TDC	41,000	$205,000
UAS and Aviation Education Campaigns	RTC Local	$5,000	$15,000	N/A	$0	$20,000
Vehicle Technologies Program (i.e. AirCheckTexas, Idling Education, High Emitting Vehicles projects, and Alternative Fuels/Electric Vehicles)	STBG/CMAQ	$110,922	$49,504	TDC	9,901	$160,426

*Unspent Funds from FY18, includes 22,184 in TDC bas the Match Source. TDCs are not included in the Total.

**TDC totaling 87,901 are being used as New Match Amount for FY19, but are not included in the Total.

^Contingent on RTC approving implementation project.

+New Program being initiatied in FY2019.

Total up to $1,400,000 to cover advertising expenses for approval.

Transportation Advertising Examples

Billboard

Publication

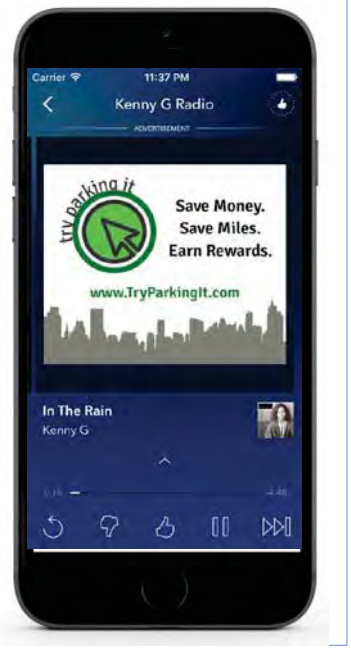
Radio

Online & Social Media

Transportation Advertising Examples

Transit & Display

Mobile



TV & Screen

WFAA

SCREEN VISION MEDIA

Proposed Schedule

Event	Anticipated Time
STTC, RTC, and Executive Board Action on Recommended FY2018 and FY2019 UPWP	Summer 2017
STTC, RTC, and Executive Board Action on Recommended Modifications for FY 2018 and FY2019 UPWP	Spring 2018
STTC Action on Advertising for Transportation Initiatives FY2019	August 24, 2018
RTC Action on Advertising for Transportation Initiatives FY2019	September 13, 2018
Executive Board Authorization of Advertising for Transportation Initiatives FY2018	September 27, 2018

Proposed Action

Support NCTCOG Executive Board to Approve Funding up to $1,400,000 for Advertising for Transportation Initiatives that will initiate in FY2019, such as:

- 511DFW
- Bike/Pedestrian Safety Program
- Business Engagement
- Congestion Management Program
- HOV 2+ Incentive
- Notifications of Opportunities for Public Input/Public Meetings
- Ozone Season Emissions Reduction Campaign
- UAS and Aviation Education Campaigns
- Vehicle Technologies Program

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North Central Texas Council of Governments

Regional Transportation Council

Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Report

Regional Transportation Council

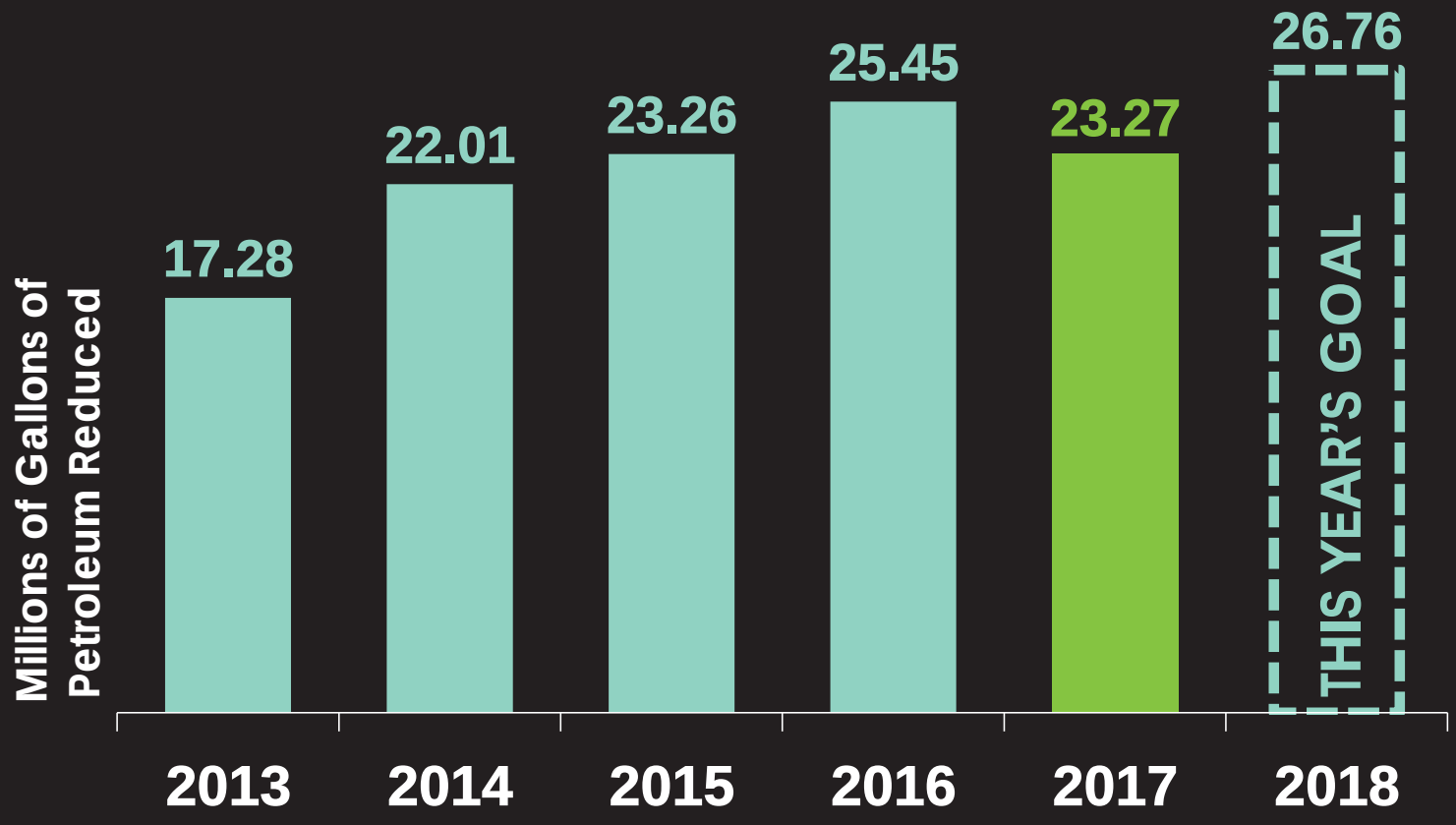
September 13, 2018

Regional Transportation Council

Dallas-Fort Worth CLEAN CITIES

DFW Clean Cities Annual Report Results

Fleet Surveys Received: 33



Equal to ~391 Tons of NO_X Avoided in 2017

2018 DFW Clean Cities Fleet Recognition Awards

BRONZE FLEETS

City of Carrollton
City of Coppell
City of Denton
City of Irving
City of Lewisville
City of Plano
Dallas Area Rapid Transit
Denton ISD
Tarrant County
Town of Addison
Town of Flower Mound
Trinity Metro

SILVER FLEETS

City of Dallas
City of Euless
City of North Richland Hills
City of Richardson
City of Southlake
DFW Airport

Dallas-Fort Worth
CLEAN CITIES

www.dfwcleancities.org

**2018 Recognition Based on Reports of 2017 Fleet Activity*

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BYLAWS AND OPERATING PROCEDURES
REGIONAL TRANSPORTATION COUNCIL

August 2018

STATEMENT OF PRINCIPLES

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.

2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.

3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.

4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council

(RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.

5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.

6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.

7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized

area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.

D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.

E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, and air carrier airports.

F. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.

G. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.

H. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.

I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).

J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.

K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.

L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to

attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.

B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.

C. Technical Committees. The Surface Transportation Technical Committee shall provide technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be 27; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 44 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 44. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

Cities

City of Arlington	2	
Cities of Carrollton and Farmers Branch	1	
Cities of Dallas, Highland Park, and University Park	6	
Cities of Denton, Sanger, Corinth, and Lake Dallas	1	(urbanized area)
Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins	1	

City of Fort Worth	3	
City of Garland	1	
City of Grand Prairie	1	
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, Azle, Keller, and Sansom Park	1	
Cities of Irving and Coppell	1	
Cities of Lewisville, Flower Mound, and Highland Village	1	(urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1	
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1	
Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1	
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1	(urbanized area)
City of Plano	1	
Cities of Richardson and Addison	1	
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village	1	
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy	1	
Subtotal	27	

Other

Collin County	1	
Dallas County	2	
Denton County	1	
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1	
Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua and Hood County and the City of Granbury	1	
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1	
Parker County and the Cities of Weatherford and Mineral Wells and Wise County and the Cities of Decatur and Bridgeport	1	
Tarrant County	2	
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1	
District Engineer, Fort Worth District, TxDOT	1	
Board Member, Dallas Area Rapid Transit	1	
Board Member, Fort Worth Transportation Authority	1	
Board Member, Denton County Transportation Authority	1	

Board Member, North Texas Tollway Authority	1
Board Member, Dallas Fort Worth International Airport	1
Subtotal	17
TOTAL	44

The representatives of the Dallas Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). The person representing a group of several

cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster. For clusters consisting of both counties and cities, the counties are eligible to hold the RTC membership seat for the cluster, and the counties should strongly consider rotation of the seat among the counties. The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their

selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed. A best practice for city-only clusters may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. Teleconferencing for member participation will not be permitted; members must be in attendance to vote. No proxy or absentee voting will be allowed.

D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;

- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or

at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff in writing (i.e., letter, email) of an alternate member's attendance at least two hours in advance of the commencement of the meeting, the alternate member will not be able to participate in the meeting as a voting member.

F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.

G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The nominating committee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This

will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. If the State delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments, the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.

H. Meetings. At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.

J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

K. Council Functions. Functions of the Regional Transportation Council shall be as follows:

1. Provide direction to the regional transportation planning process.
2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.
4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.

a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin,

Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In extraordinary circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

(1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:

- Surface Transportation Block Grant Program (STBG)—
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Metro Corridor (jointly selected by TxDOT and the RTC)
- Transportation Alternatives Set-Aside (TA Set-Aside)
- Texas Mobility Fund (jointly selected by TxDOT and the RTC)
- Proposition 12 (jointly selected by TxDOT and the RTC)

(2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.

(3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.

b. RTC Procedures for Calls for Projects/Funding Initiatives

(1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more

assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.

(2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.

(3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.

(4) The Regional Transportation Council will not accept any late applications.

(5) The Regional Transportation Council will not accept any incomplete applications.

(6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.

(7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.

(8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules may apply when projects are selected using toll revenues.

6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.

7. Review the limits of the Metropolitan Area and make revisions considered appropriate.

8. Authorize transit planning technical assistance to transit operating agencies at their request.

9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.

10. Identify the kinds of consultant projects eligible for federal transportation funding.

11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the

RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.

12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.

13. Maintain a set of public involvement procedures to optimize public participation and periodically review these procedures for possible enhancements.

TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

   1. Surface Transportation Technical Committee (STTC)
   2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical

Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.
- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2
TxDOT Dallas District	2
TxDOT Paris District	1
TxDOT TP&P (Austin)	1
Dallas Area Rapid Transit	2
Fort Worth Transportation Authority	2
Denton County Transportation Authority	1
North Texas Tollway Authority	2

Texas Commission on Environmental Quality	1	(non-voting)
Dallas Fort Worth International Airport	1	

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;

- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.

E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.

F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.

G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

APPENDIX A

2018 RTC Membership Structure

City	2018 Population	2014 Employment	Maximum of Population & Employment	Percent of Total Based on Maximum	Share of RTC Seat(s)	% of RTC Seat By Grouping	RTC Seats
City Membership							
Plano	281,390	274,623	281,390	4.51	1.171	**1.171**	**1**
McKinney	179,970	58,005	179,970	2.88	0.749		
Anna	13,690	534	13,690	0.22	0.057		
Princeton	10,560	1,645	10,560	0.17	0.044		
Fairview	9,520	1,968	9,520	0.15	0.040		
Melissa	9,580	1,325	9,580	0.15	0.040	**0.930**	**1**
Allen	96,870	39,278	96,870	1.55	0.403		
Lucas	7,710	2,101	7,710	0.12	0.032		
Wylie	49,500	19,940	49,500	0.79	0.206		
Rowlett	58,830	13,289	58,830	0.94	0.245		
Sachse	58,830	1,960	58,830	0.94	0.245		
Murphy	20,010	3,623	20,010	0.32	0.083	**1.215**	**1**
Frisco	172,940	74,099	172,940	2.77	0.720		
Prosper	22,650	3,077	22,650	0.36	0.094		
Little Elm	42,040	4,486	42,040	0.67	0.175		
The Colony	42,090	8,576	42,090	0.67	0.175		
Celina	13,090	1,820	13,090	0.21	0.054		
Providence Village	6,550	322	6,550	0.10	0.027	**1.246**	**1**
Dallas	1,286,380	1,126,984	1,286,380	20.60	5.356		
University Park	22,890	13,536	22,890	0.37	0.095		
Highland Park	8,520	5,272	8,520	0.14	0.035	**5.486**	**6**
Garland	236,030	101,932	236,030	3.78	0.983	**0.983**	**1**
Addison	15,760	66,566	66,566	1.07	0.277		
Richardson	110,140	130,960	130,960	2.10	0.545	**0.822**	**1**
Irving	237,490	288,487	288,487	4.62	1.201		
Coppell	41,100	42,084	42,084	0.67	0.175	**1.376**	**1**
Mesquite	143,350	61,034	143,350	2.30	0.597		
Balch Springs	24,660	6,183	24,660	0.39	0.103		
Seagoville	16,180	5,666	16,180	0.26	0.067		
Sunnyvale	5,540	5,155	5,540	0.09	0.023	**0.790**	**1**
Grand Prairie	189,430	84,554	189,430	3.03	0.789	**0.789**	**1**
Duncanville	39,470	16,227	39,470	0.63	0.164		
DeSoto	52,870	19,240	52,870	0.85	0.220		
Cedar Hill	47,480	16,201	47,480	0.76	0.198		
Lancaster	37,880	13,267	37,880	0.61	0.158		
Glenn Heights	11,680	1,114	11,680	0.19	0.049		
Hutchins	5,950	4,084	5,950	0.10	0.025	**0.813**	**1**
Carrollton	132,330	107,662	132,330	2.12	0.551		
Farmers Branch	31,590	78,393	78,393	1.26	0.326	**0.877**	**1**
Denton	130,990	76,474	130,990	2.10	0.545		
Sanger	8,400	4,287	8,400	0.13	0.035		
Corinth	21,030	6,429	21,030	0.34	0.088		
Lake Dallas	7,260	1,811	7,260	0.12	0.030	**0.698**	**1**
Lewisville	104,780	68,798	104,780	1.68	0.436		
Flower Mound	73,130	34,187	73,130	1.17	0.304		
Highland Village	15,540	5,396	15,540	0.25	0.065	**0.805**	**1**
Fort Worth	829,560	504,040	829,560	13.28	3.454	**3.454**	**3**
Arlington	383,950	212,737	383,950	6.15	1.598	**1.598**	**2**
N. Richland Hills	67,530	27,093	67,530	1.08	0.281		
Richland Hills	7,920	6,055	7,920	0.13	0.033		
Haltom City	42,740	23,793	42,740	0.68	0.178		
Watauga	23,610	5,813	23,610	0.38	0.098		
White Settlement	17,380	9,029	17,380	0.28	0.072		
River Oaks	7,310	1,880	7,310	0.12	0.030		
Lake Worth	4,730	6,125	6,125	0.10	0.025		
Westworth Village	2,620	1,097	2,620	0.04	0.011		
Saginaw	21,730	10,131	21,730	0.35	0.090		
Azle	12,140	4,554	12,140	0.19	0.051		
Sansom Park	5,050	857	5,050	0.08	0.021		
Keller	44,940	15,242	44,940	0.72	0.187	1.079	**1**
Grapevine	49,240	92,774	92,774	1.49	0.386		
Southlake	29,580	32,998	32,998	0.53	0.137		
Colleyville	25,010	10,358	25,010	0.40	0.104		
Westlake	1,380	6,360	6,360	0.10	0.026		
Trophy Club	11,370	1,173	11,370	0.18	0.047		
Roanoke	8,330	8,135	8,330	0.13	0.035		
Hurst	38,410	21,743	38,410	0.62	0.160		
Euless	55,170	20,205	55,170	0.88	0.230		
Bedford	48,600	30,660	48,600	0.78	0.202	**1.328**	**1**
Mansfield	65,660	31,353	65,660	1.05	0.273		
Benbrook	22,760	7,238	22,760	0.36	0.095		
Forest Hill	12,840	3,749	12,840	0.21	0.053		
Crowley	14,660	5,648	14,660	0.23	0.061		
Everman	6,090	1,766	6,090	0.10	0.025		
Kennedale	7,420	4,006	7,420	0.12	0.031	**0.539**	**1**
Total	6,021,400	4,009,266	6,245,137	100	26	26.000	
Allocation for City Seats					26		
Seat Threshold Based on Combined Higher of Population or Employment					240,198		
Resulting RTC City Seats						**RTC City Members**	**27**

2018 RTC Membership Structure (Continued)

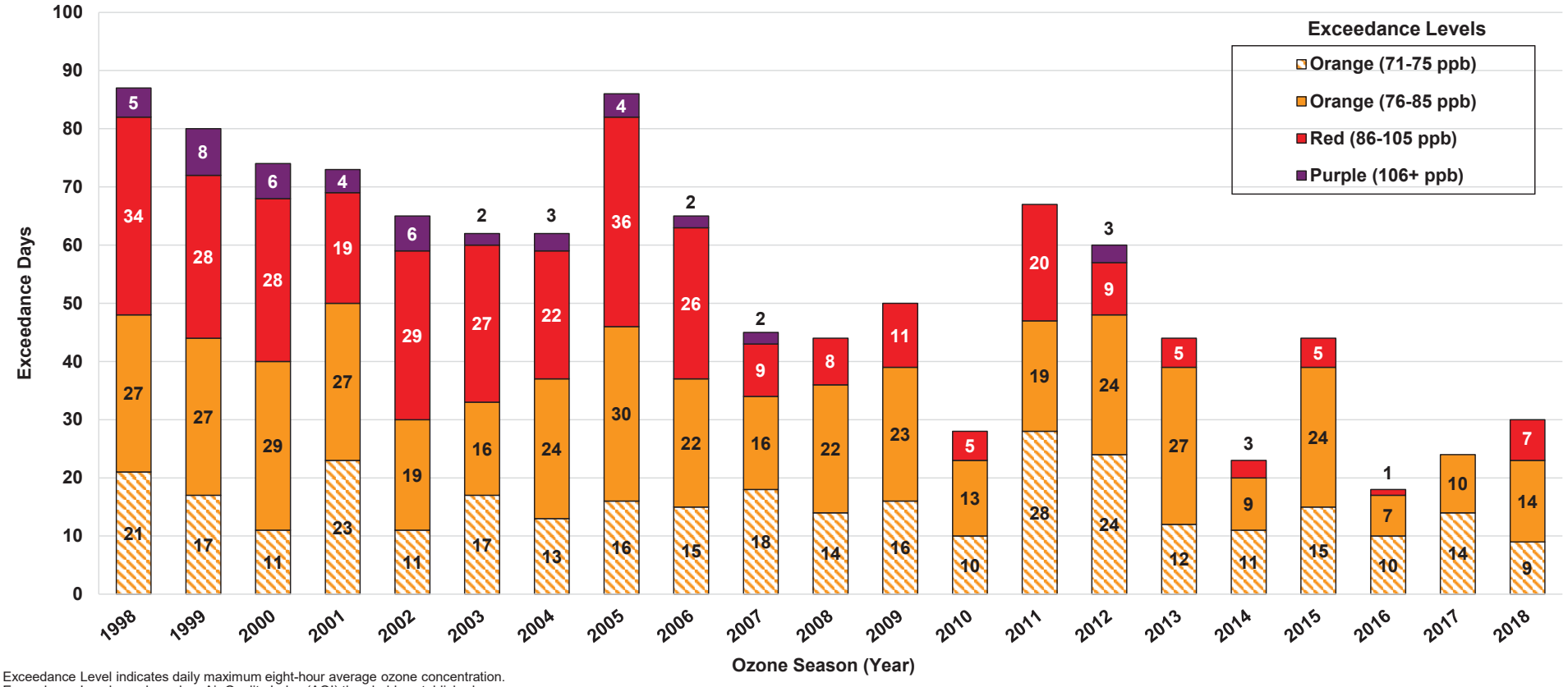
2018 Population by County Grouped By RTC Seats

County Membership	2018 Population		
Collin County	**969,730**		**1**
Dallas County	**2,529,150**		**2**
Denton County	**844,260**		**1**
Tarrant County	**1,989,810**		**2**
Ellis County	183,360		
Ennis	18,910		
Waxahachie	35,550		
Midlothian	30,400		
Red Oak	12,790		
Kaufman County	119,670		
Forney	20,280		
Kaufman	6,730		
Terrell	16,650		
Combined Ellis and Kaufman Population	**303,030**		**1**
Johnson County	168,890		
Burleson	44,860		
Cleburne	30,230		
Keene	6,290		
Joshua	6,770		
Hood County	65,060		
Granbury	9,520		
Combined Johnson and Hood Population	**233,950**		**1**
Hunt County	95,960		
Commerce	8,260		
Greenville	27,060		
Rockwall County	97,990		
Rockwall	43,750		
Heath	8,180		
Royse City	12,060		
Fate	13,240		
Combined Hunt and Rockwall Population	**193,950**		**1**
Parker County	131,210		
Weatherford	27,900		
Mineral Wells	16,790		
Wise County	62,700		
Decatur	6,600		
Bridgeport	6,150		
Combined Parker and Wise Population	**193,910**		**1**
County Membership Total		**RTC County Members**	**10**
DART			**1**
DCTA			**1**
FWTA			**1**
DFW Airport			**1**
TxDOT Dallas			**1**
TxDOT Fort Worth			**1**
NTTA			**1**
Transportation Providers		**RTC Transportation Provider Members**	**7**
Total Members		**Total RTC Members**	**44**

Data Based on NCTCOG 2018 Population Estimates and 2014 Employment Estimates

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤70 ppb (As of August 30, 2018)



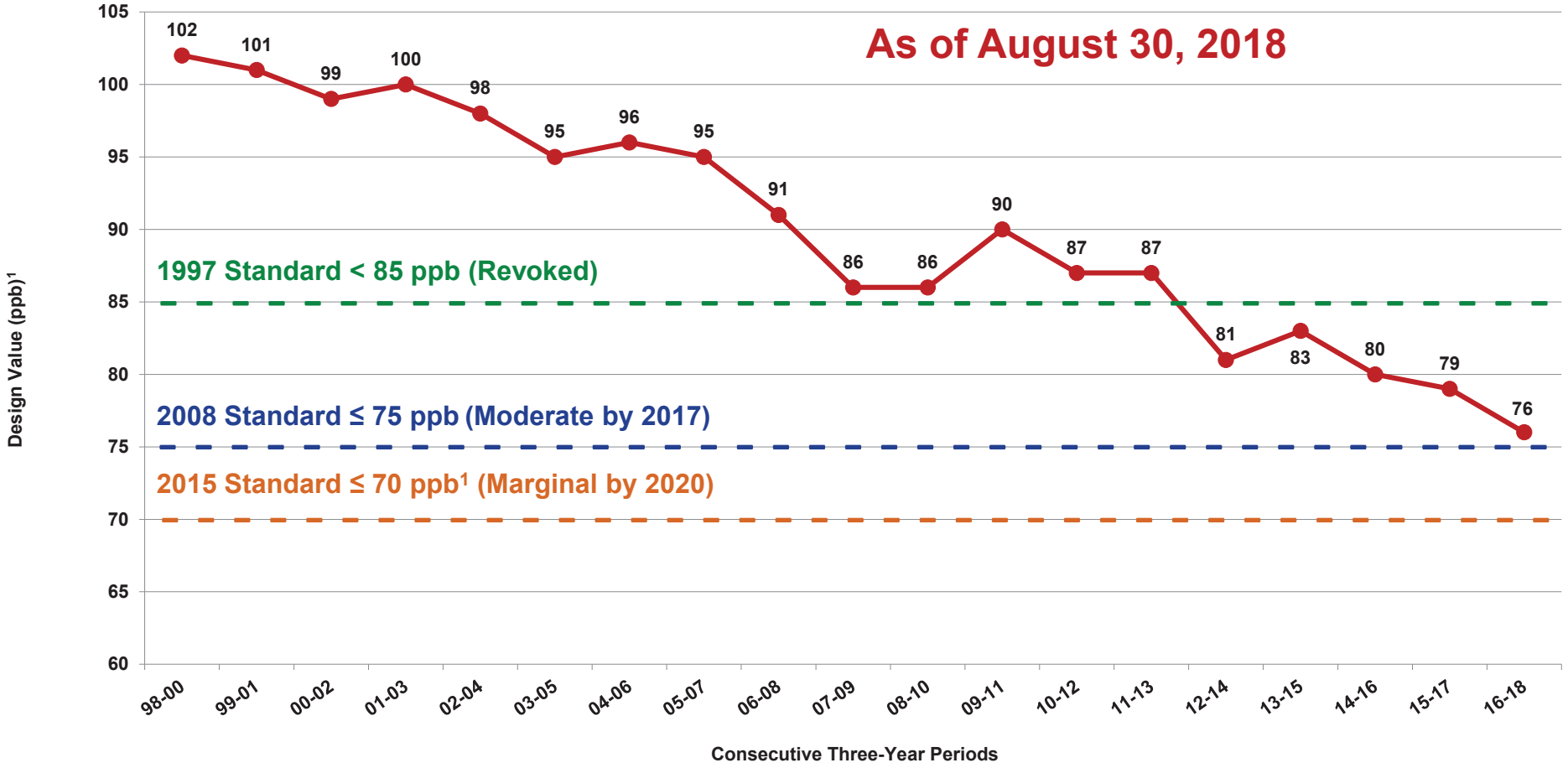
Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 70 ppb.

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

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

ELECTRONIC ITEM 3.3

8-HOUR OZONE NAAQS HISTORICAL TRENDS



[1]Attainment 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).

Source: NCTCOG TR Dept

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Air North Texas

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

https://www.airnorthtexas.org/

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
2017 Safety Program Performance Measures

North Central Texas Council of Governments - Roadway Safety Program Area

Federal Safety Performance Management Requirements

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration defines as a strategic approach that uses system information to make investments and policy decisions to achieve national performance goals. Performance management is a critical element in roadway safety and is measured by the number of lives lost and serious injuries sustained on our Nation's roadways.

States use the safety performance management framework to assist them in making progress toward improving road safety through the Highway Safety Improvement Program (HSIP), which requires a data-driven, strategic approach to improving highway safety through performance. The Safety PM Final Rule supports the HSIP, as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads throughout the nation; The Safety PM Final Rules also requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for the following five safety performance measures.

- **Number of fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
- **Rate of fatalities (per 100 million vehicle miles traveled (VMT))**: The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year.
- **Number of serious injuries**: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
- **Rate of serious injuries (per 100 million VMT)**: The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year.
- **Number of non-motorized fatalities and number of non-motorized serious injuries combined**: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

What You Need to Know About Establishing Targets

- States required to establish initial statewide targets in their August 31, 2017 HSIP Annual Report for calendar year 2018, and annually thereafter.
- Targets are applicable to all public roads regardless of functional classification or ownership.
- State DOT and MPOs must coordinate when establishing targets, to the maximum extent practicable.
- A wide range of stakeholders should work together to establish targets.
- Established targets should be data-driven and realistic.
- MPOs must establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes their targets. MPOs may select one of the following options for each individual safety performance measure:
    a. Agree to support the State target; OR
    b. Establish specific numeric targets for a safety performance measure (number or rate).
- MPO targets are reported to the State DOT, and made available to FHWA, upon request. MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets.

Establishing TxDOT's Safety Performance Targets

- Targets developed as part of a two-year, statewide collaborative effort that involved feedback from stakeholders representing the four E's of Highway Safety: Engineering, Enforcement, Emergency Response, & Education.
- Held Safety Target Setting Coordination Workshop and meetings for stakeholder discussions
- Stakeholder Consensus: Two percent reduction by Strategic Highway Safety Plan Target Year of 2022

Establishing NCTCOG's Safety Performance Targets

- NCTCOG participated in the state's two-year, statewide stakeholder collaborative effort to develop safety targets.
- NCTCOG staff conducted data analysis using regional crash statistics for the five safety performance measures.
- Established draft recommendation to "Support the State's Targets".
- Regional performance targets were approved by NCTCOG's Regional Safety Advisory Committee; Surface Transportation Technical Committee; and Regional Transportation Council.
- Established the Regional Safety Position: "Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel."

NCTCOG's 2018 Safety Performance Targets

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Targets
# of Fatalities	3,704	665
Fatality Rate	1.432	0.96
# of Serious Injuries	17,565	3,612
Serious Injury Rate	6.74	5.18
# of Non-motorized Fatalities & Serious Injuries	2,151	560

Targets are based on five-year averages and will be revisited annually.

NCTCOG 12-County MPA Crash and Fatality Data 2013-2017

NCTCOG receives regional crash data from TxDOT's Crash Records Information System (CRIS) annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2013 to 2017. The data below indicates that in 2017 the NCTCOG region experienced one crash every four minutes and one fatality every 12 hours.

2013-2017 Crashes

County	2013	2014	2015	2016	2017	% Change 2016-2017
Collin	10,419	11,845	12,893	13,865	13,073	-5.71%
Dallas	40,330	42,895	48,811	55,642	50,535	-9.18%
Denton	8,975	9,886	11,655	12,182	11,931	-2.06%
Ellis	1,858	2,173	2,401	2,595	2,724	4.97%
Hood	638	752	749	795	820	3.14%
Hunt	949	1,110	1,317	1,396	1,297	-7.09%
Johnson	2,010	1,998	1,983	2,269	2,346	3.39%
Kaufman	1,388	1,480	1,752	2,011	1,911	-4.97%
Parker	1,804	1,999	1,981	2,175	2,306	6.02%
Rockwall	1,026	1,019	1,285	1,362	1,359	-0.22%
Tarrant	27,595	28,222	30,714	34,596	34,226	-1.07%
Wise	903	910	791	915	953	4.15%
Total	**97,895**	**104,289**	**116,332**	**129,803**	**123,481**	**-4.87%**

2013-2017 Fatalities

2013	2014	2015	2016	2017	% Change 2016-2017
41	41	36	50	68	36.00%
218	235	256	317	282	-11.04%
40	36	34	49	49	0.00%
19	23	25	28	34	21.43%
5	8	3	15	11	-26.67%
15	18	18	29	26	-10.34%
18	23	23	23	21	-8.70%
12	24	17	28	31	10.71%
18	15	19	21	20	-4.76%
8	3	4	11	13	18.18%
139	142	155	159	180	13.21%
10	14	20	19	21	10.53%
543	**582**	**610**	**749**	**756**	**0.93%**

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/2/2018 - All TxDOT disclaimers apply to this information.
Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of $1,000."

2017 Contributing Factors for Serious Injury and Fatality Crashes

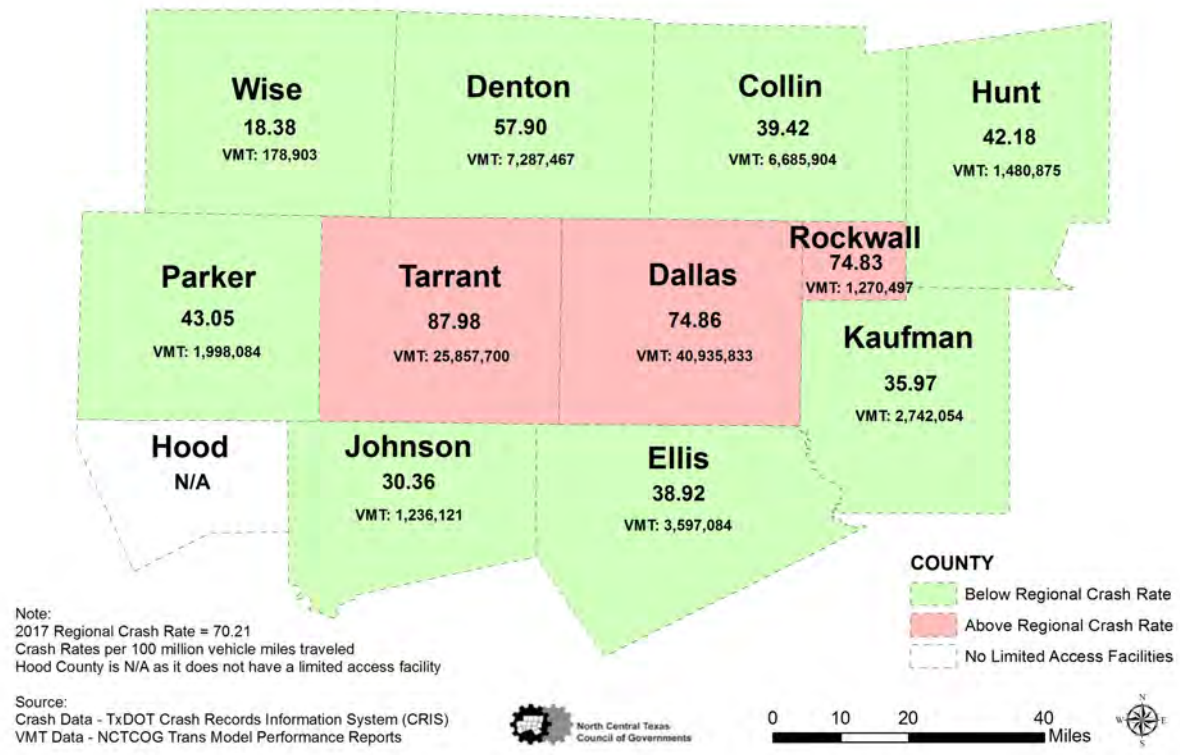
	Top Ten Contributing Factors—Limited Access Facilities Only	Percentage
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	33.15%
2	Failed to Drive in Single Lane	10.44%
3	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Cell/ Mobile Device Use - (Talking / Texting / Other / Unknown) [0.07%])	10.24%
4	Under Influence - (Had Been Drinking / Alcohol / Drug)	9.10%
5	Faulty Evasive Action	7.88%
6	Changed Lane When Unsafe	6.81%
7	Followed Too Closely	3.98%
8	Pedestrian - Failed to Yield Right of Way to Vehicle	3.71%
9	Disabled in Traffic Lane	2.36%
10	Fatigued or Asleep	2.09%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the #1 contributing factor for all analysis done from 2015-2017. For more information on contributing factor trends for previous years, please visit the NCTCOG Safety Program webpage.

2017 Crash Rates by County

Annually, NCTCOG calculates crash rates on limited access facilities for the NCTCOG 12-County MPA. The map below displays crash rates by county in comparison to the 2017 regional crash rate of 70.21 crashes per 100 million vehicle miles traveled. Counties that have a higher crash rate than the regional rate are shown in red, while counties with a rate below the regional crash rate are shown in green.

2017 Limited Access Roadway Crash Rates by County: NCTCOG 12 - County MPA



NCTCOG Traffic Incident Management Program

2017 Regional Crash Pyramid - NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to five injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.

On average, each injury crash requires

2 Law Enforcement
4 Fire/Rescue
2 Emergency Medical Services
1 Towing and Recovery
9 Responders

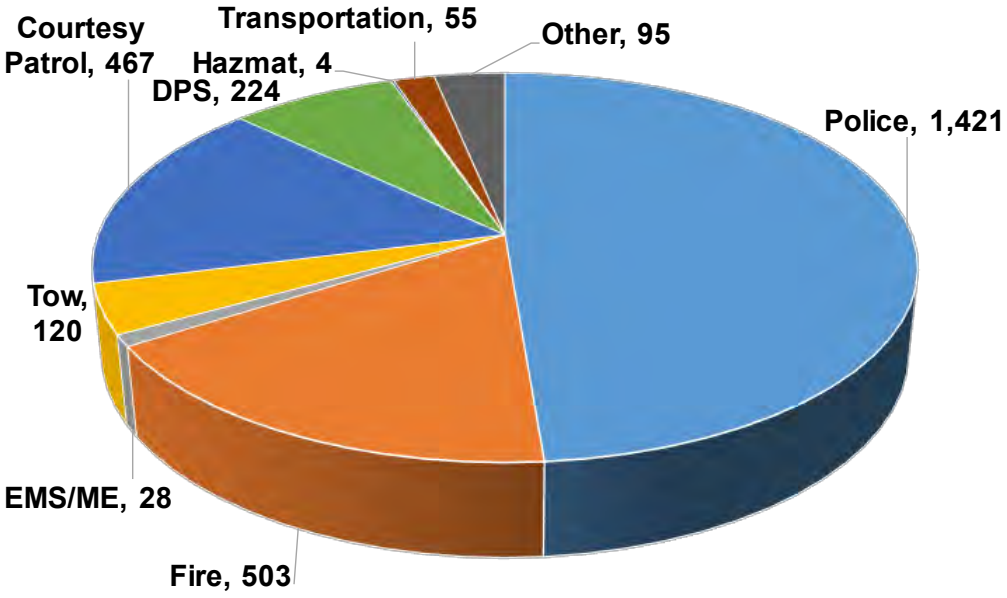
Potentially 45 responders "working in or near moving traffic" every hour 24/7/365.

TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course,** geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

First Responder and Manager's Course Attendance		
2003 - 2017	2018	Total
2,802	115	2,917

First Responder and Manager's Course Attendance - Breakdown By Area



NCTCOG Traffic Incident Management (TIM) Program

First Responder and Manager's Course Attendance - Breakdown By Agency

Cities and Counties Represented (61) - *Since August 2013*

Allen
Argyle
Arlington
Aubrey
Azle
Balch Springs
Bedford
Benbrook
Burleson
Cleburne
Colleyville
Corinth
Cresson
Dallas
Decatur
DeSoto
Euless
Farmers Branch
Flower Mound
Fort Worth
Frisco
Garland
Glenn Heights
Granbury
Grand Prairie
Grapevine
Greenville
Hurst
Irving
Joshua
Keller
Kennedale
Krum
Lake Cities
Lake Worth
Lewisville
Mansfield
McKinney
Melissa
Mesquite
N. Richland Hills
Northlake
Plano
Ponder
Prosper
Richardson
Richland Hills
Roanoke
Rockwall
Sachse
Springtown
University Park
Venus
Waxahachie
Willow Park
Wilmer

Counties: Collin, Dallas, Erath, Rockwall, and Tarrant

The last major course update was done in August 2013

****A complete *list of Agency Attendance from 2003 is available upon request.***

TIM Executive Level Course Attendance

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - May 2018)
346	152	30	16	48	17	181	790

Photogrammetry Training Attendance: 2007— May 2018

Photogrammetry Training is offered as a complement to the region's TIM Training series. The Photogrammetry System, used for crash reconstruction, is an image-based 3D system that calculates measurements from photographs and digital images. The System helps reduce the time needed to investigate a crash scene. The following training is offered twice a year:

- Basic Training - five days (includes a three-day iWitness™ workshop and a two-day CAD workshop)
- Advanced Training - two days (offered to students who completed Basic Training)

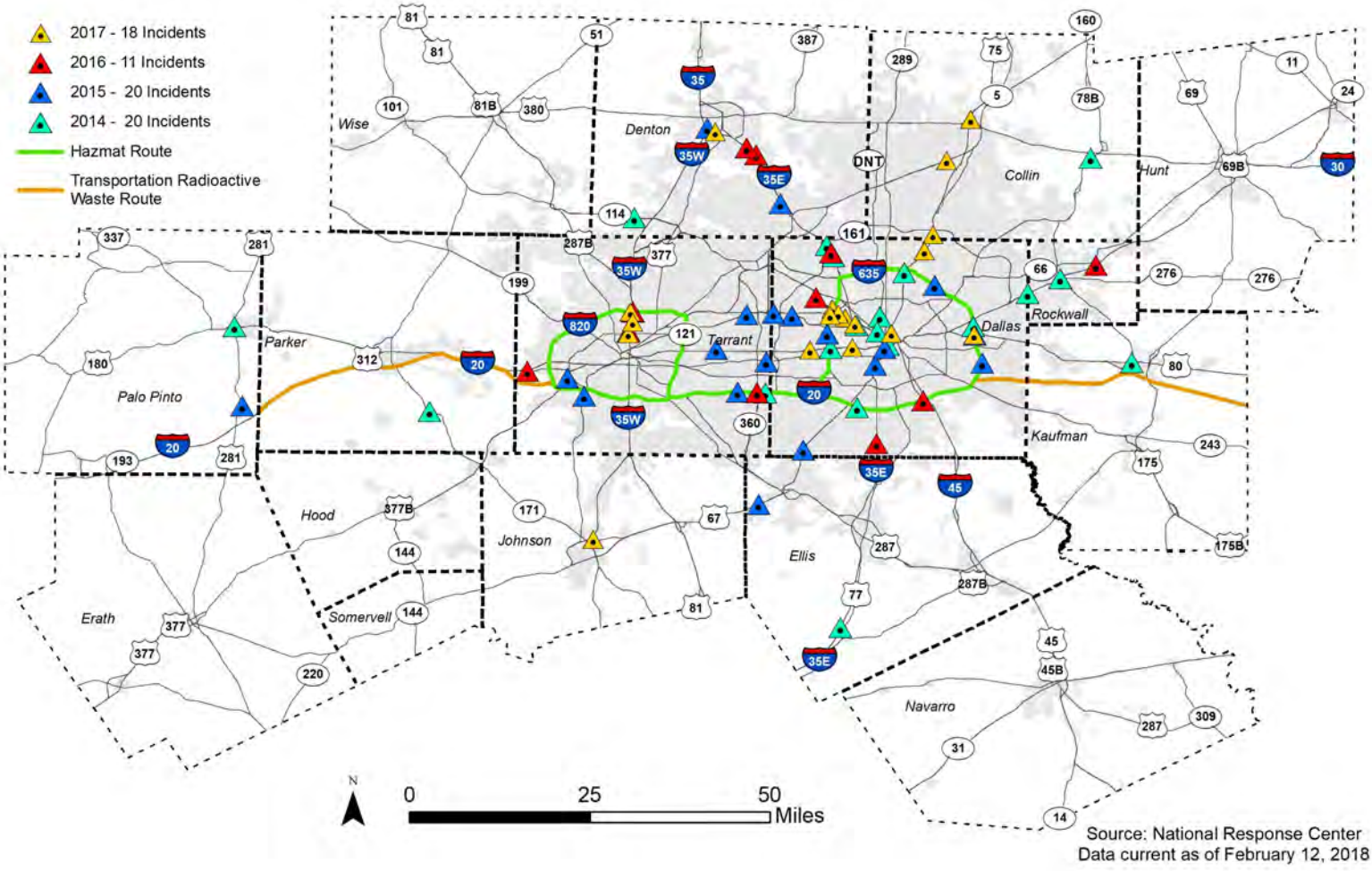
Course	*Total*
Basic Training	*210*
Advanced Training	*129*

Cities and Counties Represented (69) - *As of May 2018*

Addison
Allen
Alvarado
Anna
Arlington
Azle
Balch Springs
Bedford
Benbrook
Carrollton
Cedar Hill
Cleburne
Coppell
Colleyville
Dallas
Decatur
Denton
DeSoto
Duncanville
Ennis
Euless
Fairview
Farmers Branch
Ferris
Flower Mound
Forest Hill
Forney
Fort Worth
Frisco
Glenn Heights
Granbury
Grand Prairie
Grapevine
Greenville
Highland Park
Hurst
Irving
Lake Dallas
Lancaster
Lewisville
Mansfield
McKinney
Melissa
Mesquite
Midlothian
North Richland Hills
Red Oak
Richardson
Roanoke
Rockwall
Royse City
Sachse
Saginaw
Seagoville
Springtown
Terrell
Venus
Watauga
Waxahachie
Weatherford
Wilmer
Collin County
Dallas County
Denton County
Tarrant County
DART
DFW Airport
FWTA
TxDPS

2017 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor hazardous material spills on regional limited access facilities using data from the National Response Center. This analysis helps identify roadway segments and routes that may be impacted by hazardous materials carriers. Currently, IH 20 and the regional loops IH 820 and IH 635 are designated as HazMat routes. In 2017, there were 18 significant HazMat spills within the DFW region.



County	2014	2015	2016	2017	Total
Collin	1	0	0	3	4
Dallas	10	9	4	10	33
Denton	1	2	2	1	6
Ellis	1	1	0	0	2
Erath	0	0	0	0	0
Hood	0	0	0	0	0
Hunt	0	1	0	0	1
Johnson	0	0	0	1	1
Kaufman	2	0	0	0	2
Navarro	0	0	0	0	0
Parker	1	0	0	0	1
Palo Pinto	1	1	0	0	2
Rockwall	2	0	1	0	3
Somervell	0	0	0	0	0
Tarrant	1	6	4	3	14
Wise	0	0	0	0	0
Total	**20**	**20**	**11**	**18**	**69**

Mobility Assistance Patrol Program

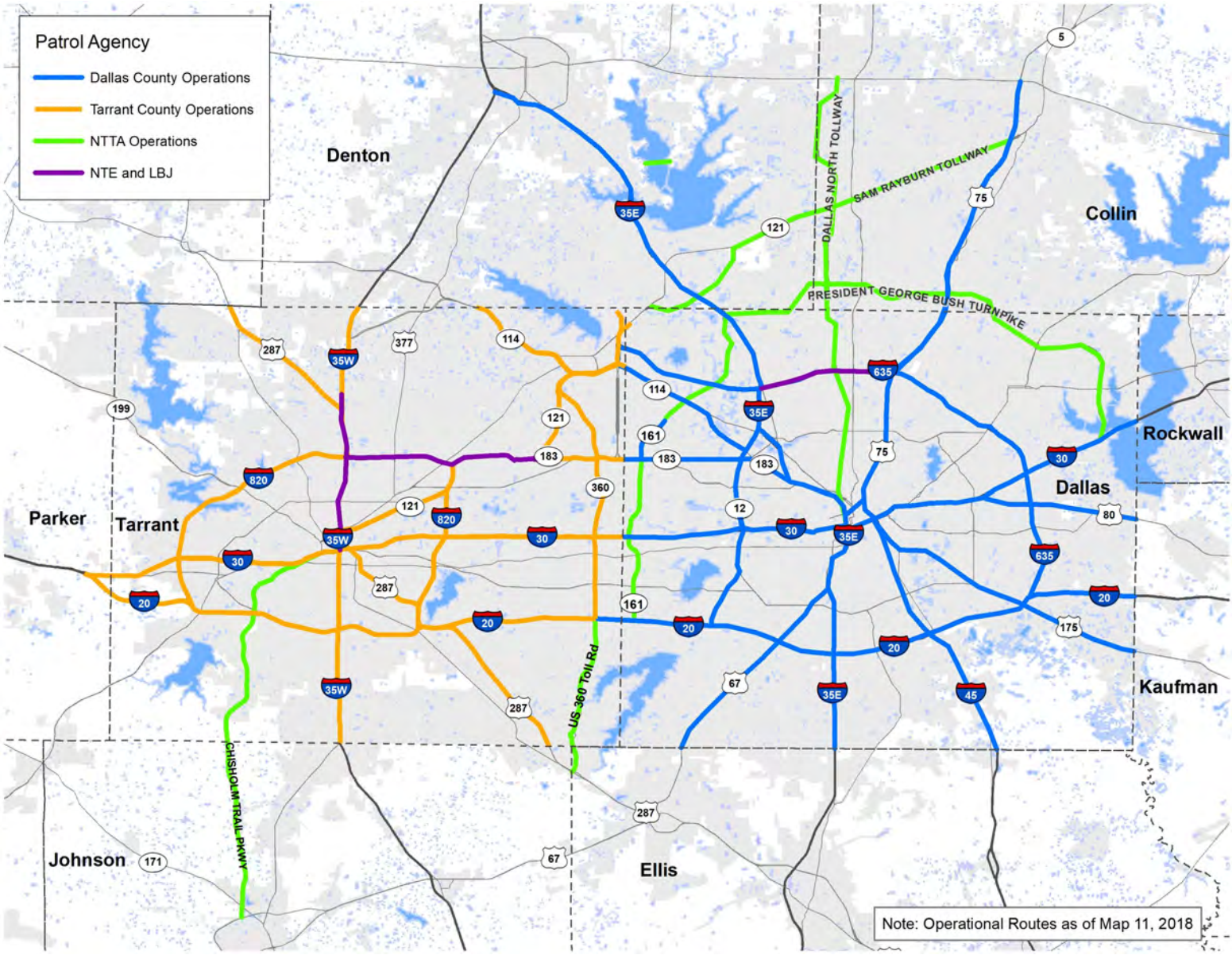
The Mobility Assistance Patrol Program (MAPP) is vital to the region's Traffic Incident Management operations. MAPP coverage is focused on congested roadway systems in Dallas and Tarrant Counties and extends into portions of Collin, Denton, and Johnson Counties. The regional MAPP helps alleviate congestion on area highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by assisting with flat tires, stalled vehicles, and minor accidents and ultimately getting the vehicles operating or off the facility completely. Traffic control assistance is also provided to law enforcement when deemed necessary or when requested by law enforcement.

The MAPP is currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, and the North Texas Tollway Authority (NTTA). Portions of Dallas and Tarrant County Operations are currently being patrolled by private sector partner agencies on the LBJ TEXpress and NTE TEXpress corridors. Each agency's coverage area is shown in the map below.

Mobility Assistance Patrol Program Performance Measures

Agency	2016 Assists	2017 Assists
Dallas County Operations	63,686	66,166
Tarrant County Operations	28,493	26,687
NTE	4,394	4,436
LBJ	6,681	7,055
NTTA	22,942	26,138

Patrol Routes



In 2017, Dallas and Tarrant County Mobility Assistance Patrols

provided:

38,031

Driver Assistance / Stalled Vehicle

28,170

Courtesy Check / Directions

3,559

Crash Assistance

5,578

Debris Removal

8,314

Protection to First Responders

6,130

Abandoned Vehicle Check

Total Combined Assists: 92,853
Combined Highway Miles Patrolled: 464

3,071 assists were either not found or cancelled before a patrol vehicle could arrive

	Hours of Operation		Phone Number
Dallas County	Mon - Fri Sat - Sun	5 AM - 9:30 PM 11 AM - 7:30 PM	(214) 320-4444
Tarrant County	Mon - Sun	6 AM - 10 PM	(817) 884-1213
NTTA	Mon - Sun	24 Hours a Day	(214) 224-2203
NTE and LBJ TEXpress	Mon - Sun	24 Hours a Day	(972) 661-8693

NTTA NORTH TEXAS TOLLWAY AUTHORITY

LBJ express

north tarrant express

North Central Texas Council of Governments

Wrong-Way Driving Mitigation Pilot Programs - Dallas and Tarrant Counties

NCTCOG and our regional partners continue efforts to prevent wrong-way driving incidents and crashes. Through the Wrong-Way Driving (WWD) Mitigation Pilot Program, NCTCOG continues to work with the Dallas and Fort Worth TxDOT district offices to implement intersection, roadway, and technology improvements that will reduce the frequency with which these crashes occur.

The first phase of the WWD Mitigation Pilot program began in Dallas County in 2014 and incorporated strategies to replace conflicting lane and arrow markings, signal enhancements, and other intersection-related improvements. This project has since expanded to several additional cities listed in the table below.

City/Agency	Total Number of Intersections	City/Agency	Total Number of Intersections
Allen	5	Lewisville	4
Carrollton	15	McKinney	8
Dallas	194	Mesquite	16
Farmers Branch	2	Plano	12
Garland	15	Richardson	7
Grand Prairie	25	Rowlett	4
Irving	38	TxDOT	37
		Total	***382***

Phase II of the WWD project was initiated in 2015 and focused on 54.2 miles of seven freeway corridors in Tarrant County. To date work has concentrated along the IH 30 corridor.

Priority	Corridor-Area	From	To	Miles
1	IH 30 West Freeway	University Drive	Bridgewood Drive	6.2
2	North Downtown Fort Worth	Spur 280	Yucca Avenue/Northside Drive	2.4
3	SH 360	Spur 303/Pioneer Parkway	Trinity Blvd.	7.9
4	SH 199/Jacksboro Highway	IH 820	FM 730	11.0
5	IH 820 West Loop	Old Decatur Road	Winscott Road	14.0
6	IH 820 East Loop	Trinity Blvd.	IH 20/Business 287/Mansfield Highway	8.2
7	IH 30 Entertainment District	Fielder Road	SH 360	4.5

NTTA is also working to combat wrong way driving by implementing similar countermeasures including ITS technologies. A pilot program which uses traffic cameras and specialized software that can detect a vehicle moving in the wrong direction has been implemented in Dallas County.

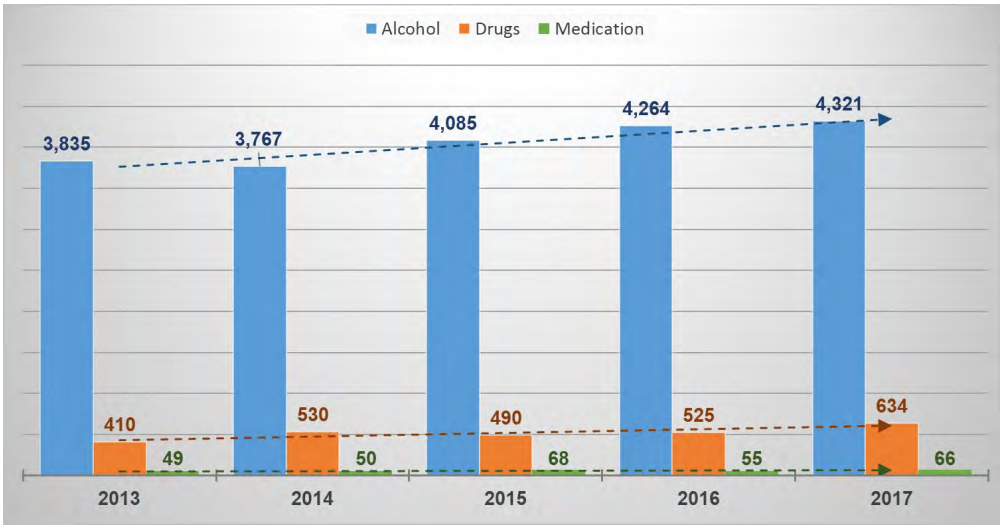
12-County MPA - Wrong Way Driving Crashes: 2013-2017

Crashes caused by wrong-way driving, while less frequent than other crash types, are especially dangerous and often fatal. From 2013 to 2017, the number of crashes caused by a wrong way driver increased 11.2 percent within the 12-county NCTCOG region. In 2017 alone, there were 526 such incidents, 43 of which resulted in at least one serious injury, and 16 of which included at least one fatality.

Year	2013	2014	2015	2016	2017	TOTAL
County	Wrong-Way Driving Crashes	Wrong-Way Driving Crashes	Wrong-Way Driving Crashes	Wrong-Way Driving Crashes	Wrong-Way Driving Crashes	2013 - 2017
Collin	25	28	30	36	33	**152**
Dallas	238	253	231	240	249	**1211**
Denton	33	45	52	53	46	**229**
Ellis	10	17	12	12	18	**69**
Hood	4	9	10	12	7	**42**
Hunt	11	7	12	11	15	**56**
Johnson	16	10	28	23	26	**103**
Kaufman	7	20	16	19	11	**73**
Parker	16	16	5	10	14	**61**
Rockwall	2	4	4	2	2	**14**
Tarrant	105	116	106	112	97	**536**
Wise	6	7	12	12	8	**45**
Totals	**473**	**532**	**518**	**542**	**526**	**2591**

Crashes Involving Impaired Drivers: 2013-2017

Research studies by the Federal Highway Administration, the National Transportation Safety Board, the Texas A&M Transportation Institute, and various state agencies have found that impaired driving is a primary contributing factor in WWD crashes on limited access facilities. Also important to note is that crashes that involve impaired drivers can and do occur on all roadways. The table below highlights crashes that involved alcohol, drugs, or medication as a contributing factor between 2013 and 2017 in the North Central Texas region. During this time period, the number of crashes involving an impaired driver has increased 17 percent overall and the number of crashes specifically involving the use of illegal drugs has increased 54 percent.



Note: The Impaired Driving Analysis includes TxDOT crash records where the use of alcohol, illegal drugs, or medication were found to have contributed to a motor vehicle crash within the NCTCOG 16-County area.

Takata Airbag Recall

Nearly 70 million Takata airbag inflators present on 19 vehicle manufacturers are or will be under recall by 2019. More than a half-million of these defective airbags are estimated to be in North Texas alone. For North Texas residents, the situation is particularly urgent.

Prolonged exposure to high heat and humidity over time degrades the chemical propellant in a defective airbag inflator, which makes it more explosive and increases risk of serious injury or death. Even a minor fender-bender can cause the defective airbag inflators to rupture, spraying metal shrapnel into drivers and passengers. To date there have been 15 deaths in the U.S. due to this issue, two of which occurred in Texas.

NCTCOG has joined with the National Highway Traffic Safety Administration and several local partners to spread the word about the recall by passing out information at outreach events, posting to social media, attending and hosting informational presentations, and through a targeted mail out in May 2018, where owners of the vehicles most at risk were notified of the dangers.

AIRBAG RECALL

NCTCOG encourages North Texas drivers to go to www.airbagrecall.com/ to check if their car's airbags are under recall. If your airbag is under recall, you can set up an appointment with a dealership to have the airbag replaced free of charge. It is important to note that, even if your vehicle is not currently under a recall, it could be affected in the future. To be notified of future recalls, you can sign up for e-mail alerts at nhtsa.gov.

Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program (SHSP). The 2017 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 31 projects for a total of $25,208,101.
- The Fort Worth District received approval on 15 projects for a total of $4,042,584.

The 2018 TxDOT HSIP CFP opened on June 4, 2018 and project submissions are due on August 15, 2018. Project selections will be made in December 2018. More information on the 2018 HSIP CFP can be found at: http://www.nctcog.org/trans/safety/HSIPCFP.asp.

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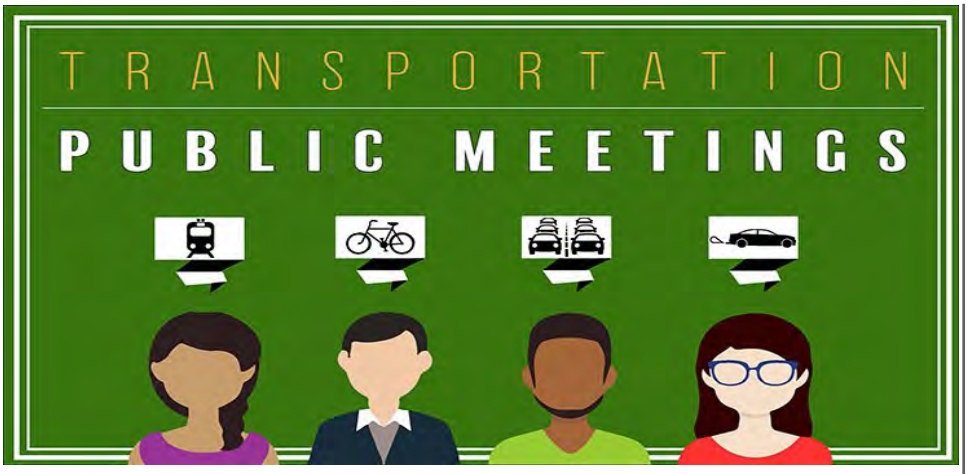
North Central Texas Council of Governments
Transportation Department



PRESENTATIONS

Work Program Modifications

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed FY2018 and FY2019 UPWP modifications will be presented.

Public Transportation Agency Program of Projects

Staff will present proposed transit projects funded by the Federal Transit Administration (FTA) through the final award of Fiscal Year (FY) 2018 funds for the following four programs: Urbanized Area Formula (Section 5307), Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), State of Good Repair (Section 5337), and Bus and Bus Facilities (Section 5339). This opportunity for comment meets the federal requirement for public participation in programs of projects.

The following agencies' programs of projects will be presented:

City of Arlington, City of Grand Prairie, City of McKinney, City of Mesquite, City/County Transportation, Community Transit Services (CTS), Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), NCTCOG, Trinity Metro, Northeast Transportation Service (NETS), Public Transit Services (PTS), Span, Inc. and STAR Transit.

Implementation of Regional Veloweb Trail Corridors

Several sections of Regional Veloweb trails have been identified to complete gaps in the trail network and provide critical connections to rail stations. Staff will provide an overview of funding recommendations to implement several sections of these regional trail corridors.

Public Participation Plan Update

The Public Participation Plan outlines the principles, goals and strategies for involving North Texans in the transportation and air quality planning process, including procedures for public comment periods. Staff will present proposed revisions to the Public Participation Plan that reflect new legislative requirements and the increasing role of video in public input opportunities.

Automated Vehicles 2.0

Staff will present information related to automated vehicle deployment within the region and the North Central Texas Council of Governments automated vehicle program.

RESOURCES AND INFORMATION

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

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, SEPT. 10, 2018
2:30 PM
NCTCOG
616 Six Flags Drive
Arlington, TX 76011

TUESDAY, SEPT. 11, 2018
6:00 PM
Meadows Conference Center
2900 Live Oak Street
Dallas, TX 75204

WEDNESDAY, SEPT. 19, 2018
6:00 pm
North Richland Hills Library
9015 Grand Ave.
North Richland Hills, TX 76180

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

To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the Sept. 10 meeting: 817-608-2365 or cbaylor@nctcog.org.

TRE CentrePort/DFW Airport Station Arrival Options Sept. 10

Eastbound Train	1:49 pm
Westbound Train	1:31 pm

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 Friday, July 20, through Sunday, August 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were non-project specific and included the Green Dallas/TryParkingIt Facebook contest, Progress North Texas 2018, multi-modal transportation and the new Conserve North Texas website.

Air Quality

Twitter

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

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

Facebook

1. Ozone is predicted to be at Level Orange in the Dallas-Fort Worth area tomorrow. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity if ozone reaches Level Orange. For more information, visit AirNorthTexas.org #AirNTX NCTCOG Transportation Department – City of Bedford, TX-City Services

Aviation

Twitter

1. 👍🏻@DFWAirport lands $180 million in federal funds for taxiway project https://www.dallasnews.com/business/dfw-airport/2018/07/27/dfw-airport-lands-180-million-federal-funds-taxiway-project … @CityOfDallas @Mike_Rawlings @MayorBetsyPrice @JohnCornyn @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

> That's a big deal for the economic engine of our Region. @DFWAirport with @Mike_Rawlings & @MayorBetsyPrice provides great leadership and thanks for your work Councilman @LeeforDallas – willis johnson (@johnsonwillisj)

Bicycle & Pedestrian

Twitter

1. Trail lovers, get excited! The ribbon is CUT on @DallasCountyTx @DallasParkRec @DallasCoTrails @NCTCOGtrans the SOPAC Phase 4A Trail in east Dallas. This adds 2.5 miles to the 158-mile trail system! #DallasParks #getoutside – Calvert Collins (@CalvertCollins)

2. Man, @NCTCOGtrans can[redacted] right off with this victim-blaming. – Joel Reamer (@pettyintrigues)

I believe this was Willie Brown's suggestion to prevent pedestrian runovers too. – OrneryPiglett (@OrneryPiglett)

> I can't make eye contact with drivers who are not looking at me much for me. Enraging. – Joel Reamer (@pettyintrigues)

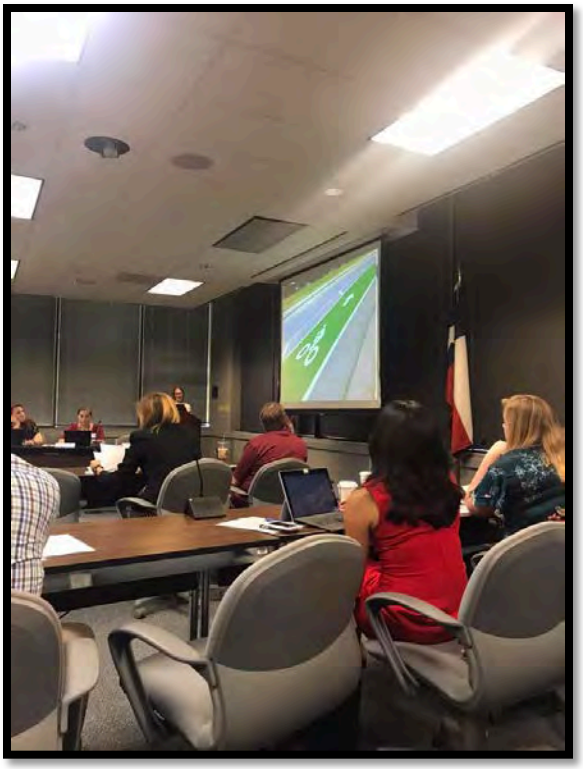
3. Swap Hand 4 #Safety!

https://chi.streetsblog.org/2018/08/16/hot-amsterdam-the-dutch-reach-will-be-part-of-illinois-driver-curriculum/ …

@myTDOT @NACTO @NCTCOGtrans @NUSDTransDept @OakDOT @ODOT_Statewide @OhioBicycling @RIDOTNews @TXDF @cityofwspolice @Ohio_BMV @NHTSAgov @AAA #DOT @NIOSH_MVSafety @NIOSH @CTDMV @TxDMV @CA_DMV @MnDPS_OTS @Cyclingnewsfeed @WeAreHub #velo – Michael Charney (@DutchReach)

Facebook

1. Spent the afternoon at the NCTCOG Transportation Department for the Bicycle Pedestrian Advisory Committee meeting today, and have to say, there are an awful lot of good things happening across the region!! Thrilled to hear the word "connectivity" being used by the folks that are making the plans and getting them going!! The coordination across cities, counties, transit authorities, private industry, stake holders, etc is mind blowing, and incredibly exciting to see. Awesome things are in the works!! Check out the new lane markings on Main in Fort Worth!! – BikeDFW



Glad to have some good cycling representatives available for accountability and reporting minutes. – Raynard Andrews

Iiii LIKE it! – Tony Cummings

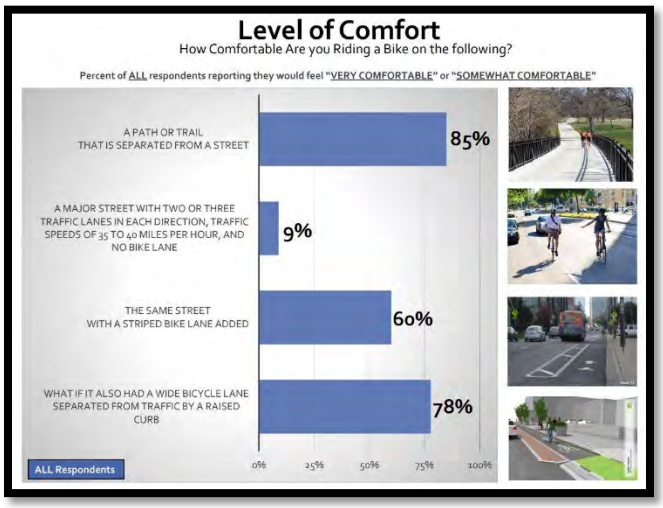
2. Check out the results from the 2017 regional bicycle opinion survey from NCTCOG Transportation Department.

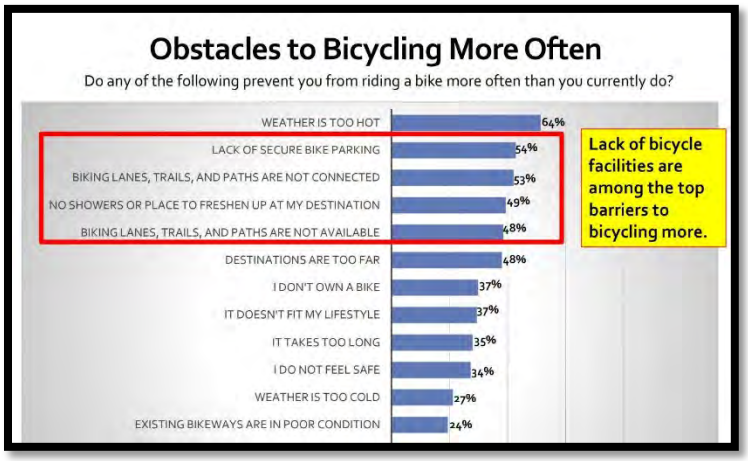
- People feel most comfortable riding in separated path or a protected bike lane.

- Besides the heat, lack of bicycle facilities (parking, connected pathways, showers, etc.) were cited as key obstacles to bicycling more often.

Full survey presentation (April, 2018): https://www.nctcog.org/…/2018-04-6-Presentation-Slides-ALL-…

Survey website: https://www.nctcog.org/…/plan/bikeped/bicycle-opinion-survey – Bike Denton





Innovative Vehicles & Technology

Twitter

1. North Central Texas Council of Governments @NCTCOGtrans visit @HyperloopOne in Nevada.

The Transportation Department at NCTCOG serves as the Metropolitan Planning Organization for the 12-county Dallas-Fort Worth region.

https://youtu.be/DrOIYyZ4Iko – Nefty Gonzalez (@NBC5photog)

I'd argue @NCTCOGtrans time would be better spent working with @TexasCentral. #HSR is a proven technology ready to work today!

Plus it can carry 6.5x more people! – Loren S. (@txbornviking)

Thanks for your comment, Loren! We'll make sure to provide it to the RTC. – NCTCOGTransportation (@NCTCOGtrans)

Facebook

1. Self-driving passenger vans have now taken the road in Frisco! https://cbsn.ws/2LWZFyk – NCTCOG Transportation Department

I'll pass, thank you very much. Driving is freedom! – Brian C Mertz

Electric Vehicles

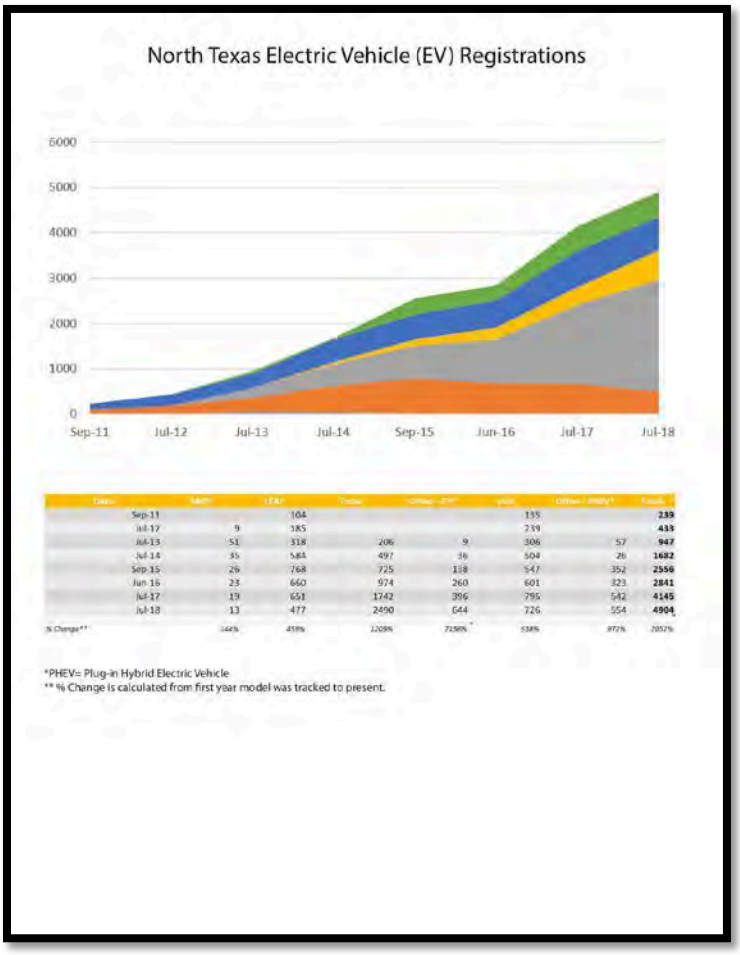
Facebook

1. Our friends at NCTCOG Transportation Department have updated their EV stats. There are now about 5,000 electric vehicles in North Texas and for the first time Teslas represent more than half!

See how far we've come since 2011 (239 electric vehicles)!

https://www.dfwcleancities.org/evnt

#texasEV – Tesla Owners Club of North Texas



2. Just a reminder that our friends at NCTCOG Transportation Department are hosting National Drive Electric Week North Texas on Saturday, September 8, 2018. Please register today and join us! https://www.dfwcleancities.org/ndew

In 2017 we had the second largest NDEW event in the world with 155 cars.

We had more Teslas at our event than any other NDEW!

With so many new electric cars delivered to North Texas this year, we could easily be the largest event in 2018.

After the event, we'll adjourn to a nearby restaurant to celebrate!

#TexasEV – Tesla Owners of North Texas

3. Are you on the market for a new car? Consider an electric vehicle! One option is the Nissan Leaf and Oncor customers can receive a rebate in addition to state and federal tax credits. More: http://bit.ly/2MB6Zwp – NCTCOG Transportation Department

> Hey Grapevine residents, anyone want a new car? A really clean one that's good for the environment? – Keep Grapevine Beautiful

Transit

Twitter

1. @RideDCTA @TrinityMetro get #onboard with #ElectricBuses the #CostSaving & #CleanAir is awesome @NCTCOGtrans @FTA_DOT @APTA_info – Shawn Eric Gray (@ShawnEricGray)

2. Now that's what I call sustainable! UTA wins national award for:

- Launching bike- & car sharing programs

- Collaborating on the clean-air campaign Air North Texas

- Committing campus-wide efforts to reduce water & energy use, & waste production & more! http://bit.ly/2KjjFpQ – NCTCOGTransportation (@NCTCOGtrans)

> Now let's get @utarlington & @CityOfArlington fully integrated into either @dartmedia or @TrinityMetro ! – Loren S. (@txbornviking)
>
> > Be expecting a blizzard in downtown Nairobi first lol #sgact #transit #sustainability – Prophet Mumia Le'on II (@mesonoptic)

3. We think riders will choose TEXRail for going to the airport without the risk of getting stuck in traffic. Plus, it's a very cool ride with a much lower price. @txbornviking @UrbanFortWorth @TarrantTransit @MayorBetsyPrice @CityofNRH @GrapevineTXCity @CityofFortWorth – Trinity Metro (@TrinityMetro)

I don’t believe Uber and Lyft could weaken demand at all. I just wish there was a comprehensive plan to connect all of the Dallas area! Accomplished in a way that I wouldn’t have to drive my car at all... – Robert Barkers (@BarkersRobert)

> Definitely check out @NCTCOGtrans plan 2045 for a regional perspective on the future.
>
> It's not as good as it should be, but it's a stepping stone. – Fort Worth Urban (@UrbanFortWorth)
>
> > I will check it out shortly! – Robert Barkers (@BarkersRobert)
> >
> > > Hi, Robert! Here's the link to the plan: https://www.nctcog.org/trans/plan/mtp/2045 …. Let us know if you have any trouble viewing it! – NCTCOGTransportation (@NCTCOGtrans)
> > >
> > > > Good Morning NCTCOG,
> > > >
> > > > Is there any thought to a re-design of the 2045 rail transit. Looking at the map it would be beneficial to have a rail city ring around both Dallas and Fort Worth. (Copenhagen rail did a good joe of that) – Robert Barkers (@BarkersRobert)
> > > >
> > > > Part 2:
> > > >
> > > > The rail system just doesn’t look built for everyday life. How could I be apart in helping design what rail should look like or could we tap the local universities to do a comprehensive look into what transit rail should look like on 2045 – Robert Barkers (@BarkersRobert)
> > > >
> > > > > Apologies for the delay! At this time, there is no thought to a re-design of the plan. Rail recommendations were made based on partner system planning efforts and available funding constraints. – NCTCOGTransportation (@NCTCOGtrans)
> > > > >
> > > > > We want you to continue engaging with us on future projects. Feel free to mention us here or send us an email at transinfo@nctcog.org! – NCTCOGTransportation (@NCTCOGtrans)

Project Planning

Email

1. **Michael Altman**

Why is no attention paid to read during construction? Road are uneven and erratic design causing confusing and sure accidents with paths set to cross lines and misdirection. Last minute road close sign should not be accepted. Companies should be fined if 10 miles of notice is not given. More aware should be made to drivers to be aware of trucks and trailers distant instead driving to try to put race a heavy semi

2. **Jeff Warneke**

Hello Jeff,

My name is Jeff Warneke. I found your contact info from the December 2017 Collin County Strategic Roadway Plan presentation.

My wife and I are moving from Point Venture, Texas to Murphy as part of a career opportunity for me.

We are currently looking at a home that backs up to the South side of Betsy Lane between McCreary and Murphy road (side with the current green belt between the home and the road).

Clearly there is ROW for a six lane expansion in this area and the strategic planning document recommends 6 lane expansion along this east/west artery.

I was hoping you could help answer a couple of questions for me.

1. What stage of the planning process is Betsy Lane in?
2. Do you have an estimate on when the expansion would begin and how long it may take?
3. Will there be new noise reduction walls installed for properties along the expanded area of Betsy Lane?
4. Are there any relevant studies you are aware of that show impact to property value, good or bad, as a result of road expansion?

I really appreciate your input. We have a decision to make on a home purchase and trying to educate myself on any relevant items related to that purchase.

If you would rather talk live please feel free to call my cell at 512.203.9321.

Have a great day,

Jeff W.

Response by Jeff Neal, NCTCOG

Mr. Warneke,

Good afternoon. Thank you for your inquiry regarding Betsy Lane, and I hope my response will be of assistance as you complete your decision-making for relocating to the City of Murphy. While I'm happy to provide any knowledge and readily accessible data to help address the questions you asked below, I would strongly suggest that you also reach out to planning/public works staff from the City of Murphy, City of Wylie, and also Collin County since they would likely have greater familiarity, extra background data, and perhaps more updated information to aid in your evaluation.

1. Yes, you're correct that Betsy Lane between FM 2551 (Murphy Road) and McCreary Road has available right-of-way (ROW) for 6 lanes, and that capacity has been formally recommended in the most recent thoroughfare planning documents from the City of Murphy and Collin County. However, I wanted to be sure you were aware of a recent City Council action earlier this year that was a result of North Central Texas Council of Governments (NCTCOG) activities related to the ongoing Collin County Strategic Roadway Plan (CCSRP). Attached above, you'll find January 2, 2018 meeting minutes indicating that in item #11 on pages 3-4, the Council unanimously approved Resolution #18-R-861 stating opposition to the 6-lane expansion of Betsy Lane through the City of Murphy. So, as of now the CCSRP and the Dallas-Fort Worth region's long-range transportation plan…the Mobility 2045 Plan…recommends that Betsy Lane carry a maximum of 4 lanes between Los Rios Boulevard (Plano) and McCreary Road. This means that the roadway is ultimately planned to remain at its current width, capacity, and configuration in the area where you are considering your relocation.

2. While there's no longer any planned expansion of Betsy Lane, the City of Wylie has recently programmed the reconstruction of McMillan Road between McCreary Road and FM 1378 (Country Club Road) as part of its Fiscal Year (FY) 2019-2023 Capital Improvement Plan, and a portion of available Collin County

funds are proposed to be spent in FY 2019 according to the draft budget plan. The draft budget plan was presented to the Wylie City Council and made available to the public on August 3, 2018…and you can find the project listed on page 182 in the following link: http://www.wylietexas.gov/Departments/Finance/Budget/FY%202019%20Proposed%20Budget.pdf. The Wylie Thoroughfare Plan indicates an ultimate 6-lane (or 120-foot) ROW for McMillian Road (as well as both the CCSRP and the Mobility 2045 Plan), but this upcoming project will only build the initial 4 lanes (with a wide median similar to recently completed Betsy Lane sections to the west). I don't have a timetable available regarding the construction start/end dates for the project, but I would imagine that staff from the City of Wylie or Collin County would be able to answer that question more accurately.

3. Since there is no longer local support to add extra capacity to Betsy Lane, I'm not able to locate any future plans for additional noise reduction or other mitigation elements beyond what already exists along the roadway. However, that may be subject to future change based on how much additional traffic will use the corridor after the McMillian Road project or other proposed City of Wylie projects to the east are completed. Nevertheless, that decision will ultimately reside with the City of Murphy and whether or not there is large-scale public support for extra noise reduction measures over time.

4. I'm not aware of any localized studies that analyze changes in land values following a thoroughfare expansion project. Certainly, changes in land values over time are subject to variety of conditions and a wide range in economies of scale. I believe you may be able to obtain better and more precise information from the City of Murphy or Collin County regarding such outcomes.

Again, I hope this information provides a good starting point for your decision-making. Please feel free to contact me at any time if you have additional questions, comments, or need any other information. I wish you the best of luck with your relocation, and welcome to the North Central Texas region!

Thanks,

Jeff

Twitter

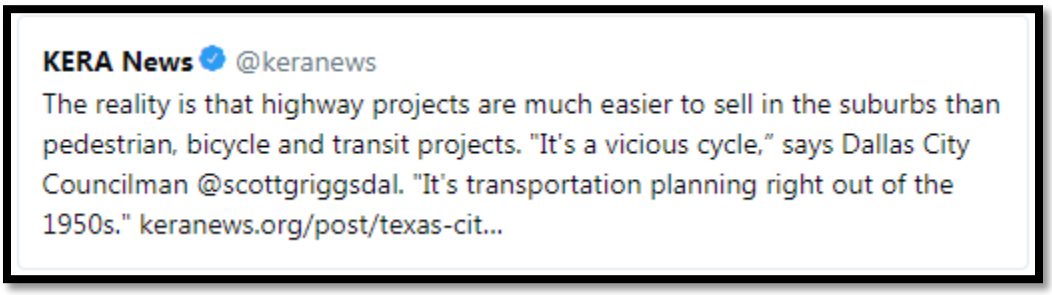
1. In NTX Council of Gov's 2045 plan, less than 3 percent of $42.9 billion in traditional federal and state transportation money goes toward projects built for pedestrians and bicyclists; less than 1 percent goes toward public transit. Old school thinking! – Bob Voelker (@TXUrbanMixedUse)

Antiquated thinking at @NCTCOGtrans is interfering with Dallas' ability to attract high-paying, quality jobs. Our urban transportation infrastructure is a complete disgrace & leads to abnormally high fatality rates. – Wylie H Dallas (@Wylie_H_Dallas)

2. Commuters who travel through the State Highway 360 and Mayfield Road intersection in #ArlingtonTX should be aware of scheduled lane closures later this month that are necessary as part @TxDOT's SH 360 Widening Project: https://bit.ly/2ndYWKO – City of Arlington (@CityOfArlington)

> @CityOfArlington @NCTCOGtrans @TxDOT Adding lanes to deal with traffic congestion is like loosening your belt to cure obesity. - Lewis Mumford – Loren S. (@txbornviking)

3. @NCTCOGtrans @TarrantTransit my concern is exactly what @keranews reported on. “The Council of Governments’ [...] plan for North Texas’ future looks decidedly old school”. “Planning right out the 1950s”. – Robert Barkers (@BarkersRobert)



4. @NCTCOGtrans what happened to expanding the 635?? – Steven Werner (@StevenWernerCS)

> Hi, Steven! Can you tell us which section you're referring to? – NCTCOGTransportation (@NCTCOGtrans)
>
> > There was a meeting to add two extra lanes to the 635 starting from the 75 all the way toward Garland for a half a billion dollars.

But I think it was canceled but I don't know why – Steven Werner (@StevenWernerCS)

In May, the Regional Transportation Council voted unanimously to propose to the Texas Transportation Commission that this project proceed to procurement (agenda item 5): https://www.nctcog.org/nctcg/media/Transportation/Committees/RTC/2018/051018_rtc-agenda-packet.pdf?ext=.pdf … – NCTCOGTransportation (@NCTCOGtrans)

In June, TxDOT began seeking qualifications from teams interested in entering a Design-Build Contract. The request for qualifications can be found here: https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/lbj-east/rfq.html …. Does this answer your question? – NCTCOGTransportation (@NCTCOGtrans)

My question is if the 635 East expansion is still in progress? I appreciate your responses – Steven Werner (@StevenWernerCS)

Yes, it's still in progress. Let us know if you have any other questions! – NCTCOGTransportation (@NCTCOGtrans)

Public Meetings & Forums

Twitter

1. @LeeforDallas has been asked to serve as Vice Chair of the Legislative and Finance Partnership subcommittee @NCTCOGtrans . I'm excited to serve with Chair @JungusJordan_FW of @CityofFortWorth @CityOfDallas – at North Central Texas Council of Governments – Lee M. Kleinman (@LeeforDallas)

Facebook

1. Don't miss out NCTCOG Transportation Department's

DFW Clean Cities Annual Meeting and Fleet Recognition Awards

WHEN: August 21, from 11:30 am- 1:30 pm

WHERE: NCTCOG offices in Arlington

Presentations Will Include:

• Oncor Electric on their plans to electrify their fleet,

• DFW Airport alongside Clean Energy on their experience with Renewable Natural Gas,

• Texas Volkswagen Settlement- Draft Mitigation Plan Overview

• and of course, our Fleet Recognition Awards!

FREE lunch and cake will be provided with an RSVP!

Registration closes at 9 am, August 17:

https://www.dfwcleancities.org/…/dfw-clean-cities-bi-annual…

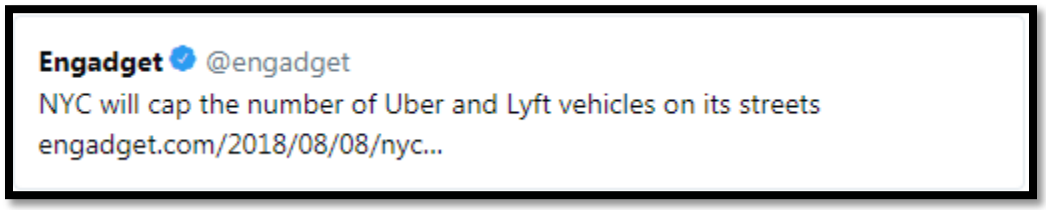
#texasenergy #funding #energy #vw #naturalgas #rng #cng – Texas NGV Alliance

Rideshare

Twitter

1. Since 2.8 miles are driven 1 mile Of passenger transport, I think there should be a Based on the hours of the day, not necessarily just a blanket total market cap. There's no reason you need as many cars at 5 AM they should at 12am-2am @NCTCOGtrans @StateOfTexas – Shawn Eric Gray (@ShawnEricGray)

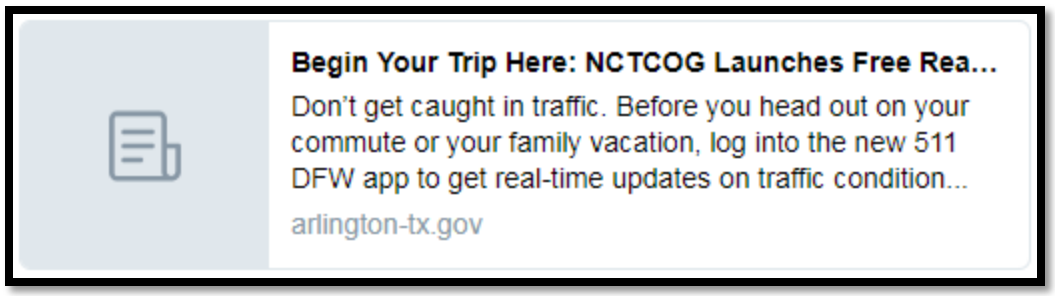
2. All city's @TxDOT @TTITAMU @NCTCOGtrans @USDOT should have caps on total #rideshare & #taxis there's a reason why 2.8 miles are driven for each one mile of transport, #roaming for #rides #riders #pax #passengers. This causes #Congestion & undue #traffic – Shawn Eric Gray (@ShawnEricGray)



511DFW

Twitter

1. Begin Your Trip Here: @NCTCOGtrans Launches Free Real-Time Traffic Conditions App for Apple and Android devices. – City of Arlington (@CityOfArlington)



2. Traffic in Dallas can be rough. Check out the 511DFW app from our friends @NCTCOGtrans for real-time traffic information! You can also visit http://511dfw.com or call 511 from any phone. #DALTravelTips #DAL – Dallas Love Field (@DallasLoveField)

Facebook

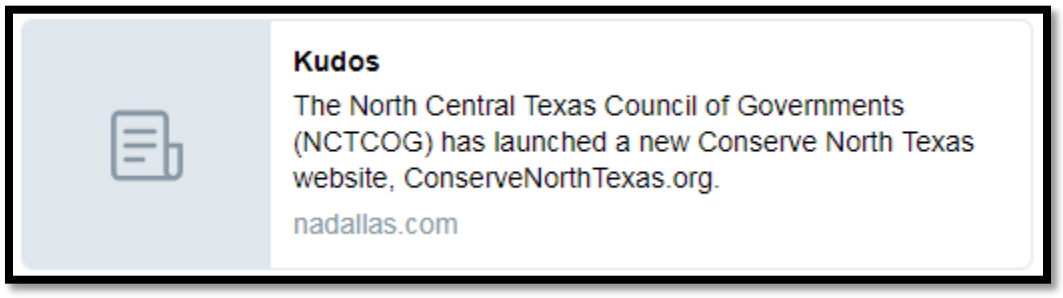
1. Shorten your morning commute with accurate up-to-the-minute travel info! TODAY NCTCOG Transportation Department launched the new 511dfw , a free trip planning mobile app and website just for North Texas! The app integrates travel data from other apps – including Google Maps, Apple Maps and Waze – with data from local municipalities. Learn more at www.511dfw.org – City of Lancaster, TX - Municipal Government

Other

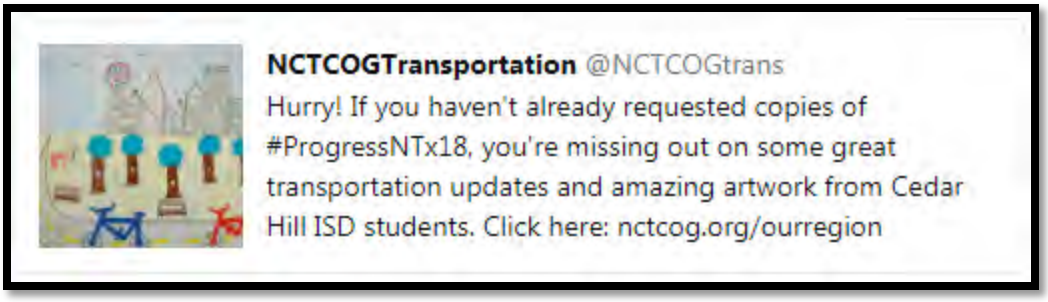
Twitter

1. How can we reform or disband @NCTCOGtrans as a first step towards building an efficient multi-modal transportation system? – Wylie H Dallas (@Wylie_H_Dallas)

2. Kudos http://www.nadallas.com/DAL/July-2018/Kudos/#.W1eAFtTqmT4.twitter … @NCTCOGtrans – Natural Awakenings (@NaturalDallas)



3. When will @NCTCOGtrans end its dangerous obsession with highways and begin embracing best practices? They are doing incalculable damage to our environment and ruining our quality of life. – Wylie H Dallas (@Wylie_H_Dallas)



4. Hey Dallas residents! Follow us on FB & enter your name on the pinned post for a chance to win a solar phone charger ... & share #TryParkingIt awesomeness with a friend! @NCTCOGtrans – Green Dallas (@GreenDallas)

5. Healthy you, healthy community, healthy world. #ProgressNTX18 is here and shows updates on the performances of our transportation system. Request a copy at: http://www.nctcog.org/ourregion – NCTCOGTransportation (@NCTCOGtrans)

.@NCTCOGtrans Thank you for the comprehensive & insightful report! 👏We look forward to the prosperous growth of the DFW area and are happy to read about @TEXpress' role in accommodating the robust growth. – Cintra (@Cintra_USA)

Glad you enjoyed it! – NCTCOGTransportation (@NCTCOGtrans)

Facebook

1. Have you heard of Try Parking It? It's a is a ride-match and trip-logging program for commuters in North Central Texas. You can locate carpool and vanpool matches, along with transit, biking, and walking buddies. Your active participation improves our air quality and decreases traffic congestion, AND you earn points to use towards rewards. The more active you are, the more prizes you can redeem. Sign up at www.tryparkingit.com

If you are a Dallas resident who is at least 18 years old, tag a friend on this post so they can learn about Try Parking It. One lucky person will be selected at random on Aug 31st to win a prize!

NCTCOG Transportation Department – Green Dallas

2. What to be a winner? Tag a friend in the pinned Try Parking It post on our page for a chance at a solar powered cell phone charger. It's #EasyPeasy for any Dallas resident at least 18 years old.

NCTCOG Transportation Department – Green Dallas

3. Enter our Try Parking It contest by tagging a friend in the pinned post. As long as you're a Dallas resident and at least 18 years old, that's all it takes! #TagfortheWin NCTCOG Transportation Department – Green Dallas

Regional Transportation Council

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

August 30, 2018

The Honorable Trent Ashby
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

Dear Representative Ashby:

On May 24, 2018, your committee held a hearing of invited testimony related to the 85th Legislature interim charge #15: "*Review the appropriations made to the Texas Emissions Reduction Plan (TERP) as well as the TERP fund balance. Review the revenue sources that fund the TERP and determine if the funds collected support the funding entities. Consider if TERP funding sources should be modified. Determine ways to address the TERP fund balance.*" During this hearing, members of your Committee raised important and insightful questions with regard to the need for TERP revenues and the collection of revenue.

The North Central Texas Council of Governments (NCTCOG) staff have reviewed the recording of this hearing and wish to provide additional input on some of these questions. Since 1974, NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation and air quality planning in the Dallas-Fort Worth Metropolitan Area. The Regional Transportation Council (RTC) is the policy body for the MPO, and the NCTCOG Transportation Department is responsible for support and staff assistance to the RTC and its technical committees.

Throughout the hearing, there were several questions about the magnitude of pollution from mobile sources as opposed to other sectors. Enclosed are slides that illustrate the sources of ozone-forming nitrogen oxides (NO_X) emissions in the Dallas-Fort Worth ozone nonattainment area. Mobile sources, including on-road, non-road, and off-road mobile, contribute approximately 67 percent of all NO_X emissions. A series of graphs on pages 2-4 details the breakdown of specific sectors. On-road heavy-duty diesel trucks are the largest emissions sector.

Members of the Committee raised the question about need for TERP revenues. As was predicted during the hearing, the Texas Commission on Environmental Quality (TCEQ) has not requested additional TERP appropriations in its Legislative Authorization Request (LAR) due to direction from the Legislative Budget Board to trim state agency budgets. Thus, when determining how much TERP funding is needed, it is appropriate to look to the need for fleet turnover and emissions reductions rather than starting with the LAR requested by the TCEQ.

In the Dallas-Fort Worth ozone nonattainment area, approximately 53 percent of registered heavy-duty on-road trucks are powered by engines that pre-date current federal emission standards (i.e., model years 2011 and newer). Additional detail on this data point is also available on page 5 of the enclosure. This equates to just over 23,000 trucks in the 10-county ozone nonattainment area. Based on past TERP awards, NCTCOG staff estimates that over $1 billion in TERP funding would be needed to replace all of these trucks with newer models. This is detailed on page 6 of the enclosure. Notably, this investment of TERP dollars would be expected to be leveraged with other public and private sector resources well in excess of $1 billion, as TERP awards often pay for less than half of the total project cost. This does not account for funding needed to replace older, high-polluting on-road trucks in other TERP-eligible counties, or to replace non-road diesel equipment. Thus, full appropriation of all collected TERP revenues, as well as appropriation of previously collected revenues in the funds balance, are needed and could be fully utilized for the originally intended TERP purposes. As shown on page 7 of the enclosure diesel replacements continue to be among the most cost-effective air quality improvement strategies. TERP continues to achieve emissions reductions at a cost per ton more favorable than national averages compiled by the Federal Highway Administration.

During the hearing, the Committee also posed several questions regarding the expiration of revenues collected for the TERP program, and the expiration of the transfer of funds from the State Highway Fund to the TERP fund. We concur with the concerns expressed by several members that there are ongoing air quality needs; and thus, revenues to support the program are still needed. We also understand that because the TERP fund balance has grown to exceed $1 billion, it may seem reasonable to suspend revenue collection and spend down the fund balance instead. However, the suspension of revenue collection has consequences for TERP appropriations that may be unintended. State budgeting requires that appropriations do not exceed revenues collected. To date, the Texas Legislature has been able to appropriate a portion of TERP revenues collected because a surplus balance was on hand that helped buffer other state expenditures. Once these TERP revenues stop flowing into state coffers, any appropriations to the program would be dipping into the overall spending cap without bringing any new revenues to the overall balance. Thus, it may be difficult to appropriate TERP funds at a level equal to past bienniums due to the overarching spending caps applicable to the state budget as a whole. In addition, at some point the balance will be depleted, but the need for the program funding will remain, leaving the TCEQ with no revenue available to achieve needed emissions reductions. Reinstatement of TERP revenues may be an essential element of ensuring future appropriations, whether from newly collected revenues or from the fund balance.

We support your efforts to respond to this interim charge. We request that as the Appropriations Committee begins budget considerations for the next biennium, you consider appropriating TERP based on real-world need. Furthermore, we urge you to carefully consider the need to continue to collect revenues to enable future appropriations.

Staff is available to discuss these matters further if needed. If you have any questions, please feel free to contact me at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

LPC:ch
Enclosure

cc: Bryan Shaw, Ph.D., P.E., Chairman, TCEQ
Toby Baker, Executive Director, TCEQ
Donna Huff, Director, Office of Air, TCEQ
Joe Walton, Manager, TCEQ

State House Appropriates Committee
Letter August 30, 2018

List of Recipients

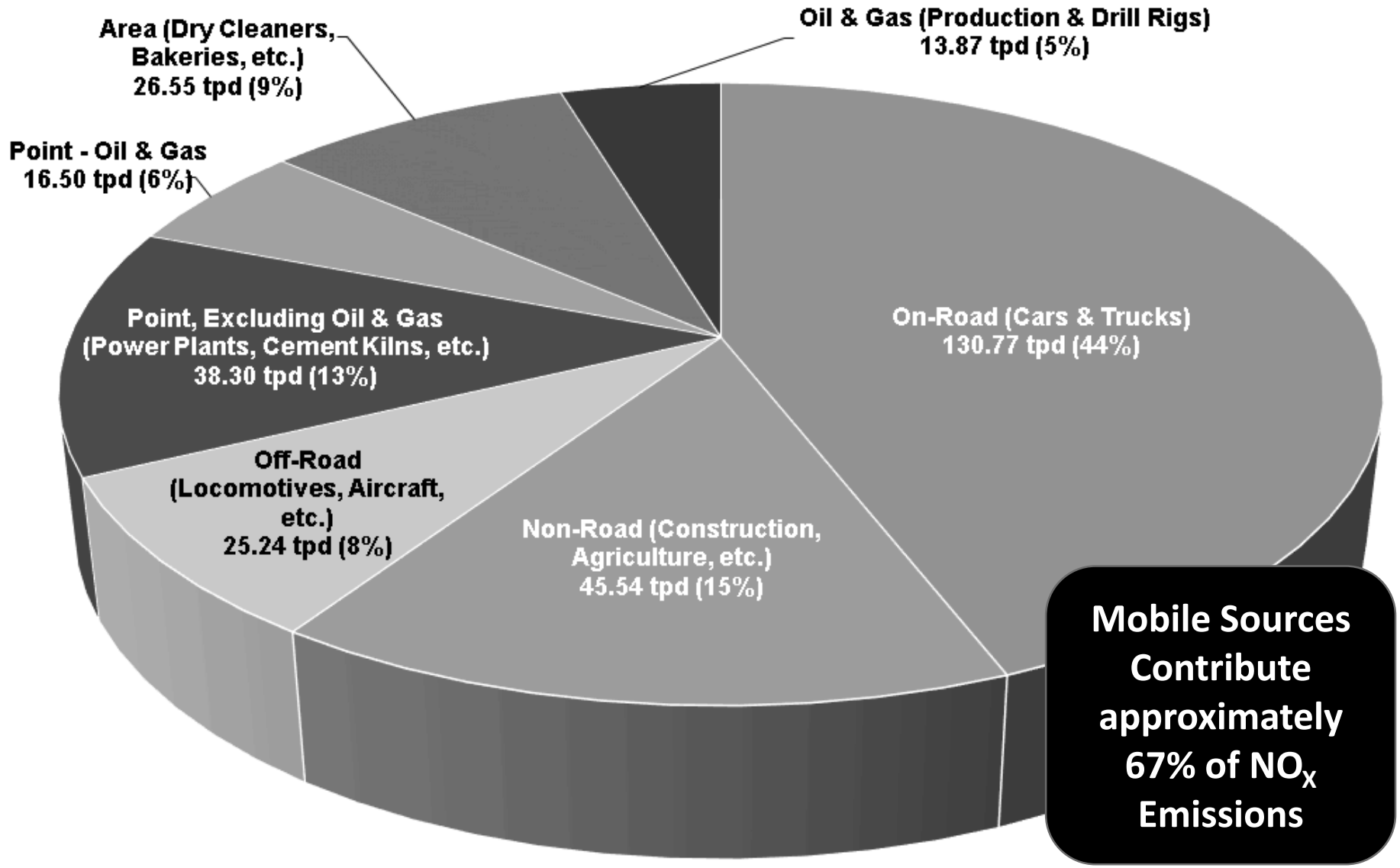
Representative	Trent Ashby
Representative	Scott Cosper
Representative	Cecil Bell
Representative	Greg Bonnen
Representative	Giovanni Capriglione
Representative	Linda Koop
Representative	Sarah Davis
Representative	Dawnna Dukes
Representative	Helen Giddings
Representative	Larry Gonzales
Representative	Mary Gonzalez
Representative	Kevin Roberts
Representative	Donna Howard
Representative	Gary VanDeaver
Representative	Oscar Longoria
Representative	Rick Miller
Representative	Sergio Munoz, Jr.
Representative	Mary Ann Perez
Representative	John Raney
Representative	Dade Phelan
Representative	Justin Rodriguez
Representative	Toni Rose
Representative	J.D. Sheffield
Representative	Ron Simmons
Representative	Jay Dean
Representative	Armando Walle
Representative	Gene Wu
Representative	John Zerwas

Data Points Relevant to Questions Raised Regarding the Texas Emissions Reduction Plan During May 24, 2018, Hearing of the Texas House of Representatives Appropriations Committee

Provided by the North Central Texas Council of Governments Transportation Department

ESTIMATED 2017 NITROGEN OXIDES (NO_X) EMISSIONS INVENTORY FOR THE DALLAS-FORT WORTH OZONE NONATTAINMENT AREA

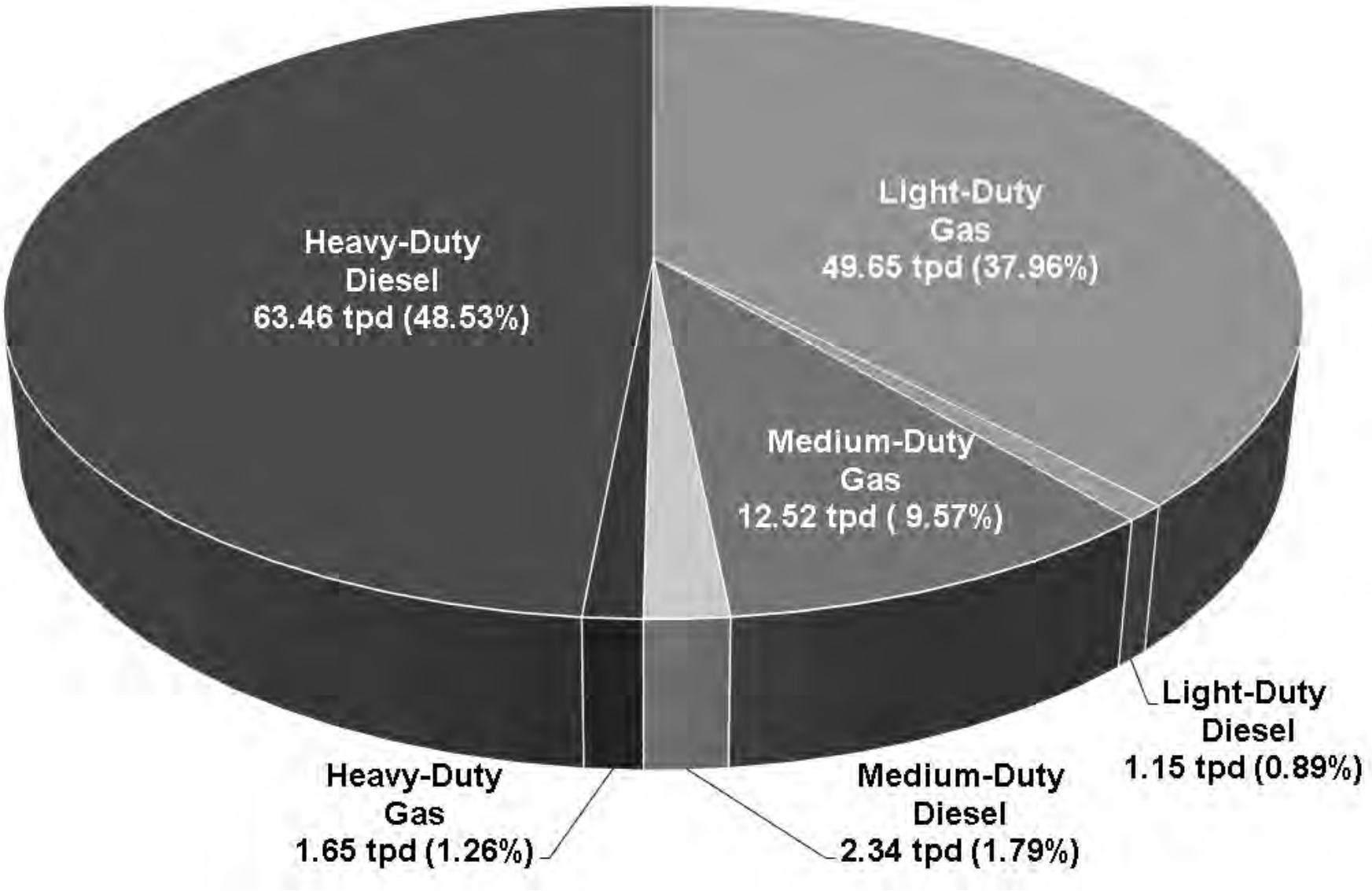
Source Category Estimates = 296.77 tons per day (tpd)



Mobile Sources Contribute approximately 67% of NO_X Emissions

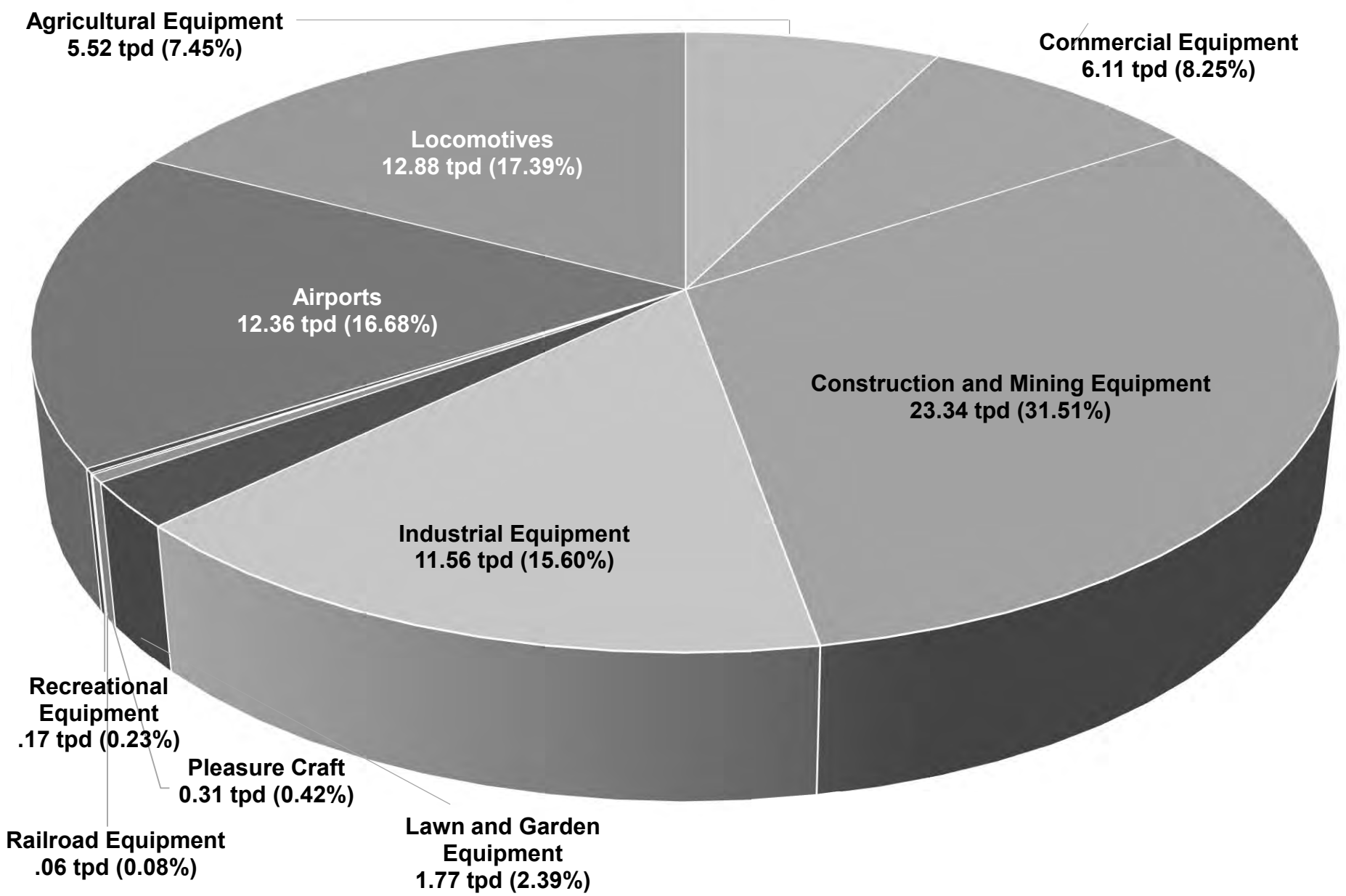
Source: Texas Commission on Environmental Quality, *2017 Dallas-Fort Worth 8-hour Ozone Attainment Demonstration State Implementation Plan*

DETAIL OF ON-ROAD NO_X EMISSIONS INVENTORY
Source Category Estimates = 130.77 tons per day (tpd)

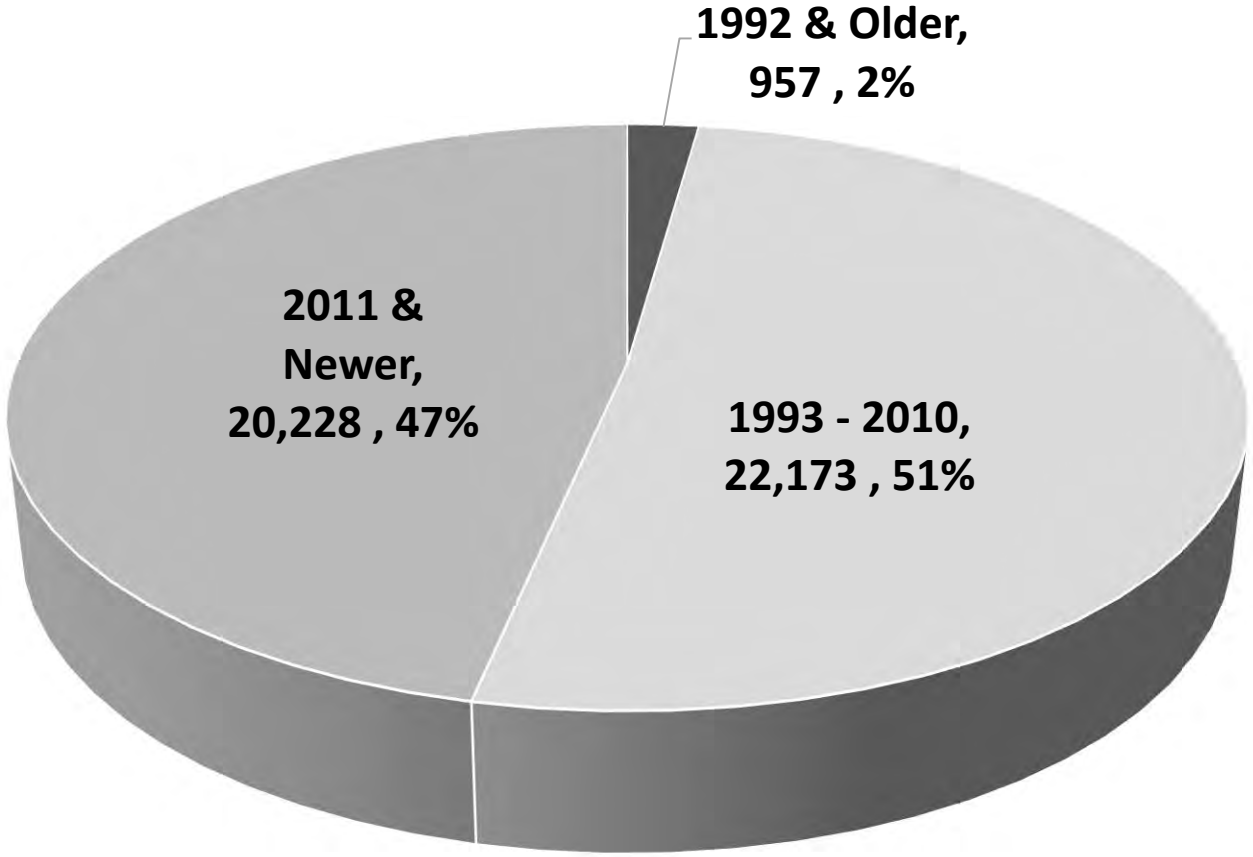


Source: Texas Commission on Environmental Quality, *2017 Dallas-Fort Worth 8-hour Ozone Attainment Demonstration State Implementation Plan*

DETAIL OF OFF-ROAD AND NON-ROAD NO_X EMISSIONS INVENTORY
Source Category Estimates = 74.08 tons per day (tpd)



AGE DISTRIBUTION OF HEAVY-DUTY TRUCKS IN DALLAS-FORT WORTH OZONE NONATTAINMENT AREA



- Engines expected to meet current EPA Emissions Standards of up to 0.2 grams nitrogen oxides (NO_X) per brakehorsepower-hour (bhp-hr)
- Engine emission standards range from 2.375 to 4 grams NO_X per bhp-hr
- Engine emission standards exceed 5 grams NO_X per bhp-hr

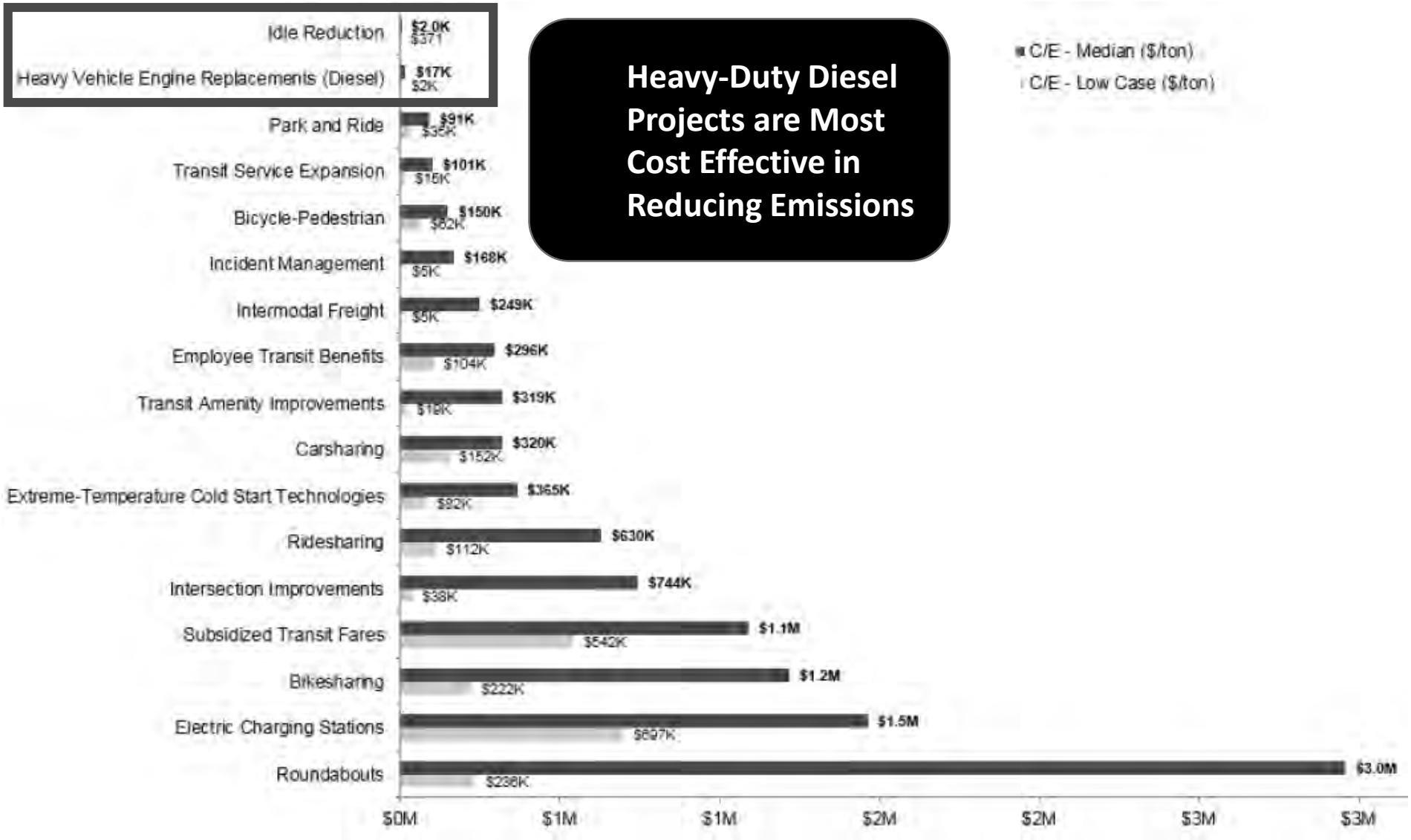
Includes both gasoline and diesel trucks over 14,000 pounds gross vehicle weight rating. Based on 2014 vehicle registration data from the Texas Department of Motor Vehicles, adjusted by a growth factor of 1.16 to account for fleet turnover since that year.

ESTIMATION OF TERP APPROPRIATIONS NEEDED TO FUND REMAINING ON-ROAD FLEET TURNOVER

On-Road Awards Funded to Date*		Estimated TERP Needs	
Total Number of Activities	8,890	Trucks Registered in DFW Ozone Nonattainment Area that Pre-Date Current Emissions Standards	~23,000
Total TERP Dollars Awarded	$426,411,155	Estimated TERP Dollars Needed based on Average Grant Award per Activity	~$1,103,200,963
Average Grant per Activity	$47,965		
Total Tons NO_X Reduced	60,191 tons		

*Diesel Emissions Reduction Incentive Program awards from September 2001 to August 31, 2017; summarized from TCEQ Testimony at May 24, 2018 Hearing of the Texas House of Representatives Appropriations Committee

PROGRAM COST EFFECTIVENESS[1]
COST PER TON NO_X REDUCED



[1] Source: FHWA-Cost Effectiveness Tables Summary.
http://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/costeffectiveness.pdf, page 13.

Regional Transportation Council

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

August 21, 2018

Mr. Marc Dixon
South Central Regional Manager
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Dixon:

The Dallas-Fort Worth (DFW) region has been pursuing high-speed rail (HSR) as a transportation mode both within the region and between DFW and other regions of Texas. As you are aware, Texas Central Partners is planning to build HSR between Houston and Dallas. We are working with you on this project. Work on an Environmental Impact Statement for an extension from Dallas to Fort Worth was begun by the Texas Department of Transportation, but has not been completed. This project was known as the DFW CORE Express Service.

The Regional Transportation Council (RTC) serves as the metropolitan planning organization for the DFW region. The RTC has approved $5 million to complete an Environmental Impact Statement for the Dallas to Fort Worth segment. It is our intention to procure a consultant starting in fall 2018 to complete this work. As part of this project, the RTC has instructed its staff at the North Central Texas Council of Governments (NCTCOG) to examine all technology options to provide high-speed passenger service between Dallas and Fort Worth, including hyperloop technology. We need your assistance on our proposed work plan, schedule, process, and who should procure the consultant.

In advance of the Environmental Impact Statement work beginning, NCTCOG staff wish to request a meeting with you to discuss the project and the examination of multiple technology options. Our staff and policy officials will make ourselves available at a time that is convenient to you. Please contact Kim Diederich at (817) 608-2331 or kdiederich@nctcog.org to work to schedule the meeting. We are able to travel to Washington, DC, to meet with you and any appropriate staff members.

We look forward to continuing a partnership with the Federal Railroad Administration to advance high-speed passenger service between Dallas and Fort Worth.

Sincerely,

Michael Morris, P.E.
Director of Transportation

AW:clh

cc: The Honorable Kay Granger, US House of Representatives
Bill Meadows, Chairman, Commission for High-Speed Rail in the Dallas-Fort Worth Region
Ben Kochman, Office of US Representative Kay Granger
Sandy Wesch, NCTCOG

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http://www.nctcog.org/trans

North Central Texas Council Of Governments

August 20, 2018

The Honorable Joe Straus
Speaker of the House
Texas House of Representatives
PO Box 2910
Austin, Texas 78768

Re: Modernizing the Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiatives Projects (LIP)

Dear Representative Straus:

As Fiscal Year (FY) 2019 nears and work begins to establish a State budget for the 2020-2021 biennium, this correspondence respectfully requests the review and consideration of LIRAP and LIP revenue deposited in the Clean Air Account 151. As you are aware, the program has been funded through a fee on emissions inspections on 1996 and newer vehicles. The LIRAP portion assists eligible individuals to repair or replace high-emitting vehicles. And, the LIP portion funds various air quality/transportation programs such as law enforcement operations to combat counterfeit and fictitious State inspections. These are General Revenue-Dedicated funds collected for the intended purpose of reducing vehicle emissions that assist in reducing unhealthy air days.

In advance of the Texas Commission on Environmental Quality (TCEQ) Legislative Appropriations Request (LAR) last week, the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, provided written support to the TCEQ for full funding of the Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program and Local Initiatives Projects as well as support for a major overhaul to the statutory components of the program. This letter is attached. Unfortunately, the TCEQ chose not to include funding equivalent to the normal biennial appropriation of fees collected for LIRAP and LIP, either in the base budget or as an exceptional item, and chose not to include the account's existing balance in its LAR.

In addition to other counties across Texas, the Dallas-Fort Worth region continues to be in nonattainment with federal ozone standards. The RTC understands that there is no longer support for the LIRAP program; therefore, a modernized scope has been developed with a transportation/air quality focus.

The proposal is to maintain air quality focus by redirecting what are now considered LIRAP funds in the Clean Air Account 151 to the LIP program. This program allows counties flexibility in implementing air quality programs related to transportation that are most effective in their area. Eligible projects under LIP include emissions enforcement to combat fraudulent temporary registration "paper" tags, intersection improvements, traffic signal improvements, and other air quality programs that achieve vehicle emission reductions.

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The RTC has already taken a position for the upcoming 86th Texas legislative session to support full funding of this program and seek to modernize the use of collected revenue that will support additional air quality emissions reductions for use in future State Implementation Plans (e.g., Weight of Evidence). This program will benefit from opportunities to leverage other funding sources to amplify the effectiveness and maximize the benefits from the program.

On Thursday, August 23, 2018, the Legislative Budget Board is holding a hearing on the Texas Commission on Environmental Quality FY 2020-2021 LAR. You may wish to bring this idea forward, or if you request us to provide testimony, we would be happy to attend the hearing to outline this recommendation. Please let me know. We appreciate your consideration of these suggestions and are available to answer any questions you may have. Please feel free to contact me at (817) 695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

CK:ch
Attachment

cc: The Honorable Robert Nichols, Texas State Senate
The Honorable Linda Koop, Texas House of Representatives
The Honorable Geanie Morrison, Texas House of Representatives
Chairman Bryan Shaw, Ph.D., P.E., Commissioner, TCEQ

ATTACHMENT

Regional Transportation Council

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

August 3, 2018

Chairman Bryan Shaw, MC-100
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Re: Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiatives Projects (LIP) Funding

Dear Chairman Shaw:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to provide support for full funding of LIRAP and LIP. We respectfully request the Texas Commission on Environmental Quality (TCEQ) include funding equivalent to the normal biennial appropriation of fees collected for LIRAP and LIP in its Legislative Appropriations Request (LAR), either in the base budget or as an exceptional item. We request that the TCEQ identify the existing LIRAP/LIP balance held in Clean Air Account 151 by region. Finally, we request this balance be included in the LAR and used for its intended purpose. Counties will work to continue operations in the Fiscal Year 2020 and 2021 biennium with newly appropriated allocations.

The North Central Texas Council of Governments administers LIRAP in the Dallas-Fort Worth area and coordinates a variety of eligible efforts under LIP, including the Mobile Emissions Enforcement Working Group of law enforcement officers who work to reduce emissions inspection crime. The Dallas-Fort Worth region continues to be in nonattainment with federal ozone standards, and LIRAP and LIP are crucial programs to achieve attainment.

The RTC has already taken a position for the upcoming 86th Texas legislative session to support full funding of this program and seek to modernize the use of collected revenue that will support additional air quality emissions reductions for use in future State Implementation Plans (e.g. Weight of Evidence). This program will benefit from opportunities to leverage other funding sources to amplify the effectiveness and maximize the benefits from the program.

We appreciate your consideration of these suggestions and will be scheduling a meeting to answer any questions you may have. In the meantime, please feel free to contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241.

Sincerely,

Gary Fickes
Chair, Regional Transportation Council
Tarrant County Commissioner

CK:ch

cc: Commissioner Toby Baker, TCEQ
Commissioner Jon Niermann, TCEQ
Stephanie Bergeron Perdue, Interim Executive Director, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG

Regional Transportation Council

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

August 20, 2018

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

Dear Administrator Alonzi:

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

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

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

Again, thank you for your assistance with this project. We look forward to your recommendation of how to proceed in getting FHWA approval of technology lanes on US 75. Please feel free to contact me with any questions or recommendations at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

AW:clh

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

Texas Department of Transportation

4777 EAST HIGHWAY 80, MESQUITE, TEXAS 75150 | 214.320.6200 | WWW.TXDOT.GOV

June 7, 2018

Hwy: FM 6
County: Collin

The Honorable Cheryl Williams
Collin County Commissioner
Collin County Administration Building
2300 Bloomdale Road, Suite 4192
McKinney, Texas 75071

Dear Commissioner Williams:

We have received and reviewed your letter dated May 16, 2018 regarding safety along FM 6 between SH 78 and the County Line. Three feet wide shoulders were constructed in 2012 in several locations. Currently, there is a project programmed for the year 2022 to add three feet wide shoulders in the areas without them utilizing Category 1 Preventative Maintenance money. However, every year there is a call for Category 8 Safety Projects, which are chosen by a calculated score based on crash statistics for the various segments of the road. The Texas Department of Transportation (TXDOT) Operations Department and the area office will coordinate and submit the road for the Category 8 funding this summer; the projects will be selected in the fall. If chosen, this funding would allow the construction of the three feet wide shoulders along with additional safety enhancements, such as centerline rumble strips.

As developers come in, it is imperative that the cities explore the possibility with each developer to provide turn lanes for their development. TxDOT will also analyze these accesses carefully as they are permitted to the cities.

Since the area along FM 6 is growing and the traffic is increasing, it is crucial that TxDOT, the county and the cities work with the North Central Texas Council of Governments (NCTCOG) to plan the roadway for future needs. Currently, the road is shown as a six-lane divided highway in the county's thoroughfare plan, but it is not in the NCTCOG's current Metropolitan Transportation Plan (MTP). We will work with the county and NCTCOG to get this added to the next MTP update so we can begin preliminary engineering. In the meantime, we will submit the road for possible safety funding as discussed.

If you have any questions, please feel free to contact Ceason Clemens, P.E., Director of Transportation Planning and Development, at 214-319-6421, or the Collin County Area Engineer, Brenan Honey, P.E., at 972-542-2345.

Sincerely,

Mohamed K. Bur, P.E.
Dallas Deputy District Engineer

cc: Joe Holt, Mayor, City of Josephine
Trace Kinnard, Mayor, City of Nevada
Ceason Clemens, P.E., Director, Transportation Planning and Development, TxDOT
Brenan Honey, P.E., Collin County Area Engineer

COLLIN COUNTY

Commissioner Cheryl Williams
Collin County Administration Building
2300 Bloomdale Road, Suite 4192
McKinney, Texas 75071

May 16, 2018

Kelly Selman
Texas Department of Transportation
4777 E. U.S. Highway 80
Mesquite, TX 75150

Dear Mr. Selman:

The economy in Collin County is booming. That includes our area east of Lake Lavon. As a result we have seen a dramatic increase in traffic on FM 6 which includes an increasingly high percentage of large trucks. We are very concerned about the safety of the drivers on FM 6 since there are very narrow or no shoulders on this highway.

It is respectfully requested that the Texas Department of Transportation initiate a project as soon as possible to add shoulders to this highway and to make any other improvements (turn lanes, etc.) that will add to the safety of the traveling public. Please let us know anything that we can do to expedite such a project.

We wish you well as you move soon to retirement. We hope that you can initiate this project before you leave TxDOT.

Many good wishes,

Cheryl Williams
Collin County Commissioner, Precinct 2

Joe Holt
City of Josephine, Mayor

Trace Kinnard
City of Nevada, Mayor

Regional Transportation Council

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

August 9, 2018

Ms. Beverly West
Alternative Strategies Manager
Texas Department of Transportation
118 East Riverside Drive
Austin, Texas 78704

Re: Leasing Air Rights over TxDOT ROW to Support Development

Dear Ms. West:

Thank you for your comments at the recent meeting of the Texas Technology Task Force. Your thoughts prompted me to think about the issue of air rights over Texas Department of Transportation (TxDOT) highway rights-of-way (ROW). While you did not discuss air rights in your remarks, I hope that you can answer my questions or point us in the right direction.

The Federal Highway Administration (FHWA) has highlighted a number of significant projects built over interstate highway ROW to utilize air rights. Please see the attached summary. These projects include various kinds of commercial development, including office buildings and residences. One common feature of these projects is sizable payment by the developer to the public entities involved.

FHWA regulations allow state transportation departments to "grant rights for temporary or permanent occupancy or use of Interstate system airspace if the state has acquired sufficient legal right, title, and interest in the ROW of a federally assisted highway to permit the use of certain airspace for non-highway purposes; and where such airspace is not required presently or in the foreseeable future for the safe and proper operation and maintenance of the highway facility." 23 CFR sec. 710.405(b). FHWA approval is required for most leases of air rights over interstate highway. 23 CFR sec. 710.405(d). Note that these FHWA approval requirements do not apply to leases of air rights over non-interstate highways. 23 CFR sec. 710.405(a)(2)(i).

We believe that there is a potential market for air rights for the purpose of advancing commercial development and other types of development over TxDOT ROWs, primarily in urban areas. These developments could deliver significant benefits to the communities involved, just as Klyde Warren Park over a highway in downtown Dallas has delivered many benefits for the city. Air rights development over highways can drive economic development, provide revenue for TxDOT, knit together neighborhoods now split by a highway corridor, improving mobility and quality of life. The availability of air rights development over TxDOT highways may be a material factor in attracting Texas businesses that are seeking sizeable open parcels for their business campuses.

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The purpose of this letter is to inquire about the processes and requirements TxDOT has in place with respect to air rights development over both interstate and non-interstate highways.

Such questions include:

- Does TxDOT have the legal authority to lease its air rights? If so, what is the source of that authority? If not, what statutory changes would have to be made to give TxDOT that authority?
- What is the process for parties interested in an air rights development to express their interest to TxDOT?
- Would the revenue go to TxDOT, the general land office, or general revenue and what is the magnitude of the potential revenue source?
- What process does TxDOT follow when it receives such an expression of interest?
- Does an expression of interest trigger some sort of procurement process or other means of ensuring that the public sector is getting fair return for the lease of air rights over highways?
- What is the standard used by TxDOT to determine whether it is getting a fair return for the lease of its air rights?
- What process and standards does TxDOT use to evaluate whether a lease of air rights "is not required presently or in the foreseeable future for the safe and proper operation and maintenance of the highway facility" and who makes that decision?
- Does TxDOT follow the same or different processes and requirements for air rights developments over non-interstate highways that it does for interstate highway?
- Does TxDOT have a policy or practice encouraging or discouraging development over its highways via a lease of air rights?
- Does TxDOT have any examples of commercial development over its ROW similar to the projects described in the FHWA fact sheet attached?

I appreciate any guidance on these and other issues associated with how to facilitate air rights development over TxDOT highways and thank you for your presentation. Thanks in advance for your help.

Sincerely,

Michael Morris, P.E.
Director of Transportation

TB:lk
Attachment

cc: Brian Barth, P.E., Texas Department of Transportation

VALUE CAPTURE

QUICK FACTS

- Air rights involve the sale or lease of development rights above or below highway alignments and transit facilities.
- The amount of built space that can be constructed on an air rights parcel is determined by the site's zoning designation.
- While air rights projects have the added cost of decking over highways or excavating below transit stations, they are attractive to developers as they enable construction in prime center city locations without demolishing or displacing other properties.
- Air rights projects involving highway or transit facilities create development sites in urban cores in locations that would not otherwise be able to support new construction.

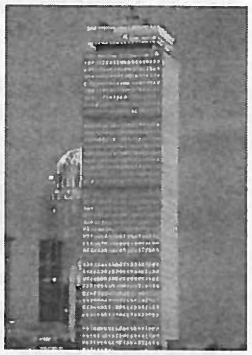
CONTACT

Thay N. Bishop
404-562-3695
Thay.Bishop@dot.gov

www.fhwa.dot.gov/ipd/value_capture

West Dublin/Pleasanton Station.

Air Rights



The Prudential Center in Boston, Massachusetts.

Air Rights are a form of value capture that involves the sale or lease of development rights in urban centers.[1] Air rights are often transferred from historic properties to nearby development parcels but may also involve development above (or in some cases below) highway rights-of-way or transit facilities. Development in these locations is often built on platforms erected above the highway or transit facility or in caverns excavated below them. While there is added cost in making these preparations, air rights projects associated with transit or highway facilities is often attractive to investors because they enable the construction of new development in prime, center city locations without demolishing other properties or displacing current residents. These opportunities create new development sites in urban cores in locations that would not otherwise be able to support new construction.

Highway and transit agencies in the United States have used four models for extracting value from air rights:[2]

- One-time, up-front lease payments
- Long- and short-term leases (also known as right-of-way use agreements) that provide access to land and air space for a specified period of time, usually with renewal options
- Direct sale where the public sponsor sells the land and air rights outright to a private developer, who then provides a long-term or perpetual easement to the transit agency or highway authority through or below the property
- Sale of the air rights above the property with a grant of easement where the land owner gives a non-possessory interest to the developer to use the air rights and have access to the ground for construction

Bonds may be required to protect the public agency in the event that the private sector investor fails to complete or abandons the improvement.

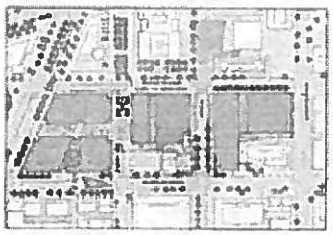
The amount of built space that can be constructed on an air rights parcel is determined by the site's zoning designation. Zoning designations identify both the type of development that is permissible to construct and the amount of space that can be developed using a floor area ration (FAR) designation. The FAR is the ratio of total amount of allowed built floor area to the square footage of the parcel. When the floor area built on a parcel is less that the maximum permitted, the difference in unused development rights is often referred to as "air rights." Many cities allow air rights to be transferred from smaller land mark properties to nearby parcels, thereby increasing the gross floor area that may be built there under the zoning code.

With air rights projects above highway rights of way, the full FAR is available for transfer to the development partner, as there is no preexisting built space above the site. This may not be the case with air rights projects associated with transit stations where the development may occur directly above the transit station or on nearby parcels. In some situations, there may be no existing zoning designations for transportation rights-of-way. In this case, the site first needs to be zoned in order for the development to take place. Larger projects may also involve site development agreements where the local jurisdiction may agree to alter preexisting zoning designations in order to allow the proposed air rights development project to occur. Air rights projects are also helpful to local jurisdictions in that they enable private development that would not otherwise occur, thereby increasing local tax rolls.

(continued on side 2)

(continued from side 1)

The Prudential Center in Boston, Massachusetts is one of the earliest and largest air rights development projects above an interstate highway. This mixed use development with a 750 foot office tower and residential and commercial space was built above an exit ramp from Boston Extension of the Massachusetts Turnpike in 1957 at a cost of $200 million. Other notable air rights projects have been built above I-5 in Seattle, I-35 in Duluth, Minnesota, I-670 in Columbus, Ohio, and the FDR Drive in New York City.



I-395 Air Rights Development

I-395 AIR RIGHTS DEVELOPMENT

The Capitol Crossing project is an infill air rights development project that will be constructed above a recessed section of I-395 in the District of Columbia between E Street and Massachusetts Avenue and 2nd and 3rd Streets NW near the U.S. Capitol. The $1.3 billion project will involve the construction of 2.2 million square feet of space on a platform to be installed above the recessed section of I-395. The seven-acre site extends across three city blocks and is the largest undeveloped tract in downtown Washington, D.C. The construction program will include four office buildings with ground level retail, parking, and one residential building.[3]

The idea of decking over I-395 dates back to 1989, but took over two decades to coalesce.[4] The District Department of Transportation (DDOT) and the Federal Highway Administration initiated an environmental assessment of the project in 2001 and gained a Finding of No Significant Impact the following year. The project has also gained the approval of the District of Columbia Zoning Commission. DDOT has awarded the rights to develop the project to Property Group Partners (PGP). PGP paid the District of Columbia $11 million at the time of closing and will make additional payments totaling up to $109 million as the project is implemented.[5] The project will re-connect F and G streets, which are currently severed by the highway between E Street and Massachusetts Avenue.

MASSACHUSETTS TURNPIKE AIR RIGHTS PARCELS 12 AND 15

In March 2013, the Massachusetts Department of Transportation (MassDOT) designated ADG Scotia II LLC as the developer of two air rights parcels located above the Massachusetts Turnpike (I-90) at the Boylston Street intersection in the Back Bay section of Boston. ADG Scotia has proposed to deck over the parcels and will build a 400-foot hotel and residential tower with two floors of retail on one of the sites. The second will house a mid-rise residential building straddling the turnpike which will also provide two floors of ground level retail. Together, the two sites will include a 270-room hotel, 230 housing units, and 50,000 square feet of retail space to be built at a cost of 360 million.[6]

MassDOT will execute a 99-year lease agreement with ADG Scotia and the company will make upfront payments in early in the lease period, as well as annual rent payments. Together the payments will provide MassDOT with a present value of $18.5 million in rent for the two parcels in the form of fixed payments early in the lease period combined with annual rent payments.[7] MassDOT began the procurement process in 2008, but put the project on hold due to the financial crisis. The project was reinitiated in 2011 and was procured through a transparent process with significant involvement by the Boston Redevelopment Authority, a citizens' advisory committee, and members of the public and the Back Bay neighborhood.

In September 2014, MassDOT and the Massachusetts Bay Transit Authority (MBTA) issued a request for proposals seeking a development partner to implement a air rights project on Parcel 13 which is located above the Massachusetts Turnpike and the MBTA Hynes Station, across Boylston Street from Parcels 12 and 15.[8]

[1] Part 710 of Title 23 (23 CRF 710) ensures the prudent use of Federal funds in the acquisition, management and disposal of real property and requires that private developers pay fair market value to obtain air rights.
[2] Using the Economic Value Created by Transportation to Fund Transportation, Sharada R. Vidali, National Cooperative Highway Research Program synthesis 459, Transportation Research Board: Washington, D.C., 2014, p. 24
[3] Property Group Partners, Capitol Crossing project Web site: www.pgp.us.com/properties/capitol-crossing-dc/
[4] Washington Business Journal, December 2, 2012 www.bizjournals.com/washington/breaking_ground/2012/12/property-group-partners-acquires-air.html?page=all
[5] Ibid
[6] MassDOT Blog, March 4, 2013, http://blog.mass.gov/transportation/massdot-highway/massdot-designates-developer-air-rights-parcels-12-15/
[7] Ibid.
[8] "State seeks developers for air rights above MBTA Hynes Station in Back Bay, Thomas Grillo, Boston Business Journal, September 3, 2014, https://www.bizjournals.com/boston/real_estate/2014/09/state-seeks-developers-for-air-rights-above-mbta.html

OFFICE OF INNOVATIVE PROGRAM DELIVERY

PROGRAM AREAS OF THE CENTER FOR INNOVATIVE FINANCE SUPPORT

The Center for Innovative Finance Support provides a one-stop source for expertise, guidance, research, decision tools, and publications on program delivery innovations. Our Web page, workshops, and other resources help transportation professionals deliver innovation.

PUBLIC-PRIVATE PARTNERSHIPS

The Center for Innovative Finance Support's P3 program focuses on the potential of design–build–operate–finance–maintain (DBFOM) concessions funded through tolls or availability payments to reduce project cost, improve quality outcomes, and provide additional financing options.

ALTERNATIVE PROJECT DELIVERY

The Center for Innovative Finance Support's Alternative Project Delivery Program provides information on contractual arrangements that allow for greater private participation in infrastructure development by transferring risk and responsibility from public project sponsors to private sector engineers, contractors, and investors.

PROJECT FINANCE

The Center for Innovative Finance Support's project finance program focuses on alternative financing, including state infrastructure banks (SIBs), grant anticipation revenue vehicles (GARVEEs), and Build America Bonds (BABs).

TOLLING AND PRICING

The Center for Innovative Finance Support's Federal tolling and pricing program focuses on the use of tolling and other road user charges as a revenue source to fund highway improvements and the use of variably priced tolls as a tool to manage congestion.

VALUE CAPTURE

The Center for Innovative Finance Support's Value Capture Strategies explores strategies for tapping into the added value the transportation improvements bring to nearby properties as a means to provide new funding for surface transportation improvements.

U.S. Department of Transportation
Federal Highway Administration

Regional Transportation Council

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

August 6, 2018

The Honorable Rickey D. Callahan
Councilmember
City of Dallas
1500 Marilla Street
Dallas, Texas 75201

The Honorable Tennell Atkins
Councilmember
City of Dallas
1500 Marilla Street
Dallas, Texas 75201

Dear Councilmembers Callahan and Atkins:

Thank you for your letter of July 11, 2018. The timing of your request is very helpful for several reasons. First, we have to develop consensus on a transportation system as a result of the deletion of the Trinity Tollway Project. Second, there are several economic development opportunities in and around downtown Dallas (e.g., High-Speed Rail) resulting in the need for transportation and economic development to be integrated together. Third, TxDOT has begun studies looking at the IH 35E and IH 30 corridors needing significant local government involvement. Fourth, lowest Stemmons and the Horseshoe project will solve some, but not all of the transportation needs. Fifth, The RTC has funded efforts in Harry Hines and other downtown corridors and they need to be considered as a system of improvements. Sixth, improvements on US 175 to IH 45 and the removal of the SM Wright bridge structure reinforces the need for system solutions that you talk about in your request.

Our office would be happy to work with the City of Dallas policy officials and staff, TxDOT, Dallas County and our offices to bring important solutions to the needs you identified. Please include us in any upcoming meetings that you think we could provide assistance.

Sincerely,

Michael Morris, P.E.
Director of Transportation

MM:kad

cc: Mr. Mo Bur, P.E., District Engineer, TxDOT, Dallas Office

P. O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
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Regional Transportation Council

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

August 3, 2018

Chairman Bryan Shaw, MC-100
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Re: Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiatives Projects (LIP) Funding

Dear Chairman Shaw:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to provide support for full funding of LIRAP and LIP. We respectfully request the Texas Commission on Environmental Quality (TCEQ) include funding equivalent to the normal biennial appropriation of fees collected for LIRAP and LIP in its Legislative Appropriations Request (LAR), either in the base budget or as an exceptional item. We request that the TCEQ identify the existing LIRAP/LIP balance held in Clean Air Account 151 by region. Finally, we request this balance be included in the LAR and used for its intended purpose. Counties will work to continue operations in the Fiscal Year 2020 and 2021 biennium with newly appropriated allocations.

The North Central Texas Council of Governments administers LIRAP in the Dallas-Fort Worth area and coordinates a variety of eligible efforts under LIP, including the Mobile Emissions Enforcement Working Group of law enforcement officers who work to reduce emissions inspection crime. The Dallas-Fort Worth region continues to be in nonattainment with federal ozone standards, and LIRAP and LIP are crucial programs to achieve attainment.

The RTC has already taken a position for the upcoming 86th Texas legislative session to support full funding of this program and seek to modernize the use of collected revenue that will support additional air quality emissions reductions for use in future State Implementation Plans (e.g. Weight of Evidence). This program will benefit from opportunities to leverage other funding sources to amplify the effectiveness and maximize the benefits from the program.

We appreciate your consideration of these suggestions and will be scheduling a meeting to answer any questions you may have. In the meantime, please feel free to contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241.

Sincerely,

Gary Fickes
Chair, Regional Transportation Council
Tarrant County Commissioner

CK:ch

cc: Commissioner Toby Baker, TCEQ
Commissioner Jon Niermann, TCEQ
Stephanie Bergeron Perdue, Interim Executive Director, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

August 22, 2018

Gary Fickes, Chair
Regional Transportation Council
Tarrant County Commissioner
P.O. Box 5888
Arlington, Texas 76005-5888

Re: Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiative Projects (LIP) Funding

Dear Commissioner Fickes:

The Texas Commission on Environmental Quality (TCEQ) received your letter dated August 3, 2018, requesting that the agency include funding for the LIRAP and LIP programs in its Legislative Appropriations Request (LAR). Governor Abbott vetoed the appropriations intended to fund the LIRAP and LIP programs for Fiscal Years (FY) 2018 and 2019. Subsequently, all 16 counties participating in the LIRAP opted out of the program via letters from the respective county judges, and the collection of the LIRAP fee has been terminated in all counties as of July 1, 2018. These 16 counties have chosen to use the remaining funds allocated from FY 2016 and 2017 appropriations to continue operating the LIRAP and LIP programs until the end of FY 2019. Currently, approximately $46.4 million of the FY 2016-2017 funds allocated to the participating counties for LIRAP remain unspent and these funds are available for use in the LIRAP until June 28, 2019, with approximately $23.4 million available in Dallas-Fort Worth program area. As of September 1, 2019, there will no longer be any counties participating in the LIRAP or LIP programs, so the TCEQ does not intend to request appropriations to fund these programs for FY 2020 and 2021.

Regarding your request for the TCEQ to identify the LIRAP/LIP fund balance held in the Clean Air Account 151 by region, the fund balance reports received by the TCEQ do not indicate where the LIRAP revenue was generated by region or county. Currently, the TCEQ estimates that approximately $142.6 million of the Clean Air Account 151 fund balance is attributed to the revenue that was generated by the collection of LIRAP fees in the 16 participating counties. The TCEQ estimates that the participating counties in the Dallas-Fort Worth region have historically contributed about 50% of the LIRAP revenue each year based on the number of qualifying emissions inspections recorded in the TCEQ's emissions inspection database, along with about 46% from the participating counties in the Houston-Galveston-Brazoria region and about 4% from Travis and Williamson Counties combined.

If you would like to continue discussions about the finalization of the LIRAP and LIP activities in your area, please contact Donna Huff, Air Quality Division Director at (512) 239-6628.

Respectfully,

Bryan W. Shaw

Bryan W. Shaw, Ph.D., P.E., Chairman

cc: Commissioner Jon Niermann, TCEQ
Commissioner Emily Lindley, TCEQ
Toby Baker, Executive Director, TCEQ
Stephanie Bergeron Perdue, Deputy Executive Director, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG
Donna F. Huff, Director, Air Quality Division

Thomas E. Hendricks

9112 Coral Cove Drive Dallas, Texas 75243-6144
(214) 340-6115 Home (214) 577-6357 Cell
Thomas@eHendricks.com

August 1, 2018

Senator Don Huffines
8222 Douglas Avenue,
Suite 675
Dallas TX 75225

RE: LBJ East:

Thank you for your letter of July 24th, replying to my displeasure of the way the LBJ East project was handled.

The highlighted phrase in your letter, "free lanes" says it all. The dogmatic Republicans in the Texas State government have adopted positions now rapped all the way around to the left.

The citizen/taxpayers of your District do not want FREE things, that is the song of the left…and apparently now yours and that of Governor Abbott and the crowd in Austin. There ARE NO FREE HIGHWAY lanes. There are only highway lanes built by politicians who understand what is needed (not wanted) and paid for by the most efficient means available, be it taxes or tolls, effectively and efficiently.

THINK. And think like a conservative who understands economics and that people deserve what THEY are willing to pay for.

See your annotated reply letter enclosed.

Thomas E, Hendricks
TEH:abh

cc:

Dede Keith, Deputy Director
Constituent Communication Division
Office of the Governor
P.O. Box 12428
Austin, Texas 78711-2428

B. Adam McGough, Councilman
Dallas City Hall
1500 Marilla St.
Room 5FS
Dallas, Texas 75201

Dan Kessler, Assistant Director of Transportation
Regional Transportation Council
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

DON HUFFINES

STATE SENATOR • DISTRICT 16

July 24, 2018

Mr. Thomas E Hendricks
9112 Coral Cove Drive
Dallas, Texas 75243-6144

Dear Mr. Hendricks:

Thank you for taking the time to write me regarding the I-635E project. I appreciate your input throughout this process. Active constituents like you, who engage with their state government on policy issues help me serve you more effectively.

Residents, drivers, and business owners in North Texas have endured traffic and congestion on I-635E for far too long, and I am pleased that this sorely needed project has finally been approved. I am looking forward to the economic benefits this project will bring to the communities on the eastern side of Senate District 16.

Although the project has been initially approved by the Regional Transportation Council and the Texas Transportation Commission, I will continue to closely monitor the work to make sure it stays on time and minimizes disruptions for commuters and our local economy. Furthermore, I prefer six general purpose, free lanes to the five that were approved. Drivers deserve no less. I will continue to work with state and local transportation planners to make that a reality, and if possible, with budgetary and right-of-way constraints in mind.

According to TXDOT, there will be a total of 14 lanes of pavement poured with one lane in each direction serving as a managed toll lane. This project also includes new frontage roads in both directions. Construction is scheduled to start during the summer of 2019, and it should take three years to complete the segment from I-30 to Highway 75.

Thank you for the opportunity to serve you in the Texas Senate. Please do not hesitate to reach out with your thoughts and opinions on this issue or any other.

In liberty and your employee,

Don Huffines

CAPITOL OFFICE
E1.608 • P.O. BOX 12068 • AUSTIN, TEXAS 78711
(512) 463-0116

DISTRICT OFFICE
8222 DOUGLAS AVENUE, STE. 675 • DALLAS, TEXAS 75225
(214) 239-6131

Regional Transportation Council

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

August 2, 2018

The Honorable Philip T. Kingston
Councilmember
City of Dallas
1500 Marilla Street, Room 5FN
Dallas, TX 75201

The Honorable Lee Kleinman
Councilmember
City of Dallas
1500 Marilla Street, Room 5FS
Dallas, TX 75201

Dear Councilmembers Kingston and Kleinman:

This letter provides additional follow-up to your correspondence dated February 28, 2017, regarding the McKinney Avenue Trolley Authority M-Line Extension funding proposal. Your request was evaluated with other requests from across the region. On July 13, 2017, the Regional Transportation Council approved the Fiscal Year 2018-2019 Unified Planning Work Program including the M-Line Extension Feasibility Study funded at $1 million in Surface Transportation Block Grant funds. As of today, the Texas Department of Transportation has approved the funding agreement for the M-Line Extension Feasibility Study with anticipation of issuing a Notice to Proceed in the near future.

North Central Texas Council of Governments (NCTCOG) staff proposes to implement the M-Line Extension Feasibility Study in two phases. Phase I will focus on developing guiding principles aligned with the City of Dallas's Strategic Mobility Plan that will be developed. This phase will include feasibility testing of engineering components such as station locations and route alignments for various operating scenarios. This includes historical streetcar, modern streetcar, and hybrid of the two. This first phase is intended to identify possible fatal flaws due to engineering constraints and possible constraints with technology based for hire companies. Phase II will be a more extensive study focused on further developing the selected scenario based on a neighborhood vision to be developed in coordination with stakeholders. Phase II will recommend preferred alignments and stops; evaluate the cost of implementation, operations and maintenance; identify potential funding sources; and develop a conceptual project schedule for implementation.

NCTCOG staff plans on initiating work on a Request for Proposals for consultant engineering assistance for Phase I in early 2019 to coincide with the City of Dallas's Strategic Mobility Plan. Before beginning that process, NCTCOG would like to hear your thoughts on how to effectively integrate both phases of the M-Line Extension Feasibility Study into the City's Strategic Mobility Plan, and any other ongoing or anticipated planning and outreach efforts.

P. O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

We look forward to coordinating with you on exploring options for a northern extension for the M-Line Trolley. Should you have any questions, please contact Dan Lamers, Senior Program Manager, at (817) 695-9263 or me at (817) 695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

DL/JX: tmb

cc: Michael Rogers, P.E., Director of Transportation, City of Dallas
Gary Thomas, P.E., President/CEO, DART
Phil Cobb, Board Member, McKinney Avenue Trolley
Dan Lamers, P.E., Senior Program Manager, NCTCOG

Regional Transportation Council

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

August 2, 2018

The Honorable Don Huffines
Senator
State of Texas
8080 North Central Expressway
Suite 1440, LB44
Dallas, Texas 75206

Dear Senator Huffines:

You recently contacted our office supporting efforts to build a full interchange at Walnut Hill and the Dallas North Tollway. This idea came from our office when we were working for the City of Dallas in developing a package of innovative land use/economic development/transportation system improvements at Northwest Highway and the Dallas North Tollway.

Our findings indicated that Northwest Highway was carrying significantly more traffic than necessary because of deficiencies of access at Walnut Hill. Full access at Walnut Hill would balance traffic better.

It doesn't take long to understand why there is limited access at Walnut Hill when you take a closer examination of residential homes. As a result, we have engaged the North Texas Tollway Authority to review ramp improvements at Walnut Hill as well as a Texas U-turn on the south side of the Northwest Highway bridge structure. In addition, we are looking at a new parking garage in the Preston Center development as well as a possible depressed 4 lane Northwest Highway within this neighborhood. That depressed facility would result in the existing Northwest Highway to be built at 4 lanes creating room for landscaping and sidewalks at the existing grade. There are a lot of components to this system, including improved storm water management. We appreciate your support and respectively request your patience on a consensus package.

As you can see, Walnut Hill is not done in isolation but as a commitment that has been made to the City and neighborhood to bring a better balance of transportation and development in the area. We appreciate your support and I am more than happy to brief you on the findings of our Northwest Highway/Preston Center study.

Sincerely,

Michael Morris, P.E.
Director of Transportation

MM:kad

cc: The Honorable Jennifer Gates, Councilmember, City of Dallas
Mr. Michael Rogers, P.E., Director of Transportation, City of Dallas
Ms. Elizabeth Mow, P.E., Director of Project Delivery, NTTA

P. O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

Can Frisco's new fleet of autonomous vehicles help people get used to idea of a driverless future?

July 29, 2018
By Melissa Repko
Dallas Morning News

Pedestrians and drivers in Frisco will be among the first in Texas to see a strange and potentially startling sight: A van traveling beside them with no driver at the wheel.

On Monday, bright orange autonomous vehicles from Silicon Valley-based Drive.ai will begin rolling along streets near office buildings in Hall Park and shops and restaurants near The Star, the Dallas Cowboys' headquarters. At first, a person will sit in the driver's seat of the van, hovering near the steering wheel to brake if necessary. But over the six-month period, the company plans to move that person to the passenger seat and then out of the car entirely. Drive.ai will have operators who watch the car and can remotely intervene.

The autonomous vehicle pilot, which marks the first self-driving car service on public roads in Texas, is small in scope. The route is just a few miles. Ridership is limited to the approximately 10,000 people who work in Hall Park. And rides are expected to average about five minutes, the distance to nearby shops and restaurants.

But the project will help demonstrate what it takes to pave the way to an autonomous driving future. It could answer key questions, among them: Can shared autonomous vehicles become a new kind of public transit? What law enforcement issues could they raise? And can driverless cars win the public's trust?

Before launching its fleet in Frisco, Drive.ai spent months laying the groundwork for the future-thinking, six-month pilot. The California company discussed hail and other Texas weather oddities with police and fire officials. First responders took a spin in the vans and learned how they work and can be disabled. And Frisco residents attended town halls, where they could stick their heads inside of the cars and ask questions about them.

Drive.ai will fund the pilot. It would not disclose the price of the vans or the anticipated cost.

Texas has positioned itself to be a leader in the world of autonomous vehicles. Last year, Gov. Greg Abbott signed a law that allows self-driving cars on the state's roads and highways — so long as they comply with all traffic laws and have video recording devices and insurance. The law deems the manufacturer responsible for any traffic violations, if the vehicle hasn't been modified. Texas was chosen by the U.S. Department of Transportation as one of 10 designated proving grounds for autonomous vehicles. Companies, including Google, have tested self-driving cars in Austin and Arlington.

Paving the way

Across the country, state governments have passed new laws, and companies from Google's Waymo to Ford have poured money into research and development of autonomous vehicles. Companies have tested cars in cities including San Francisco, Pittsburgh and Austin, usually with a back-up operator on board.

Arlington has an autonomous shuttle, called Milo, that transports people on private roads in its entertainment district. The Frisco pilot will use both public and private roads.

Conway Chen, vice president of business strategy at Drive.ai, said the company looked to Texas because of the law and the receptivity of cities such as Frisco. He said Drive.ai didn't want to wait on California, which is still establishing its regulations.

He said one of the company's goals is to accelerate the public's comfort with a new, and transformative, mode of travel. He compared it to the shift from riding horses to driving cars.

"It's not just about having safe technology," he said. "It's about having community acceptance and that's really where a lot of our focus has been."

A study by the Pew Research Center in 2014 found that Americans were divided in their views on driverless cars. More than half, 56 percent, said they would not want to ride in a driverless vehicle, citing a reluctance to trust technology in a life-or-death situation or other safety concerns. Forty-four percent said they would ride in a driverless vehicle, if given the chance. The survey found people were more open to the idea if they lived in an urban area, were under the age of 50, had four-year college degrees and were more familiar with driverless vehicles.

Public opinion about self-driving cars has also suffered setbacks from crashes involving development of the technology. A pedestrian died in Arizona in March after being run down by an Uber self-driving car. There have been two deadly crashes involving cars that had Tesla's Autopilot system in use. Tesla has said the feature, a more advanced version of cruise control, still requires drivers to stay alert.

Drive.ai has taken many precautions to keep passengers safe, he said. Its vans are connected to three mobile networks, a redundancy that ensures backup if one were to fail. It placed street signs at pickup and drop-off locations. A message board on each side of the van helps explain to pedestrians and drivers what the van is thinking. For example, it says if a passenger is entering and exiting and tells pedestrians when the van is waiting for them to cross.

At Hall Park, employees will be able to request a ride through a smartphone app from 10 a.m. to 7 p.m. Vans will pick up passengers within a few minutes of a request and take them to one of six designated pickup and drop-off stops. The routes include some public roads and some private streets within the campus. Each van will have a name that allows a rider to more easily find it.

Vans will go the speed limit, but slow down or speed up depending on traffic conditions. They will go a maximum of 40 miles per hour, the fastest speed limit within the designated area.

Looking for solutions

Frisco may seem to some an unlikely location for such a high-tech project. The city, located 30 miles north of Dallas, is better known for its booming population and well-manicured neighborhoods. With a population of about 177,000 people and counting, it is the fastest-growing large city in the nation, according to data from the U.S. Census Bureau. It gains an average of 37 new residents a day.

But the suburb has leaned into luring tech. Hillwood Properties, a developer behind a mixed-use complex of apartments, hotels and retail called Frisco Station, is building a station to test Uber

Air, a futuristic service that would transport passengers through the skies. And now, Drive.ai has set up shop in town.

Frisco Mayor Jeff Cheney said city leaders have prioritized transportation solutions as a way to cope with the city's boom and future-proof the young city as it invest in infrastructure. A year ago, he said he bought a Tesla so he could test out its Autopilot feature.

"It took me a week or two to really trust it and now I don't think twice about it," he said.

Hall Park is home to more than 200 companies and foundations. That includes offices for fitness company Orangetheory, the National Breast Cancer Foundation and the headquarters of Jamba Juice. It snagged the project after its owner Craig Hall, took a personal interest in autonomous vehicles. The Dallas real estate developer has acclaimed wineries in Napa, close to the tech-saturated San Francisco Bay Area and Silicon Valley. He became intrigued by autonomous vehicles about nine to 12 months ago and started doing research.

https://www.dallasnews.com/business/technology/2018/07/29/can-friscos-new-fleet-autonomous-vehicles-help-people-get-used-idea-driverless-future

Cleburne receives public transportation grant

July 28, 2018
By Jessica Pounds/features@trcle.com
Cleburne Times Review

The Texas Department of Transportation recently announced $82 million in grants to find public transportation providers in rural, small urban and large urban areas of Texas.

Specifically, the city of Cleburne was awarded three grants totaling $575,157.

City Manager Steve Polasek said the grants are not be used for road maintenance, but strictly public transportation systems.

“This is funding we get every year for our bus system,” he said. “We rely on that every year to subsidize our transportation to pay for the maintenance and things like that.”

The grants, which are both state and federally funded, are designed to help pay for maintenance of vehicles and facilities, vehicle purchases, transit facility improvements and regionally coordinated public transportation planning efforts.

Ultimately, the money pays for resources that give Texans access to transportation to and from school, job training, health care appointments, businesses and recreational activities.

City/county transportation — or Cletran — provides a commuter bus route into downtown Fort Worth and demand-response curb-to-curb public transportation throughout Johnson County.

For information about fares and routes, visit www.cleburne.net.

Cleburne Director of Finance Terry Leake said the amount awarded is determined during the previous legislative session.

“This year’s grant is larger than what we received in the prior fiscal year,” she said. “It is received annually from the state to fund a portion of the city/county transportation. We are considered a rural transportation provider and serve the whole city.”

The public transportation funds administered by TxDOT support transit programs serving 41 percent of the state’s population and cover more than 96 percent of the state’s land area.

www.cleburnetimesreview.com/news/city-receives-public-transportation-grant/article_fa0cb0e6-91e5-11e8-8feb-f38297f6f214.html

Bike-share tide in Dallas seems to be going out as quickly as it came in

Aug. 2, 2018
Written by Melissa Repko, Staff Writer
Dallas Morning News

Where have all the bikes gone?

Just months ago, dockless rental bikes seemed to be parked on every major street corner in downtown Dallas and Uptown. Pedestrians complained about two-wheelers blocking rights-of-way. City officials grappled with how to address calls from fed-up residents. Some bikes wound up in lakes.

At the peak, an estimated 20,000 bikes were in Dallas. Now, that's dropped to fewer than 3,500 bikes.

"As quickly as they came in, they disappeared," said Jared White, the city's bicycle transportation manager. "It was uncanny."

The shrinking number in Dallas reflects the economic challenges of bike-share businesses, which are jockeying to stand out from others offering a similar product at a similar price. The bikes provide a cheap and quick way to get around cities and travel the last mile of a commute by bus or train. But while most of the mobility startups are flush with venture capital, they have struggled to become profitable.

On Thursday, Beijing-based Mobike confirmed it was leaving Dallas. It follows two other operators — Beijing-based Ofo and San Francisco-based Spin — which announced in mid-July that they were exiting the market.

Two bike-share companies remain in Dallas: VBikes, based in Garland, and Lime, from the San Francisco Bay area. Bird, a scooter-share company based in Santa Monica, Calif., landed in Dallas in late June.

Mobike is issuing refunds to Dallas riders for remaining credits and moving its bikes to other U.S. markets, said James Liao, the company's director of operations and interim general manager.

Mobike has had several hundred bikes in Dallas as a pilot since December. In an email, Liao said the company decided to leave "due to data we received that reflects a low bikeability of the city."

Dallas has added regulations for bike operators in recent months, but a range of factors could be playing into how many bikes are in a company's fleet. Some, like Ofo, are pulling out of markets across the country and laying off workers. Others, like Spin, which had fewer than 700 bikes in Dallas, are beginning to focus on electric scooters instead of plain old bikes.

It's clear that scooters, since their arrival in late June, have won over some of the bike-share market.

On Thursday, Lola Hassan took a spin on a Bird scooter. The 23-year-old, who lives in a Los Angeles suburb, has rented both a bike and a scooter on business trips to Dallas. For her, the scooter was “one thousand times better” — especially in the Dallas heat.

On a scooter, she said, she can zip around without sweating through her makeup. And, she said, the breezy ride is a novelty.

“You can ride a bike anywhere,” she said. “The scooter is the new it thing.”

City Hall questions

At City Hall, White, the bike transportation manager, said the seemingly vanishing bikes have been a popular conversation topic. He said he and his colleagues have wondered whether new city rules have had an effect. But perhaps, he said, it’s just an inevitable shakeout of the market or the scorching summer temperatures sapping demand.

In late June, the City Council approved regulations that require bike-share firms to get permits and pay for the number of bikes or scooters in their fleets. The companies also must be staffed to quickly respond to complaints about bikes blocking sidewalks or being abandoned for days.

White said he expects bike and scooter companies to turn in applications for permits within two weeks. Each company must pay an $808 application fee plus $21 per vehicle. Each also must put up a $10,000 refundable security deposit.

“I can see it [the bike total] going back up, but I don’t see it going back up to what it was,” he said.

Dockless bike-share companies first took off in dense cities in China a few years ago. The new kind of bike-share system, which allows a rider to unlock a bike with a smartphone app and park it anywhere, was fueled by innovations in GPS technology, mobile payments and connected devices. And the dockless systems cut costs by eliminating the need for bike racks.

In the past year, six of China’s 18 bike-share companies have gone under after running out of cash, according to CBInsights, which tracks private company funding and angel investments. Some of the shut-down companies left behind giant piles of abandoned and broken-down bicycles.

The startups have spread to the U.S. and become a darling of venture capital firms — but they have struggled to become profitable businesses. Investors have poured more than $3.5 billion into bike- and scooter-share startups so far this year, according to CBInsights. The companies have primarily focused on dense urban areas and places like college campuses.

But the bike- and scooter-share companies have not turned a profit — and they have been tight-lipped about how and when they expect to make money.

Targeting customers

Garland-based VBikes became the first bike-share company in Dallas when it parked its bikes at Klyde Warren Park last summer. But as new, well-funded competitors started operating in the city, VBikes decreased its fleet of bikes to 500 and targeted customers who use the bikes for

recreation, placing the cycles at parks like White Rock Lake instead of all over, said Kris Alborz, a VBikes spokesman.

VBikes is owned by David Shan, who is also founder and owner of Massimo Motor, a seller of all-terrain vehicles and utility task vehicles in Garland.

Alborz said VBikes' goal is to have the bikes in use about 80 percent of the time during peak hours for recreation — on weekends and between 6 and 8 o'clock on weekday evenings.

But he said the company, which relies on three full-time employees to move the bikes around, also ran into unforeseen challenges. On its first model, the battery on the GPS system was powered by pedaling. If bikes went unused for a while, the GPS did not work and the company had trouble finding the bikes, he said. The company has since added solar sensors to charge the batteries and more advanced chips to help pinpoint the bikes' location, he said.

Its biggest challenge, though, was the property loss, he said. About 40 percent of its first 1,000 bikes wound up damaged, broken or stolen.

"To actually achieve something that's in the green rather than the red, it can be difficult," he said.

But he said VBikes is convinced bike-share can become profitable. He said VBikes may double its fleet from 500 bikes to 1,000 now that Ofo and Spin have left the market.

"We absolutely believe in the dockless ride-share business model," he said. "We are going to keep fighting, and hopefully we'll be able to make that turn where bikes are getting less damage, people are using them and the city becomes more bike-friendly."

He said the number of bikes is falling because of companies right-sizing themselves. "The amount of bikes we had prior to the ordinance being proposed was unbelievable," he said. "The number of bikes was so large, I don't think anybody was profitable. Nobody was making money."

Picking a strategy

At its peak, Lime had about 10,000 bikes in Dallas. Now, it has about 3,000 bikes and scooters — a number that's expected to remain stable, said Sam Sadle, the company's director of strategic development. The company, formerly called LimeBike, launched scooters in Dallas in early July.

Sadle said the changing landscape in Dallas reflects "a maturation of the industry."

"Like any industry, there's an initial burst of excitement and a lot of people get in, but it's an industry that requires a lot of work and a lot of coordination," he said.

Sadle said Lime is trying to find the right balance between bikes and scooters in Dallas. It has more than 50 full-time employees in the area that help market the bikes and move them around.

"We are learning more about where dockless mobility can be useful and helpful to the city," he said. "We are new to this business. The city is new to this business. So we are all learning together."

Sadle said Lime is always watching its ridership metrics and looking for the “sweet spot” — having enough bikes and scooters available when customers want to use them but not so many that they sit unused.

He would not divulge the company’s targets for average number of users or miles per day — but he said Lime has had 6 million rides in one year across its more than 70 markets in the U.S. and Europe. In Dallas, it says it has had more than 220,000 unique riders and the equivalent of 530,000 miles ridden.

Sadle said Lime is experimenting with new ways to boost efficiency and encourage good behavior. It activated new sensors that detect when a bike or scooter is knocked over. Riders must take a photo when they park a scooter. And the company is experimenting with "gamification." It introduced a game called “Parked or Not” to help identify riders who park correctly or incorrectly — and is considering how to reward customers for good parking.

Adam Cohen, a transportation researcher who studies bike-share at the University of California at Berkeley, said the ebb and flow in the number of dockless bikes is typical for a new industry. He said car-share companies such as Car2Go and Zipcar also tested out new locations, pulled out of markets and expanded in others.

“Across the board, bike-sharing and, more specifically, the dockless form of bike sharing is a relatively new model," he said, "and so there’s a lot of experimentation going on.”

https://www.dallasnews.com/business/business/2018/08/03/feeling-heat-bike-share-companies-fleet-sizes-drop-dallas

Plan to weaken car pollution rules sets up conflict with states

Aug. 3, 2018
BY BRADY DENNIS, MICHAEL LARIS AND JULIET EILPERIN
Washington Post

WASHINGTON – The Trump administration announced plans Thursday to freeze fuel-efficiency requirements for the nation's cars and trucks through 2026 – a massive regulatory rollback likely to spur a legal battle with California and other states, as well as create potential upheaval in the nation's automotive market.

The proposal represents an abrupt reversal of the findings that the government reached under President Barack Obama, when regulators argued that requiring more fuel-efficient vehicles would improve public health, combat climate change and save consumers money without compromising safety.

President Donald Trump's plan also would revoke California's longstanding legal waiver to set its own tailpipe restrictions, granted under the 1970 Clean Air Act, which the state has used most recently to try to curb greenhouse-gas emissions. It also would restrict the ability of states to follow California's lead – something a dozen states and the District of Columbia already have done.

The likely legal clash over the policy threatens to rupture the nation's auto market, doing away with uniform national standards negotiated by the Obama administration and potentially forcing automakers to produce different vehicles to meet standards in different states – something the industry has said it does not want.

On Thursday, a group of 19 attorneys general joined California Attorney General Xavier Becerra, who vowed that the state would "use every legal tool at its disposal to defend today's national standards and reaffirm the facts and science behind them."

California Gov. Jerry Brown was more emphatic, saying his state "will fight this stupidity in every conceivable way possible."

The Trump administration's proposal argues that forcing automakers to essentially double the fuel economy of their fleets to reach an average of roughly 54 miles per gallon by 2025, as the Obama administration proposed in 2012, would make vehicles more expensive and encourage people to stick to driving older, less-safe cars and trucks.

Rather, the administration's analysis, published jointly by the National Highway Traffic Safety Administration and the Environmental Protection Agency, estimates that halting fuel-efficiency targets at 2020 levels could save $500 billion in "societal costs," avoid thousands of highway fatalities and save Americans an estimated $2,340 on the cost of each new car.

The same analysis acknowledges that easing the Obama-era standards would increase U.S. fuel consumption by roughly half a million barrels of oil per day and contribute to global warming from increased greenhouse gas emissions.

HEALTH CONCERNS

Public health experts and environmental groups quickly condemned the White House proposal, arguing that it ignores the health benefits from less-polluting cars and would lead to Americans

spending more money at the gas pump. They said the rollback would allow more carbon dioxide to spew from the nation's vehicles, squandering a chance to combat climate change in the transportation sector, which has emerged as the nation's largest source of carbon dioxide emissions.

"By 2030, the pollution equivalent of this rollback will be like firing up 30 coal power plants," Paul Cort, an attorney at the advocacy group Earth-justice, said in a statement. "It's a boon for big oil that ordinary Americans will pay for with their health and their wallets."

AUTOMAKERS REACT

Some automakers privately have expressed unease at the abrupt freezing of fuel economy standards and the prospect of having to meet different requirements in different states. Industry representatives commended the Trump administration Thursday for putting out multiple options for public comment but stressed that they continue to support fuel-economy increases.

"With today's release of the Administration's proposals, it's time for substantive negotiations to begin," Gloria Bergquist, spokeswoman for the Alliance of Automobile Manufacturers, said in a statement. "We urge California and the federal government to find a common sense solution that sets continued increases in vehicle efficiency standards while also meeting the needs of America's drivers."

Ross Eisenberg, vice president for energy and resources policy at the National Association of Manufacturers, added that while the industry had pushed to revisit the Obama-era standards, "ultimately, manufacturers need a single national program that provides regulatory certainty and maintains vehicle affordability."

Despite the ambivalence of automakers and the vehement opposition from environmental activists, the Trump administration's push to ease fuel economy standards got a warm reception from oil and gas interests.

"What started as a mandate in the mid-1970's to reduce foreign imports of oil morphed into a costly and unworkable environmental regulation thanks to bureaucrats in the previous administration and in Sacramento," Thomas J. Pyle, president of the free-market advocacy group American Energy Alliance, said in a statement. "President Trump should be commended for standing up for American consumers by reducing the regulatory burden placed unnecessarily on automakers."

TROUBLE AHEAD

Trump administration officials fought for weeks behind the scenes over the details of how to relax Obama-era standards. Top officials at the Transportation Department and the Environmental Protection Agency clashed over whether the White House's justifications for the new policy can stand up to legal scrutiny.

In one recent internal presentation, part of which was obtained by The Washington Post, officials at the EPA's Office of Transportation and Air Quality warned that the proposal at that point contained "a wide range of errors, use of outdated data, and unsupported assumptions."

Ultimately, the two agencies published Thursday's proposal jointly, and acting EPA Administrator Andrew Wheeler publicly defended the proposal during testimony Wednesday before the Senate Environment and Public Works Committee.

In hundreds of pages of analysis, NHTSA argues that the costs of meeting federal mileage requirements over the next few years would boost the sticker price of vehicles, prompting people to continue driving older cars and trucks rather than buying newer, more efficient ones. That would in turn increase the risks of accidents, they said.

EPA officials questioned some of those estimates, as well as the Department of Transportation's idea that federal officials could block California and other states from imposing their own vehicle tailpipe standards on the grounds that a 1975 energy law reserved that right for the DOT.

The Trump administration said Thursday that it will accept public comment on its latest proposal for 60 days. The National Highway Traffic Safety Administration and the EPA also plan to hold public hearings in Washington, Detroit and Los Angeles.

What's up with all the Dallas-Fort Worth freeway shutdowns? It's all part of the plan, officials say

Aug. 3, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

In response to the traffic bedlam caused by freeway reconstruction projects, Texas officials have increasingly turned to a dramatic solution: shut it down.

Full closures of main freeway lanes for most or all of a weekend are indeed becoming more frequent in North Texas. Four times in the last two months, the Texas Department of Transportation's local districts have taken all traffic off major freeways to tear down overpasses.

Interstate 30 in western Tarrant County got the mother of all detours. Interstate 35E through Oak Cliff has been closed twice. Even the unthinkable — a closure of Central Expressway in Plano — has happened.

It's a rip-the-Band-Aid-off approach to motorists' pain, officials say. Taking out chunks of a bridge at a time causes lengthy lane closures and slows traffic for weeks. Detouring all traffic to frontage roads is the more extreme nuisance, but drivers' woes go away quicker.

"Ultimately, if we feel that it's safer, faster, better, then that's the way we're going to do it," said Val Lopez, a spokesman for TxDOT's Fort Worth district. "We try to do so thoughtfully and with the idea of minimizing impact to drivers."

The fine print in several TxDOT contracts these days requires that lanes be closed only during the lowest volumes of traffic, which means weekends and overnights. Contractors get incentives if they perform multiple activities in a single closure.

Years ago, the Fort Worth district applied the approach during the at-times painful redo of Interstate 30 through Arlington for AT&T Stadium. Multiple overpass demolitions were scheduled, and TxDOT started with an incremental approach, taking chunks at a time off the first overpass and shutting down lanes at a time.

"It just didn't work. It was taking too long," Lopez said. So TxDOT diverted traffic to side roads as it took out other nearby bridges.

"It showed some flexibility on our part," Lopez said. "We determined the safest method was to shut the highway down."

Another I-30 shutdown is on TxDOT's agenda this fall near the State Highway 360 interchange. The closure will have to take into account large crowds at AT&T Stadium during football season, Six Flags Over Texas, Lone Star Park, the Arlington Convention Center and other nearby venues.

The interchange has no continuous frontage roads, which is an outdated remnant from when the road was the tolled Dallas-Fort Worth Turnpike. The detour off I-30 will put traffic onto Division Street and will affect State Highway 360. Message boards will let motorists know about the shutdown weekend and daily lane closures. TxDOT's Austin base will also use social media to spread the word.

"When we're talking about shutting down an interstate, the impact does transcend the local area," Lopez said.

TxDOT also utilizes a smaller-scale version of the full shutdown approach. Westbound Interstate 20 was closed at Bryant Irvin Road in Fort Worth overnight recently. The next night, into dawn, eastbound I-30 traffic was detoured to the access roads. I-35E overpass construction near Waxahachie caused similar overnight shutdowns in the spring.

Drivers might feel the impact of the shutdowns more now because of the abundance of TxDOT projects. Officials have responded to the region's swelling population by trying to boost roads' capacity. That means ongoing construction on freeways and elsewhere.

"People are moving to North Texas in record amounts," said Michelle Raglon, a spokeswoman for TxDOT's Dallas district. "Some areas have not had road improvements for 50 years."

https://www.dallasnews.com/news/transportation/2018/08/03/thedallas-fort-worth-freeways-shutdowns-part-plan-officials-say

Hyperloop and Bullet Trains Aside, The Future In North Texas Still Belongs To Cars

AUG 3, 2018
By GUS CONTRERAS & RICK HOLTER
KERA

The future of transportation seems jam-packed with high-tech gizmos, like bullet trains, self-driving cars, flying taxis and Hyperloop.

And yet, the future in North Texas still belongs to cars, at least if you dig into "Mobility 2045," the long-term transportation roadmap for the area.

The plan was just approved by the North Texas Council of Governments. Michael Morris is director of transportation for the agency, and KERA's Rick Holter caught up with him in his Arlington office.

Interview Highlights

On the future of transportation

Our desire is to help lead the state and the nation in technology transfer when it comes to transportation. We've got autonomous vehicles now being tested in Frisco. We had the first autonomous transit vehicle tested in Arlington over a year ago. We visited Hyperloop. We think it's real. They're looking for their next initiative to move from a test track; already have gotten vehicles up to 260 mph. We're looking at potentially being the next section of that certification facility connecting Dallas to Fort Worth.

On connecting the region and state

There's no reason why we can't be making improvements to the Trinity Railway Express. In fact, we have a $100 million application that just went to Washington. The Hyperloop situation is really an intercity movement on top of a "within region" movement.

We're talking to Texas Central Partners about bringing the bullet train over to Fort Worth. We've been long interested in getting Houston to Dallas to Arlington to Fort Worth. They're focused on the Houston-to-Dallas piece. The state's plan is an upside down "u" — Houston, Dallas to Fort Worth, all the way to Laredo.

If Texas Central Partners doesn't want to come all the way across, then we need to build high-speed rail from Dallas with a cross platform transfer that goes to Fort Worth, Waco, Temple/Killeen, Austin, San Antonio and Laredo. That could be a bullet type train or the Hyperloop. The Dallas-to-Fort Worth section, whatever technology is used, is on its way to Laredo.

On the growth of transportation in North Texas

When I started we were the 16th largest region in the United States. We're now fourth; we'll soon be third, ahead of Chicago. We're an accident of history because we don't have access to the sea, so we're this century's transportation system. We were built with interstate highways and Class I railroads and blessed with great air carrier airports.

Now in this century, the future is going to be based on advances in these technologies that take us the rest of the way. We're not going to get there on your grandpa's pickup truck. It's going to take all these investments and insights into different modes of transportation. I think we're going to be judged by the degree and the diversity of transportation options we give our citizens, and I think technology is going to play a very big role in that.

http://www.keranews.org/post/hyperloop-and-bullet-trains-aside-future-north-texas-still-belongs-cars

Point & Counterpoint: Fuel Standards

Aug. 5, 2018
Tribune News Service

PRO: More realistic fuel economy rule would cut traffic fatalities and lower gas prices

BY MYRON EBELL

Cars on the Grand Central Parkway pass LaGuardia Airport in New York on Wednesday. The Trump administration has proposed rolling back tougher Obama-era gas mileage requirements that are set to take effect after 2020.

The Trump Administration has proposed to halt the steady increases in auto fuel economy standards that were part of backroom deals made by the Obama administration with California and automakers in 2009-12.

In doing so, the administration has struck a blow for consumer choice that will be good news for drivers planning or hoping to buy a new car in the next decade. That's because the mileage mandate is one of the main causes of rapidly rising vehicle prices.

Corporate Average Fuel Economy standards were first enacted in 1975 as a response to the 1973 OPEC oil embargo. The idea was that reducing American dependence on foreign oil was a national interest more important than other factors that people consider in buying a new car, such as safety, size, performance and cost.

The federal government was therefore justified in imposing a mandate that overrode consumer choice.

Even with CAFE, American dependence on foreign oil increased as more people drove many more miles and domestic oil production declined. But by 2012 it was clear that the shale oil and gas revolution was rapidly increasing domestic production and was therefore going to solve the very problem that CAFE was designed to address.

Although Congress refused to enact global warming legislation, a 2007 Supreme Court decision allowed Obama's Environmental Protection Agency to repurpose CAFE as a program to reduce greenhouse gas emissions.

The average mileage requirements were set to increase rapidly from the existing standard of 35 mpg by 2020 for passenger cars, pickup trucks and SUVs to 54.5 mpg by 2025.

After reviewing the impacts of the new standards, the Department of Transportation and EPA have now decided to scale back the rate of annual increases, and then flatline CAFE at 37 mpg from 2020 to 2026.

Meeting ever more stringent fuel economy standards is driving up new vehicle prices. Sticker shock is thereby causing a lot of people to hang on to their current cars. The average age of all cars on the road is now at an all-time high of over 11 1/2 years.

The Transportation Department's analysis shows that having so many 15- to 25-year-old cars on the road is a major safety concern. Not only are newer cars safer, but systems such as braking and airbags become less reliable as cars get older.

Freezing CAFE standards will make new cars more affordable for millions of Americans and also allow many of them to buy bigger and hence even safer new models.

How much safer will be hotly debated. The Transportation Department concludes that the proposed changes will prevent about 1,000 traffic fatalities a year. If that number is anywhere close to reality, then it is going to be hard to argue against making those changes.

Supporters of CAFE respond by pointing to polls showing strong public support for higher fuel economy standards. The polls are no doubt accurate on that one question, but they fail to ask whether you would support higher fuel economy standards if it meant that the vehicles you could buy were smaller, less safe and more expensive.

That there are trade-offs between price, safety, fuel economy, size, and performance is the key point. Federal CAFE standards have limited consumer choice and forced consumers either to buy models that they would not otherwise buy or to put off buying new cars altogether.

For many people, fuel economy will still be the most important factor in choosing a new car. The good news for them is that the Trump administration's action will in no way prevent them from buying a model that gets great gas mileage. The good news for everyone else is that the choice of models will be much wider than if the CAFE standard remained 54.5 mpg.

Myron Ebell is director of the Center for Energy and Environment at the Competitive Enterprise Institute in Washington. He was the EPA team leader for the Trump presidential transition in 2016.

CON: Slashing current mpg rules would adversely affect all Americans

BY MICHAEL E. KRAFT

The Trump administration's Environmental Protection Agency and Transportation Department are about to propose a significant weakening of vehicle fuel economy and emissions standards that will adversely affect almost all of us. We need to pay close attention.

After extensive consultation with key stakeholders in 2009 and 2011, the Obama administration set fuel economy standards that were to rise gradually to a fleet average of 54.5 mpg by 2025, or in real world terms to about 40 mpg, still an impressive gain.

The Trump administration's proposal is expected to halt progress with the standards for the 2020 model year. It would require no improvements after that even though they can be made without adverse impacts on the economy or safety. Environmental and public-health groups decry this action as a highly destructive regulatory rollback.

Should the proposal survive the comment period and what could be years of litigation, it will likely hurt U.S. automakers and parts suppliers, harm the economy, worsen air pollution and slow the nation's progress on reducing greenhouse gas emissions.

Experts always debate the fine points of regulatory costs and benefits. Their conclusions reflect varying assumptions and values, and the questions they choose to address or ignore.

For example, what are the effects of higher emissions on public health? What is the likely impact on climate change, where vehicle emissions are a major contributor? How will the new

rules affect global trade in vehicles at a time when nearly all automakers are trying to move rapidly toward less polluting designs, such as electrics and hybrids?

In response to such questions, Trump administration officials criticize the Obama-era standards as too costly and a burden on automakers. They also argue, without evidence, that fuel-efficient vehicles are less safe because they weigh less.

Supporters of the current standards say that consumers will save money in the long run by using less fuel, and that the rules will improve air quality and public health while reducing greenhouse gas emissions. Some add that more efficient U.S. vehicles will do much better in global sales.

Supporters offer the more persuasive argument; even the auto industry thought so when the standards were first developed. Automakers supported them in part because they recognized the value of such standards for consumers and the future of their industry.

The original agreements allowed 15 years to develop the technologies essential for meeting fuel economy goals, and great progress has been made, as is evident to anyone driving a newer vehicle.

Even California, with its strict emissions requirements, thought well of the new policy, as did labor and environmental groups.

The Trump administration now challenges these agreements and may even seek to eliminate California's right to set tougher standards, which about a dozen other states follow. The auto industry wisely favors a compromise with California to ensure one national standard.

There is disagreement within the administration on precisely what to do, yet the final proposal might well be damaging to the industry, its parts suppliers, and their workers.

The impact on consumers is negative as well. The Obama administration argued that people would pay a little more for their vehicles, but also save thousands of dollars over time, particularly if gas prices rise.

Independent economic analyses confirmed that keeping strong standards not only would save money, but also provide market certainty and push much-needed technological innovation.

The Trump administration argues that the standards do not benefit consumers and may even harm them. Yet its ideologically-driven analyses are suspect.

Michael Kraft is professor emeritus of political science and public and environmental affairs at the University of Wisconsin-Green Bay.

Column: Highway AND Railways: Let the voters decide

Aug. 6, 2018
By Peter LeCody, President of Texas Rail Advocates
Texas Tribune

Without any fanfare, the Federal Railroad Administration released the Texas-Oklahoma Passenger Rail Study (TOPRS), which was five years in the making, last November.

Since then, crickets.

The service level study paints a broad brushstroke showing what kind of trains could operate along the corridor. The study, paid for with federal funds, showed that running intercity passenger trains from Oklahoma through Texas to the Rio Grande Valley and beyond is not only feasible but needed to meet the demand of the millions of new Texans we will welcome to our state in the coming years.

The Texas Transportation Commission, Texas Department of Transportation and our legislators who sit on the House and Senate Transportation committees have been strangely silent on the TOPRS plan for the 850-mile-long corridor. Other than the spartan page on the TxDOT website and the Federal Railroad Administration post, there has been no effort to move this to a project level status, where the nuts and bolts of developing a passenger rail plan along the I-35 corridor would occur.

The addition of passenger rail service is one of the few options planners have left to ease future traffic congestion on I-35 as the state adds more than 1,000 new residents every day.

The state demographer points out that 86 percent of Texans now live along or east of the I-35 corridor. By doing the same thing over and over — building highways — can we expect any future outcome other than more road congestion?

Instead of adding one new lane to I-35 between Austin and San Antonio, you could spend close to the same amount to get fast, frequent, modern trains carrying the same number of passengers per hour as a traffic-clogged lane. Or you could do what some planners are recommending and either build another freeway through Central Texas or even double deck I-35. Neither of those ideas appeal to a lot of residents.

A University of Texas transportation study for the TxDOT I-35 Corridor Advisory Citizens Committee showed that most Texans want intercity train service between our metropolitan areas and are willing to pay for it through transportation funding.

Right now, less than 1 percent of TxDOT's $26 billion budget for 2018-2019 is marked for public transit across the entire state and no money is allocated for intercity passenger rail.

Legislators will wring their hands, crying "no money is available," when there is an easy fix. Craft and let voters decide, through a constitutional amendment, to designate 5 percent of transportation funding for rail and transit development. That would leave the remaining 95 percent for highways.

There is federal funding through the FAST Act and other programs that can be leveraged for passenger rail if Texas can step up and match it. Other conservative states, like Oklahoma and

Utah, dedicate funding for passenger rail and transit and are seeing the benefits of transportation choices for their citizens. Texas has been shut out.

Don’t let the TOPRS study sit on a TxDOT shelf gathering dust. Let’s use it as the template for improving transportation choices in Texas.

In the upcoming legislative session, our lawmakers should let the public weigh in on how to keep Texas moving in the future.

Peter LeCody has been a financial supporter of The Texas Tribune, a nonprofit, nonpartisan news organization that is funded in part by donations from members, foundations and corporate sponsors. Financial supporters play no role in the Tribune's journalism.

https://www.tribtalk.org/2018/08/06/highway-and-railways-let-the-voters-decide/

Eddie Bernice Johnson: Of course we can boost the economy while cutting pollution; we always have

Aug. 7, 2018
Written by Eddie Bernice Johnson, Contributor
Dallas Morning News

Last week, the Environmental Protection Agency released an annual report on nation's air quality status and trends through 2017. The findings were promising and showed the steps we've taken to improve air quality nationally.

We must keep making progress on cleaner air for the public health of all Americans. The argument that the regulations that brought us to this point are hurting the economy is specious. The evidence shows that on balance, jobs are created and the economy expands following the passage of major environmental reforms. Stricter pollution limits unleash innovation and create new technologies.

The report, titled Our Nation's Air, showed that concentrations of air pollutants have dropped significantly since 1990, with overall air pollutant emissions decreasing and the number of days of unhealthy air quality trending down. Since 1970, when the EPA was established, the combined emissions of the six most common pollutants dropped by 73 percent. This is obviously very good news. And the news gets better. Since 1970, while the combined emissions were dropping so drastically, the economy also tripled — proof we can have clean air and a healthy economy.

The drop in air pollution may be surprising to some of us in North Texas. After all, it is the height of summer and in spite of improving air quality, including in the Dallas area, we have had more than our share of unhealthy-air-quality days. In fact, the Dallas-Fort Worth area still made the list of 25 most ozone-polluted cities in the American Lung Association's State of the Air report this year.

Research has shown that ozone alone increases deaths from cardiovascular disease, strokes and respiratory causes. As someone who worked in the public health field, I am all too aware of the impact poor air quality has on the health of people, especially the young, the sick and the poor.

An estimated 10 percent of all children and nearly 26 million Americans suffer from asthma and are put at risk from high levels of ozone exposure. In the U.S., asthma accounts for almost 2 million emergency room visits, 439,000 hospitalizations, more than 14 million doctor visits, 14 million lost work days, more than 10.5 million lost school days and 3,600 deaths each year.

Again, I have just been talking about ozone here. According to the EPA, particulate matter pollution also causes early death, cardiovascular and respiratory harm and possibly cancer and reproductive harm.

It was interesting and truthfully quite refreshing to see the Trump administration touting the results in the Our Nation's Air report and attributing them to "aggressively" enforcing air rules. After all, we have heard little from President Donald Trump and some in the EPA on clean air, other than concern that clean air regulations are hurting the economy. And they have worked to delay implementing and to weaken many existing clean air standards, including recently easing future fuel efficiency and emissions regulations for cars.

I sincerely hope the president and the EPA will adhere to the findings published in their report and take to heart that a strong economy and a healthy environment are not mutually exclusive, as realized by the stable economic growth and milestone environmental protections enacted by President Barack Obama. We can have both, and we should strive to continue to improve the environment and the air we breathe.

Eddie Bernice Johnson is a Democrat representing Dallas in the U.S. House. She wrote this column for The Dallas Morning News.

https://www.dallasnews.com/opinion/commentary/2018/08/07/course-can-boost-economy-cutting-pollution-always

New York City Caps Uber and Lyft Vehicles in a Crackdown

Aug. 8, 2018
By Emma G. Fitzsimmons
New York Times

New York became the first major American city on Wednesday to halt new vehicle licenses for ride-hail services, dealing a significant setback to Uber in its largest market in the United States.

The legislation passed overwhelmingly by the City Council will cap the number of for-hire vehicles for a year while the city studies the booming industry. The bills also allow New York to set a minimum pay rate for drivers.

Uber has become one of Silicon Valley's biggest success stories and changed the way people across the globe get around. But it has faced increased scrutiny from government regulators and struggled to overcome its image as a company determined to grow at all costs with little regard for its impact on cities.

New York's move to restrict the number of ride-hail vehicles and to establish pay rules for drivers — another step no other major city has taken — could provide a model for other governments that want to rein in the industry. New York's aggressive stance also raises questions over how fast Uber can continue to grow as the company, which has been valued at $62 billion, plans to move toward an initial public offering next year.

The proposal to cap ride-hail companies led to a clash among interest groups with taxi industry officials saying the companies were dooming their business and Uber mounting a major advertising campaign to make the case that yellow cabs have a history of discriminating against people of color.

Mayor Bill de Blasio and Corey Johnson, the City Council speaker, said the bills will curtail the worsening traffic on the streets and improve low driver wages.

"We are pausing the issuance of new licenses in an industry that has been allowed to proliferate without any appropriate check or regulation," Mr. Johnson said before the vote, adding that the rules would not diminish existing service for New Yorkers who rely on ride-hail apps.

Mr. de Blasio praised the bills and said he planned to sign them into law. The cap on new for-hire vehicles would take effect immediately.

"More than 100,000 workers and their families will see an immediate benefit from this legislation," Mr. de Blasio said, referring to the city's army of for-hire drivers. "And this action will stop the influx of cars contributing to the congestion grinding our streets to a halt."

But Uber has warned its riders that the cap could produce higher prices and longer wait times for passengers if the company cannot keep up with the growing demand. Ride-hail apps have become a crucial backup option for New Yorkers swept up in the constant delays on the city's sputtering subway, as happened on Wednesday when signal problems again snarled train lines across a large swath of the city. Ride-hail services have also grown in neighborhoods outside Manhattan where the subway does not reach.

The battle over Uber's future in New York has been prompted in part by growing concerns over financial turmoil among drivers — a problem underscored by six driver suicides in recent

months. On Wednesday, a large group of drivers rallied outside City Hall before the vote and held signs displaying the names of the drivers who took their lives.

New York is the latest city to grapple with questions over how to regulate the company. In London, Uber's most lucrative European market, Uber recently regained its taxi license after the company agreed to stricter regulations, including providing the city with the trove of traffic data that the firm collects and has often been reluctant to share. Uber has also faced regulatory battles in American cities, like Austin, Tex., and in countries like Canada, Brazil and Italy.

In Seattle, the City Council approved a bill allowing Uber drivers to form unions, but the measure has faced a legal challenge. Uber left Austin in 2016 after the City Council passed a measure requiring the company to perform fingerprint background checks, though Uber later returned to the city. The mayor of Honolulu recently vetoed a bill to cap price increases by Uber during busy periods.

The company's new chief executive, Dara Khosrowshahi, has embarked on a global charm offensive to repair the company's image after a series of controversies, including complaints among workers over gender discrimination and harassment.

Uber criticized the Council's decision to approve the cap, but said the company would work to keep up with the increasing appeal of its service despite the limit on new vehicles.

"The City's 12-month pause on new vehicle licenses will threaten one of the few reliable transportation options while doing nothing to fix the subways or ease congestion," Josh Gold, a spokesman for Uber, said in a statement.

Anand Sanwal, chief executive of CB Insights, a software company that examines technology trends, said the cap could impact Uber's public offering if it reduces revenues and emboldens other cities to take similar action.

"If it changes their growth trajectory, that could have an impact on their valuation and the narrative around the company," Mr. Sanwal said.

Uber said the company would immediately reach out to tens of thousands of for-hire vehicle owners who are already licensed but work for other local car services and try to recruit them to work for Uber. The company said it would also continue to press for another solution, known as congestion pricing — a proposal to toll drivers entering Manhattan's busiest neighborhoods and that would require approval from state lawmakers.

Many experts believe congestion pricing is the best way for New York City to fix congestion and secure the funds needed to fix the subway. Mr. Johnson supports the idea, but Mr. de Blasio has opposed it. Gov. Andrew M. Cuomo, who controls the subway, has said he will push for congestion pricing during the next state legislative session to help pay for an ambitious, multibillion dollar overhaul plan for the subway.

The City Council approved the cap in a 39-to-6 vote. Councilman Eric Ulrich, a Republican from Queens, said he opposed the cap, arguing that limiting Uber to help yellow taxis was similar to regulating Netflix, the streaming service, to help Blockbuster, the video rental chain.

The legislation allows for the city's taxi commission to add more licenses if there is a clear need for more vehicles in some neighborhoods. In New York, many Uber drivers work full time and

the city regulates Uber vehicles as part of the for-hire vehicle industry, which is different than other cities.

The City Council also moved recently to regulate Airbnb, another tech company that has upended the hotel industry. Mr. Johnson, a Democrat who became City Council speaker in January, has quickly taken bold steps to make a name for himself on high-profile issues, including convincing the mayor to pay for half-price MetroCards for poor New Yorkers.

Many taxi and Uber drivers say they support the cap proposal. They hope it will halt the flood of new vehicles clogging city streets and allow them to make more trips and improve their earnings. Uber and other ride-hail services could add new vehicles only if they are wheelchair accessible.

Lyft, the second most popular app in New York, also criticized the vote: “These sweeping cuts to transportation will bring New Yorkers back to an era of struggling to get a ride, particularly for communities of color and in the outer boroughs,” Joseph Okpaku, a vice president at Lyft, said in a statement.

The vote was a moment of vindication for Mr. de Blasio, a Democrat, who lost a bruising battle with Uber over a proposal for a cap in 2015. Since then, the number of for-hire vehicles in the city has surged to more than 100,000 vehicles, from about 63,000 in 2015, according to the city.

The taxi industry has also been decimated by Uber’s rise. The price of a taxi medallion, which is required to operate a taxi in New York, has plunged from more than $1 million to less than $200,000.

Elizabeth Cassarino, a yellow taxi driver, said she supports the cap and hopes it will improve business for taxis. As she drove a taxi through the clogged streets of Manhattan on Wednesday, she said her credit cards were maxed out and she had trouble making enough money to pay for food.

“Finally,” she said. “We’re starving to death.”

https://www.nytimes.com/2018/08/08/nyregion/uber-vote-city-council-cap.html

Plan divvies up settlement

$29M of state's share would go to the D-FW area, according to draft

Aug. 10, 2018
By JEFF MOSIER Staff Writer
Dallas Morning News

Texas environmental officials are planning to allocate more than $29 million of the state's $209 million Volkswagen settlement money to the Dallas- Fort Worth area, according to a draft plan released Wednesday.

The proposal only broadly specifies how to spend the money, which was allocated to Texas in January from the multibillion-dollar settlement of Volkswagen's diesel emissions cheating scandal. State officials must create a plan for spending the money before it can tap into the settlement.

Some options include replacement of older, polluting tractor trailers, buses, airport ground vehicles, forklifts and other industrial equipment. Many of those would involve replacing old diesel engines with newer ones.

Grants could be distributed either on a first-come, first-served basis or through a competitive process. The Texas Commission on Environmental Quality, which is administering the state's share, is seeking public comments through Oct. 8 on the new plan. Details are available at TexasVWFund.org.

The national settlement with Volkswagen specifies the ways the money could be used to reduce air pollution but allows states to distribute the cash within that framework.

Less than 4 percent is expected to go toward administering the Texas fund, according to the state's plan. And up to 15 percent would be allocated to electric car charging or hydrogen fuel cell fueling infrastructure.

The alternative fuel plan was described as a "mixed bag" by the Texas office of consumer group Public Citizen. The endorsement of electric vehicles was heartening, but "some of the most cost-effective projects were left out of the plan," Adrian Shelley, director of Public Citizen's Texas office, said in a written statement.

"Although Texas claims to prioritize funding for cost-effective reductions of nitrogen oxides, the plan excludes funding for freight switchers, tugs and tow vessels, which are among the most cost-effective projects available in terms of their ability to reduce air pollution and protect public health," he wrote.

State officials did not guarantee that the entire 15 percent would be used for alternative fuel infrastructure and said they had tried to take a "fuel-neutral approach."

The other 81 percent — $169.5 million — would be allocated to densely populated regions with high ozone concentrations.

The goal of the settlement fund is to reduce nitrogen oxide, one of the components of ground-level ozone or smog.

Computer software on hundreds of thousands of Volkswagen diesel vehicles made it appear that they were emitting less nitrogen oxide than claimed.

Worldwide, the number of offending vehicles is estimated at 11 million; the company's former CEO was indicted this year on federal fraud charges in the U.S.

Texas' plan for its share of the settlement calls for the Dallas-Fort Worth area to get the second-largest portion of the regional grant allocations. San Antonio would have the highest at $73.6 million.

The TCEQ rejected requests to allocate the money based on where affected vehicles were registered within Texas. That approach, state officials said, wouldn't have as strong of an impact on air quality. Also, that data could be misleading, according to the report.

"Past vehicle registration data does not necessarily reflect the current status and location of the vehicles or where the vehicles may operate, particularly when considering the buy-back program being implemented by VW," according to the state plan.

Another traffic mess will be just outside DFW Airport, for the next 4 years

August 10, 2018
By Gordon Dickson
Fort Worth Star-Telegram

GRAPEVINE – Motorists who travel through Grapevine should get ready for about four more years of road construction and nighttime lane closures.

Work is about to begin on a $370 million makeover of the Interstate 635/Texas 121 interchange in Grapevine.

Motorists can expect nightly lane closures for months. A ceremony will be held Monday to kick off the project, and the actual work will begin in a month or so, a project spokeswoman said.

Much like the DFW Connector project, a $1 billion makeover of the Texas 114/121 corridor in Grapevine that lasted from 2010 to 2014, the lane closures and detours will take place almost always at night and on weekends, to ensure workday traffic continues to flow, a spokeswoman said.

Also, project managers have worked with DFW Airport to ensure the bright lights associated with nighttime road work do not interfere with aircraft on final approach to the runways, said Alyssa Tenorio, spokeswoman for the lead contractor Northgate Constructors. The airfield and its seven runways are just a mile or so south of the work zone.

“We have worked with DFW Airport and the FAA to ensure we’re out of the flight zone with all our upcoming work,” she said.

Grapevine is a merge point for six highways — I-635 (aka LBJ Freeway), Texas 114, Texas 121, Texas 26, Texas 360 and Farm Road 1709 — and is one of the most congested corridors in North Texas. The city is wedged between two huge geographical barriers — the sprawling DFW Airport and Lake Grapevine — and by some estimates about 500,000 vehicles per day squeeze through the area.

Traffic on northbound 121, for example, heads to Lewisville, The Colony, Carrollton and Plano. Traffic on eastbound I-635 goes to Coppell, Irving, Addison, Farmers Branch and Dallas.

About 180,000 vehicles per day travel just on Texas 121 south of I-635, according to North Central Texas Council of Governments traffic counts.

Unlike the DFW Connector project, which focused on widening and rebuilding main lanes, the work on the 635/121 interchange will be mostly about improving direct connection ramps and auxiliary lanes that help people switch from one highway to another. Also, Bass Pro Drive and other roads in the area will be widened to increase capacity.

The work on the 635/121 interchange was originally supposed to be part of the DFW Connector work from 2010-14, but there wasn’t sufficient funding to do all the work. In 2017, state leaders found the funding they needed through a new program known as the Texas Clear Lanes Initiative.

https://www.star-telegram.com/news/traffic/your-commute/article216403325.html

Trump ‘Buy America’ review delays cleaner buses, trucks

Local efforts to clean up vehicle fleets are being held back by a review of “Buy America” requirements for iron and steel

August 14, 2018
By David Iaconangelo
E&E News

A Trump administration review of “Buy America” requirements for iron and steel has frozen a pot of federal money meant for local governments trying to clean up their vehicle fleet emissions.

The holdup originates with an April 2017 White House executive order directing agencies to reassess their Buy America enforcement and maximize use of U.S.-produced iron and steel.

The Federal Highway Administration’s Buy America policies require all iron and steel incorporated in local projects to be produced in the United States.

In a notice one year after Trump’s order, the FHWA acknowledged that it had not found any auto and truck makers that used only U.S.-made iron and steel and issued waivers for 151 local and state projects. That accounted for 955 garbage trucks, school buses, street sweepers and other heavy-duty vehicles.

Funds from the Congestion Mitigation and Air Quality Improvement program, or CMAQ, can pay for up to 80 percent of those new vehicles.

But U.S. transportation officials have given no word of how they might subsequently interpret Trump’s Buy America order. And that’s upset plans by city and state officials to replace older, diesel-burning engines with plug-in electrics and vehicles with other fuel sources, including natural gas.

Alleyn Harned, who directs the Virginia branch of the Energy Department’s Clean Cities coalition, said cities there had put aside CMAQ requests for about $1.4 million in funds, or 300 fleet vehicles.

“They’re pausing projects,” he said. “They’re pausing the transition to cleaner domestic fuels.”

The FHWA did not respond to requests for comment.

Under the Obama administration, the FHWA also halted projects early on, said Ken Brown, a consultant for Transportation Energy Partners, a nonprofit that works with 90 Clean Cities coalition members.

The agency eventually relented, requiring only that final assembly of the vehicles occur in the U.S.

The final-assembly requirement was also cited by the FHWA when it cleared the backlog of funding requests in April, pleasing transportation officials and alternative-fuel trade groups that took it as a sign that the administration might begin approving more recent Buy America waivers — or at least clarify what the new policy would be.

Some of those groups have resumed petitioning the FHWA, asking it to continue using the Obama-era criteria until it finalizes new rules.

“These are U.S. companies doing final assembly in the U.S., with U.S. workers,” said Rick Sapienza, who works with North Carolina cities on air quality projects through North Carolina State University’s Clean Energy Technology Center. “Beyond that, you’re helping diversify your energy demand, and the fuels you’re using — electricity, propane and natural gas — are domestic fuels. It’s keeping with the intent of Buy America.”

Brown estimated that the federal review had caused officials in states across the country to shelve or delay orders for about a thousand cleaner vehicles.

“What we’ve been arguing is, it’s fine to review this, although we don’t think you’ll find a practical approach to vehicles that requires 100 percent of iron or steel,” he said. “But in the meantime, keep with the old process so you can keep these projects going forward. That has fallen on deaf ears.”

Some air quality and transportation planners are trying to scrounge together enough money from state-level sources to keep fleet transitions going.

Chris Klaus, senior air quality manager at the North Central Texas Council of Governments, said many of the 44 Dallas-Fort Worth-area planners that make up the body were hoping to use funds from the Texas Emissions Reduction Plan (TERP), combined with money from EPA’s Diesel Emissions Reduction Act (DERA) program.

“It’s hard for me right now,” he said, adding that officials from states that lacked programs like TERP were likely having an even tougher time.

“We’ve got a Buy America waiver request for probably $2 million in vehicles, and because we’re waiting for it, half of these things have fallen through,” he said. “Then add in calls for projects we didn’t do, or projects we passed on, or future opportunities we’re trying to weigh.

“We’re reviewing fiscal year ’20 and beyond, and I’m asking staff, ‘Are we going to set aside CMAQ money to clean up fleets?’” added Klaus.

http://www.governorsbiofuelscoalition.org/trump-buy-america-review-delays-cleaner-buses-trucks/

Dallas police don't really see a problem with electric scooters, rental bikes

Aug. 13, 2018
Written by Robert Wilonsky, City Columnist
Dallas Morning News

A year after dockless vehicles began appearing on Dallas' streets, and along its sidewalks, Dallas police said they have almost no issues with rental bikes and electric scooters.

Very few people have been injured riding the e-scooters in Dallas — only four since May 1, according to executive assistant chief David Pughes. And few crimes, if any, have been committed by people using the rental bicycles that began appearing last summer — an "insignificant" amount at most, Pughes told members of the Dallas City Council.

And most of those, Pughes said, have been "anecdotal" — nothing more than stories about drug deals and shady characters cruising neighborhoods on bright green and yellow two-wheelers, the stuff of Nextdoor.

Even if they're true, Pughes said, "I am not in a position to say that crime would not have occurred had it not been for the use of that vehicle."

In fact, as far as Dallas police are concerned, the biggest threat posed by so-called dockless vehicles are riders who won't stay off the sidewalks in downtown, the Cedars and Deep Ellum, where the scooters and bikes are prohibited by city code. And even then, Pughes said, Dallas police have been instructed not to ticket law-breakers.

"Instructions are to give warnings and education," he said. He noted that it's possible an officer has written a ticket — he had no statistics at hand — "but that' s our general instruction to the officers."

Worst case, Pughes said, the city will have to look harder at outlawing scooters on sidewalks in other pedestrian-friendly parts of Dallas — Bishop Arts, say, or Uptown. He recommended a study be conducted in coming months. But several council members noted that a stretched-thin Dallas Police Department has far more pressing matters than ticketing scooter riders sharing sidewalks.

Said Pughes, there have been discussions with city transportation officials about "possibly allowing parking enforcement" to write tickets, "especially in an area of high concentration."

At the moment, there are two bike rental companies operating with permits in Dallas: VBikes out of Garland and California-based LimeBikes. The latter is also one of two scooter providers; Bird, based in Santa Monica, Calif., is the other.

The council approved rules for rental bikes on June 27, including permit and registration fees and insurance deposits. That thinned the herd: Three companies, chief among them Chinese company Ofo, abandoned the market after once flooding Dallas with dollar-an-hour bikes.

Electric scooters, too, were legalized on that date — but for only six months, while city officials studied whether they were safe for city streets. Monday's briefing to the Public Safety and Criminal Justice Committee was the first of several before council finally decides on whether

they are here to stay. Pughes and Michael Rogers, the city's director of transportation, appeared to offer no real reasons for concern.

"I am not hearing any updates on issues we need to address," said Lake Highlands' council member Adam McGough, the committee's chair.

Kevin Felder, the council member representing South Dallas, said he's heard plenty of issues from his constituents. He told Pughes dealers are using the bikes as "transportation back and forth between drug houses" and to commit other crimes. He said the city and bike companies need to do a better job tracking their rides, and offered one suggestion.

"When I was a kid we used to have license plates on the back of our bikes," he said. "I'd like someone to look into it — some way to track these bikes and see who's riding these bikes."

Council member Philip Kingston said his biggest problem was that electric scooters have been banned from the Katy Trail — when electric bicycles, which weigh far more and go much faster, have not because of state law, which does not consider them to be "electric vehicles."

Said Kingston, "That doesn't make any sense."

Rogers said after the meeting that he expects e-bikes will begin appearing in Dallas in the fall — "as soon as the weather gets nice."

https://www.dallasnews.com/news/dallas-city-council/2018/08/13/dallas-police-dont-really-see-problem-electric-scooters-rental-bikes

Dispute over two North Dallas stations delays DART vote on Cotton Belt

Aug. 14, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

The expected go-ahead for the $1.1 billion Cotton Belt commuter rail line plan was delayed Tuesday, giving Dallas Area Rapid Transit board members two more weeks to resolve a dispute over a North Dallas station.

The long-desired east-west commuter rail line, which would stretch from Plano to DFW International Airport, is nearly ready to move forward. But board agreement on the final details — as well as some Dallas officials and residents' disdain for the project — has caused the holdup.

On Tuesday, the board seemed to have consensus to delete the prospective Preston Road station, which, like others, has been in a Cotton Belt plan that dates to 1983. But Dallas residents and officials have also asked the board to get rid of the proposed stop at Coit Road when the board takes up its official vote, now Aug. 28.

"Dallas feels very strongly about this," said Sue Bauman, board chair. "They do not want those two stations."

Hope remains in Plano, in particular, that a Coit Road station will happen someday. They'd rather defer the station than totally junk it.

"If people on the west side of Plano take the Cotton Belt and go to UT-Dallas or Addison stations, the travel time is about the same," said Peter Braster, Plano's director of special projects.

But he said more parking would be needed at other stations if the plan loses the Coit station.

Eliminating Coit and Preston would free up $30.3 million to be spent elsewhere on the Cotton Belt, DART officials said. But because of prep work needed to make sure the station could still be built in the future, that number falls to about $27.6 million if Coit is instead deferred.

Financing on target

Board members seem unified on the financing plan for the 26-mile east-west train line from Plano to DFW Airport. Construction will start as a federal loan for $908 million falls into place late this year. The line is scheduled to open in 2022.

Officials now plan on three more elevated crossings than they originally planned. That means cars won't have to stop for the train on busy streets including Josey Lane, Midway Road, Hillcrest Road, Plano Parkway, Jupiter Road and Coit.

Interstate 35E, the Dallas North Tollway and Preston already have bridges at the intersections with the former freight rail corridor. Richardson and DART are splitting the cost of a new bridge over Central Expressway.

DART has also tried to mitigate the neighbors' complaints about living near the Cotton Belt. The agency has planned sound walls, rubber pieces to cushion vibration and quiet zones where trains can pass intersections without sounding horns.

Landscaping, higher-quality walls and other residential zone improvements called "betterments" — upgrades of some $7.2 million — are also spread across Addison, Carrollton, Coppell, Dallas, Plano and Richardson.

Sound walls were demonstrated adjacent to the line in North Dallas, where residents' opposition was the most vocal, on July 30 and Aug. 4.

"The process itself has been incredibly robust," DART president and executive director Gary Thomas said. "We've gone overboard with meetings. We tried to make sure we had the dialogue, the conversation. 'We know you don't want it to happen, but if it happens, what would you like it to be?'"

Paying for the line

DART officials quickly identified a federal Railroad Rehabilitation and Improvement Financing loan as their best way to secure funding to improve the former freight corridor. The loans are issued at a single point above the federal interest rate which, DART estimates, will save $256 million versus tax-exempt bond financing.

Joseph Costello, DART's senior vice president of finance, said the formal credit review will take place this fall, and he expects to close on the loan by November.

Another $227 million in local funding will be needed. More than half of that will come from congestion mitigation and air quality grants allocated by the North Central Texas Council of Governments.

DART also asked some cities to pick up a share of the tab to help pay for costs of stations in places where the line diverts from the freight track's path.

Many of the city agreements fell into place only recently.

Coppell approved its contribution to the project Tuesday. The Regional Transportation Council approved a loan for Addison last week.

And a few Plano City Council members wanted to put off a vote Monday on an interlocal agreement with DART. Some had concerns about Plano's intent to create a tax-increment finance district to help build the rail stations. But Mayor Harry LaRosiliere said voting against the deal now would be unfair to the rest of the region.

The interlocal agreement passed with five votes. Council members Rick Smith and Tom Harrison voted no. Council member Anthony Ricciardelli abstained, saying he wasn't ready to support the agreement.

https://www.dallasnews.com/news/transportation/2018/08/14/dispute-two-north-dallas-stations-delays-dart-vote-cotton-belt

Rolling robots could be coming to a Dallas sidewalk near you

Aug. 13, 2018
Written by Melissa Repko, Staff Writer
Dallas Morning News

A rolling robot may be coming to a Dallas sidewalk near you.

Dallas officials are considering whether to green-light a pilot of autonomous delivery devices. The robots, which are powered by an electric battery, could deliver groceries, takeout, medicine or other items to customers' doorsteps. If it gets City Council's blessing at a meeting later this month, the rolling robots could be deployed as early as November.

Delivery robots have become an appealing alternative for retailers and restaurants who are trying to keep up with consumers' changing habits. From meal deliveries to ride-hailing to same-day deliveries, customers have gotten used to ordering online or through an app and then getting what they want on-demand — or at least in a few hours.

Delivery by robot has already been tested in major cities, including Austin, San Francisco and Washington, D.C. The first of the rolling robots in Dallas could be from San Francisco-based robotics company Marble, according to Michael Rogers, director of department of transportation. The robots — which are about the size of a motorized wheelchair — would travel at the maximum of 10 miles per hour for one or two miles. They use sensors and cameras to detect and autonomously steer around obstacles like cyclists, dogs and fire hydrants. For the pilot, however, the number of devices would be limited and a human would walk behind the device to monitor its safety, he said.

Rogers gave a briefing on the autonomous delivery devices on Monday to the city's Mobility Solutions, Infrastructure and Sustainability Committee. He said the pilots would have upsides for the city: It would reduce the number of delivery trucks congesting the roads, decrease emissions from vehicles and provide surveying data on the condition of the city's sidewalks.

Rogers said the robots would use sidewalks and crosswalks, but would not operate on trails or roadways. They would be required to obey traffic laws and yield to pedestrians, bicycles, skateboards and more. Each would be marked with the operating company's website address and contact information.

Rogers recommended setting a time limit for a pilot and requiring each company to pay a $808 permit fee and show proof of liability insurance. Each robot has a high price tag, so he said he wouldn't expect more than four or five per company.

On its website, Marble describes its autonomous delivery devices as "your friendly neighborhood robot." The company is in discussions with retailers to transport customer's purchases. It has not publicly announced any clients, said Jackie Erickson, Marble's director of communications and government relations, but many suggested Dallas as a test market.

The startup, which was founded by three Carnegie Mellon University graduates, is testing its robots about an hour east of San Francisco in Concord, Calif. It's discussing pilots with Arlington and with a city in Nevada, Erickson said. Last year, it ran a meal delivery pilot in San Francisco with Yelp 324, a food delivery business that the online review company acquired.

Erickson said Marble would like to have its robots in Dallas in the fall or winter. She said "robot ambassadors" would initially tag along with the deliveries. Customers open the robot by punching in a special code that they receive after their purchase.

At the Monday meeting in Dallas, the idea of the delivery robots was greeted with enthusiasm. Council member Lee Kleinman said Dallas could be a leader in the state for the delivery vehicles. He said he did not want the city to stand in the way of companies.

After watching a YouTube video of a Marble robot, council member Sandy Greyson said they looked "very cool, very hip." Even if it takes just a few cars off the road, she said it would be an improvement. But she joked about whether the autonomous delivery devices would be able to detect potholes before they fall into them.

https://www.dallasnews.com/business/technology/2018/08/13/rolling-robots-could-coming-dallas-sidewalk-near

What's the right number of taxis (or Uber or Lyft cars) in a city?

Aug 10, 2018
By Emily Badger
The New York Times

When Uber and Lyft first entered the market, offering a ride-hailing service that would come to include tens of thousands of amateur drivers, most major U.S. cities had been tightly controlling the competition. New York City allowed exactly 13,637 licenses for taxicabs. Chicago permitted 6,904, Boston 1,825 and Philadelphia 1,600.

These numbers weren't entirely arbitrary. Cities had spent decades trying to set numbers that would keep drivers and passengers satisfied and streets safe. But the exercise was always a fraught one. And New York City now faces an even more complex version of it, after the passage of legislation this week that will temporarily cap services like Uber and Lyft.

The city plans to halt new licenses for a year while it studies the impact of ride-hailing and establishes new rules for driver pay. In doing so, it renews an old question: What's the right number of vehicles anyway?

The answer isn't easy because it depends largely on which problem officials are trying to solve. Do they want to minimize wait times for passengers or maximize wages for drivers? Do they want the best experience for individual users, or the best outcome for the city — including for residents who use city streets but never ride taxis or Uber at all?

All of these goals are in tension. If you're a ride-hailing passenger, you may want cars to materialize at your doorstep instantaneously. But a system that can do something like that probably also has a lot of empty cars waiting around, contributing to congestion and lowering driver wages.

The right number then is best thought of as more of a sweet spot in the trade-offs between convenience and congestion; high wages and short waits; what's best for individuals and what's best for everyone.

"There isn't a right number — you want to get several right relationships here," said Bruce Schaller, a former deputy commissioner in the New York City Department of Transportation and a longtime consultant. For years, he had this same conversation with cities eager to optimize their taxi fleets.

With too few cars, cities have risked frustrating passengers who cannot get a cab when they need one. With too many, drivers struggle to earn enough, giving them an incentive to cherry-pick only the most profitable trips, like airport rides. For these reasons, cities began capping taxis in the 1930s, and many that tried deregulating the industry in the 1970s ultimately decided they needed to impose caps again.

San Francisco notoriously never got this balance right (by the dawn of the Uber era, it had about 1,700 licensed cabs). "It is no accident that Uber and Lyft began in San Francisco," Schaller said. "It wasn't just because it was Silicon Valley. It was because they had seriously too few taxicabs."

He and other researchers suggest that the best way to capture these trade-offs is to focus on measures of how heavily taxis or ride-share fleets are utilized — how much time or how many

miles they spend with a passenger in tow. Systems that rack up a lot of unproductive travel essentially waste street space, and they're less profitable for drivers.

Alejandro Henao, a postdoctoral researcher with the National Renewable Energy Laboratory, illustrates what this looks like using data from RideAustin, a nonprofit ride-hailing service in Austin, Texas. When drivers don't receive enough trip requests, they spend a lot of miles driving around without any passengers, contributing to congestion. As they receive more requests, those wasted miles decline.

Henao suggests the optimal target, at least in Austin, occurs when drivers average 3.4 trip requests per hour. That translates to having about 30 drivers for every 100 trip requests there. Beyond that point, adding more trips per driver doesn't save drivers — or the city — much in empty miles traveled with no passenger in the back. And beyond that point, the system would most likely have too many passengers and not enough drivers, and passenger wait times would increase.

These specific numbers would differ in other cities or circumstances (including if you looked at only, say, downtown Austin). But the principle is the same anywhere, Henao argues: Cities should neither cap these services nor welcome a free-for-all. They should try to optimize the number of drivers to the amount of demand — or nudge companies to do that more effectively, by requiring them to share their utilization rates. Cities could withhold licenses from companies with low utilization, for instance, and reward those with high rates.

In New York, politicians have been reacting to the suspicion that ride-hailing companies have goosed the number of cars on the road to minimize wait times for passengers, at the expense of driver wages and public streets. "The Uber business model," Mayor Bill de Blasio said, is "flood the market with as many cars and drivers as possible."

Uber and Lyft counter that they're motivated to balance all of these interests, and certainly more so than the taxi industry has been.

"Picking a number of vehicles is not the best way to serve residents across entire cities — just look at yellow taxis in NYC who do 92 percent of their trips in Manhattan," Uber spokesman Josh Gold said in a statement. "Ultimately, we have a natural incentive to keep drivers busy; otherwise they won't choose to continue driving with us."

Capping ride-sharing vehicles won't ease congestion, said Adrian Durbin, Lyft's director of communications. And it will make it only harder for companies like Lyft to nudge more passengers into shared rides if they're not able to match passengers efficiently. He points to people who live in neighborhoods that aren't well served by transit, or who need late-night rides.

"Those are the people who are going to be most harmed by caps or cuts to ride-sharing," he said. "We weren't just putting drivers on the road for the sake of it. It's not good for our business or Uber's to have drivers out there whose cars are empty most of the time."

Lyft and Uber have not released data on their utilization in New York, although other provisions of the city's legislation could require them to do so. That also makes it harder to repeat Henao's analysis with trip data in New York. But Schaller has made his own calculations. Cars for the two companies were used by passengers about 68 percent of the time in New York, excluding airport rides, he estimates for June 2017. Ideally, that number could be as high as 80 percent, he said.

Yellow cabs by definition are less productive because they don't use the same sophisticated dispatch system to pair drivers and riders citywide. For them, Schaller suggests, the sweet spot may be more like 55 percent in New York, and lower in less dense cities.

Research published this summer in the journal Nature by researchers at MIT suggests another possibility: If yellow cabs in New York could centrally optimize routes — more akin to what Uber and Lyft do — they could deliver the same number of rides with 30 to 40 percent fewer vehicles. Of the roughly 13,600 registered yellow cabs, about 8,000 are on the road at a time. That means the fleet could provide the same trips, even without combining rides in shared trips, with closer to 5,000 vehicles.

Technology has made it easier to identify and manage the optimal supply, far more so than when cities began capping taxis 80 years ago. But cities have to be clear what they're optimizing for. And in none of these proposed calculations would the city maximize the interests of the group financially hurt the most by Uber's rise: taxi medallion owners, some of them immigrant drivers, who've seen the value of their assets plummet. That is a trade-off, too.

https://www.bizjournals.com/dallas/news/2018/08/10/whats-the-right-number-of-taxis-or-uber-or-lyft.html

Column: ‘Don’t Uptown Our Plano’ is one of The Angry Crowd’s scare tactics distorting the city's real story

Aug. 15, 2018
Written by Sharon Grigsby, Metro columnist
Dallas Morning News

You can’t say I don’t try to listen to what the other guy has to say. For six weeks, I’ve been looking for someone associated with Plano Future to talk about why this group, juiced by the bullhorn of social media, is so angry with its hometown government.

Phone calls and emails to group founder Jim Dillavou got me nowhere. Only after I wrote about the suburb’s nasty political struggle -- which Plano Future is at the heart of -- did I get a callback.

Spokesman Allan Samara told me Dillavou doesn’t like dealing with the press, so Samara was calling in his stead to set me straight on Plano Future. He followed up with a two-page email detailing the group’s grievances and agreed to an interview.

Finally, a source that was willing to talk. But 15 minutes into our Plano Future interview, Samara threw this curve: “Jim [Dillavou] doesn’t want me specifically speaking for Plano Future and I’m going to respect that. I actually speak for Smart Plano Future.”

Wait, what? This was the first I had heard of a splinter within the group. From there, the conversation only got even weirder and more convoluted.

Not long after I cut off the interview with Samara, I received a text from Dillavou, who apparently had a sudden change of heart about that dealing-with-the-press thing.

So why is this suburban “Who’s on first?” routine worth my time, much less yours?

It matters because this loosely organized group with nebulous membership is playing havoc with almost every issue Plano faces. Plano Future’s decibel level far exceeds its actual size and significance. But with a mailing list of thousands of residents who may not be paying close attention to their municipal government, Plano Future is driving -- and often distorting -- this suburb’s development story.

Any reasonable suburban dweller would sympathize with some of what bugs Plano Future. I sure do, having previously lived in Rockwall during the years when cars and cement poured in, turning the sleepy little town into an overstuffed suburb.

No doubt traffic congestion and development must be managed. But digging in against the reality of 2018, as Plano's vocal minority has done, is foolish.

The trouble began in October 2015, when the city council approved the Plano Tomorrow plan, the first attempt since 1986 to handle redevelopment in a city that is nearly built out.

The majority of the council felt they listened carefully to all citizens during the two years it took to craft the plan, even though they knew not everyone would agree with their conclusions. Hundreds of residents contended that the plan would urbanize and degrade Plano's housing, schools and quality of life.

With Plano Future in the lead, residents submitted a petition with more than 4,000 signatures demanding the council repeal the plan -- or let voters decide its fate. The city secretary declared the petition “insufficient” and the council moved forward.

But Plano Future did not. A group of citizens filed a lawsuit that has dragged on for nearly three years, though that hasn’t stopped the city from implementing its master plan.

Dillavou, among Plano Future's leaders, made clear in our conversation that reconciliation, or even compromise, can happen only if the city council sees the error of its ways with the Plano Tomorrow plan. “It’s the city that’s the problem,” he said. “They need to start listening to the citizens.”

Plano Future has gained its clout not from the lawsuit itself but from those 4,000 signatures on the anti-Plano Tomorrow petition. The contact information alongside each signature provided a ready-made distribution list for Plano Future’s version of things.

Dillavou’s group is allied, at various times, with other small but equally dissatisfied organizations. The Collin County Republican Party also has its hand in the discontent, and conservative Empower Texans’ name is thrown around frequently in conversations about apartment plans and residential density.

Stir this mess together and you’ve got The Angry Crowd, aka the Party of No, responsible for creating an unfocused but high-pitched anxiety that has led residents to believe, for instance, that billions of apartments are coming to Plano.

Pressed about Plano Future’s use of scare tactics, Dillavou contended, “I don’t believe that’s the case,” then immediately shifted to, “We didn’t want to turn the whole city into Uptown. That’s what the people who wrote the Plano Tomorrow’s vision was.”

Dillavou kept trying to convince me that he and his group aren’t anti-apartment, but apartments came up again and again in his remarks. Challenged about whether the population and apartment numbers are actually skyrocketing, his response was, “it’s coming.”

He also noted his group’s influence in getting two freshmen council members, Anthony Ricciardelli and Rick Smith, elected last year with campaigns that railed against apartment-dense projects.

Because so much development has happened under Mayor Harry LaRosiliere’s watch, he’s often Plano Future’s target. At a council meeting in late July, a Plano Future leader was escorted out of the chamber after he ended his remarks, addressed to the mayor, with “jackass.”

LaRosiliere notes that the annual survey of citizens has remained pretty consistent since he joined the council, with 94 percent saying they are satisfied or extremely satisfied with their city’s services.

The mayor, who laughs that he is “working on developing an even thicker skin,” maintains that unhappy residents’ concerns are valid, but sometimes arguments are exaggerated.

“Every trail comes back to apartments,” LaRosiliere said. “They say, ‘apartments are the reason for traffic, apartments are the reason for crime.’ It’s easy to make that one reason the catchall for everything.”

The mayor noted that an analysis of annual traffic enforcement shows three of every five stops involved a non-Plano resident. That statistic points to the real growth of the last decade or so -- Frisco, Prosper, McKinney, Celina and Allen, whose residents pass through Plano en route to their jobs in Dallas.

By comparison, Plano’s growth in population and apartment units has been relatively stable. Folks who are frustrated now either don’t remember or weren’t paying attention back in the 1990s and 2000s, when Plano experienced the kind of boom that its northern neighbors are now boasting.

After spending a lot of time the last six weeks talking to residents, reading the city’s recent history and watching archived council meetings, here’s the Plano I see: The pro-growth camp can't wait for the next challenge while the anti-growth people cling to a fantasy from the 1980s. In the middle are a lot of quiet people who understand both points of view but are mostly trying to adapt to the change.

If only The Angry Crowd would step up and work on solutions with the same zeal it’s worked on fighting city hall.

https://www.dallasnews.com/opinion/commentary/2018/08/15/dont-uptown-plano-just-one-angry-crowds-scare-tactics-distorts-citys-real-story

This commuter rail service is more than a way for passengers to get to DFW Airport

August 16, 2018
By Elizabeth Campbell
Fort Worth Star-Telegram

GRAPEVINE – If you've noticed more trains rolling in to Grapevine this week, it might be TEXRail, which is expanding its test runs to the city.

TEXRail is a 27-mile commuter rail line that runs from Fort Worth to Terminal B at DFW Airport. There are stops in Fort Worth, North Richland Hills and Grapevine.

"We are extremely proud of TEXRail, and it will set the premium," said Bob Baulsir, senior vice president of Trinity Metro, which launched the TEXRail project. "This is a welcome change in North Texas."

The test runs take place from 2 p.m. to midnight. Trains are running at 70 mph from TEXRail's maintenance facility at Long Avenue to Grapevine. Work is still underway on Terminal B at he airport, he said.TEXRail will have a special run New Year's Eve, with full service starting on Jan. 5.

The cars were designed in Switzerland. Every seat will have a USB port and each car will have a bike rack. There is even a "quiet car" where the lights will be dimmed and passengers will have to forego using their cell phones.

When trains start running, people will have more options for traveling to employment hubs in Fort Worth,Grapevine and at the airport, Baulsir said.

Transit-oriented development is already taking shape in North Richland Hills and Grapevine.

In North Richland Hills, the Iron Horse and Smithfield stations are the two stops for the TEXRail trains. Townhomes, apartments and retail are planned for a development called Iron Horse Commons, a five-minute walk from the station. The townhomes will have direct access to the Cottonbelt Trail.

Work is underway at the $105 million Grapevine Main, a mixed use development featuring a five-story station and a boutique hotel, which is scheduled to open in fall of 2019.

"This is an opportunity for us to build our brand as a destination, a hospitality-friendly venue. It is less than a block from our historic Main Street," said Bob Farley, Grapevine's economic development director.

TEXRail will also give visitors another way to get to the festivals, such as Grapefest without, driving their cars.

"Grapevine has been proactive for a long time trying to anticipate opportunities like this and set aside funds for the train station," Farley said. "We wanted to do something more than put up a kiosk.

In 2006 Grapevine voters approved allocating a portion of the sales tax toward the commuter train service.

https://www.star-telegram.com/news/local/article216852920.html

Cotton Belt plans keep chugging along, but Dallas' downtown subway still years behind — and counting

Aug. 18, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

The Cotton Belt commuter line and a downtown Dallas subway were Dallas Area Rapid Transit's billion-dollar babies — born on the same night, Oct. 25, 2016.

But as DART officials this week ironed out the finer points of the $1.1 billion Cotton Belt, which will run from Plano to DFW International Airport, the project's twin — dubbed "D2" — is still up in the air.

The subway's scheduled 2024 opening might be optimistic at this point. The project still depends on a $320 million grant administered by the Federal Transportation Administration — a source of funding that has slowed.

"The administration changed, and it has not been very favorable to transit," said Lee Kleinman, a Dallas City Council member and chairman of the city's mobility committee. "It's anybody's best guess as to when they start funding these grants again."

DART bet on federal funding coming through when it committed to the $1.4 billion downtown subway the same night as it put the Cotton Belt plan in motion. Both were projected as six-year build-outs to be finished in 2022.

Although several Dallas City Council members criticized the Cotton Belt, DART saw both projects as important to its rail system's future. D2 was meant to help unclog the current light rail system, where all four lines run on a single set of tracks downtown. And DART's northern cities had long sought an east-west connection to the airport.

The bulk of the funding for Cotton Belt is a $908 million federal loan. DART, which is primarily funded by sales tax revenue from its member cities, is on target to close the loan in November.

DART chose to fund D2 with bonds and the grant so it could be built at the same time. DART's backup financing plan could be to issue capital appreciation bonds, which carry risk and threaten to saddle future generations with a massive bill.

Gary Thomas, DART's president and executive director, said that "there's a little different path" for both projects because of the difference in financing.

But that was what some Dallas leaders feared in 2016. They warned that DART's reliance on a federal grant for D2 would, in essence, lead to the agency's prioritization of the Cotton Belt.

In its update of the financial plan for both projects this week, DART officials said the cost of D2 has increased by $9 million because of rising real estate values.

Originally, much of what DART needed was to be an above-ground line, likely along Young Street. But pushback from residents and developers near the Dallas Farmers Market forced planners to rethink the route and put it underground. DART found a path underneath Commerce Street to be more palatable. However, the speed bump in site selection was costly to the grant application.

"D2 has been a very, very robust planning process with lots of input," said Thomas, who initially hoped to make D2 a reality soon after the proposed Dallas-to-Houston high-speed rail's 2021 target opening. "The public didn't agree with our premise. The City Council said they wanted a change, and the board agreed."

But downtown has also been changing. The growing downtown population has led to a focus on shorter trips, Downtown Dallas Inc. President Kourtny Garrett said.

"We still see a benefit for the region and for regional light rail," she said, noting a focus on improving traffic in the group's recently updated 360 Plan. "We're really looking for alternative transportation, public transit with DART to focus on streetcars, how to better use the bus system, even scooters to come into play. And of course continuing with the second rail line as we learn more about what's happening at the federal level."

She said Downtown Dallas Inc. is working closely with DART and area stakeholders on the design and location of D2 stations to ensure the system integrates well with downtown.

Kleinman, a proponent of the Cotton Belt, said he wants to see D2 move forward to help unclutter the four-stop stretch between Pearl and West End stations where Blue, Green, Orange and Red light rail lines all run.

"We need it probably more than anything," Kleinman said. "Having one track for all four lines is truly a flaw."

https://www.dallasnews.com/news/transportation/2018/08/17/cotton-belt-plans-keep-chugging-along-dallas-downtown-subway-now-two-years-behind-counting

Hunt County, state reach transportation agreement

Aug. 18, 2018
Brad Kellar
Herald Banner

Hunt County, area and state officials are on the same page when it comes to plans for transportation projects in the county.

The Hunt County Commissioners Court voted this week to enter into a Memorandum Of Understanding with the North Central Texas Council of Governments Regional Transportation Council and the Texas Department of Transportation regarding upcoming transportation projects.

“It is kind of laying out the foundation for a blueprint,” said County Judge John Horn of the agreement, which addresses the items listed under the $24 million bond package approved by voters in 2016.

“The memorandum will be just kind of a reference point,” Horn said.

The Hunt County Transportation Plan Committee began meeting in 2010 to map out the county’s future transportation needs, eventually coming up with list of projects designed to address the growth which is approaching the county from the west, north and south, ranking the projects in order of greatest need and the most significant impact to the county.

The projects under the program included the rebuilding of Farm to Market 2642, the widening of FM 1570 from Interstate 30 to State Highway 34, the widening of State Highway 34 from FM 1903 to FM 1570 and the Interstate 30 interchange locations along FM 1570 and 1903.

The majority of the funding for the projects, as much as $162.4 million, would come from TxDOT via statewide propositions approved by voters in 2014 and 2015.

According to the memorandum, Hunt County, through the consulting and engineering firm of Freese and Nichols, would provide the initial planning, design, engineering and other services related to right-of-way acquisition, utility relocation and environmental studies for those projects under which it is listed as the lead agency. TxDOT would provide the services for those projects listed under the agreement for which it is identified as the lead agency.

“It has been pretty remarkable,” Horn said of the cooperation between the agencies. “It has been a very positive program so far.”

http://www.heraldbanner.com/news/county-state-reach-transportation-agreement/article_7f1c3238-a295-11e8-a481-9b201b61b390.html

Why Texas is allowing motorists to drive on the shoulder of this highway

August 22, 2018
By Gordon Dickson
Fort Worth Star-Telegram

BEDFORD – Motorists sick of sitting in traffic on Texas 121 in Bedford will get some relief by 2020, in the form of an unusual traffic fix.

The solution involves allowing motorists to drive on the shoulder of the four-lane Texas 121 in Bedford — a practice that normally would be illegal.

About two miles of Texas 121 between the Texas 121/183 merge and Cheek-Sparger Road/Mid-Cities Boulevard will soon be expanded with an extra lane in each direction, by converting some of the fast-lane shoulder into additional lane space. But the extra lanes — sometimes called “peak hour lanes” — will be open only to traffic during “rush hour” periods of weekday mornings and afternoons.

Signs will be installed to let drivers know when it’s OK to use the lanes.

“The project will widen the inside shoulder of SH (state highway) 121 that will act as an additional lane during peak use periods,” Texas Department of Transportation spokesman Val Lopez said.

The area in question suffers from an extreme bottleneck, as Texas 121 shrinks from six to four lanes between Cheek-Sparger Road and Glade Road in Euless. It’s not uncommon for traffic to back up for several miles, sometimes as far north as William D. Tate Avenue in Grapevine.

The gridlock was mentioned by Grapevine resident Cindy Jones, who was among dozens of readers who responded to a new Star-Telegram online news feature dubbed “Honkin’ Mad.” On the Honkin’ Mad page of the Star-Telegram’s digital editions, readers are encouraged to ask traffic questions, which can be answered by a reporter and featured in news stories.

Jones wrote on her Honkin’ Mad submission: “121 South through Grapevine into Bedford. It always backs up at the Glade exit down into HEB since they put in the toll lane. What’s going to be done to make this more efficient?”

Texas 121 in Bedford has not had major improvements in years, while other roads such as the Texas 114/121 DFW Connector in Grapevine and the Texas 121/183 North Tarrant Express in Hurst, Euless and Bedford have undergone billions of dollars worth of improvements — including the addition of toll lanes.

Peak hour lanes

The peak hour lanes technique has been used on Texas 161 in Irving, on several miles of the highway wedged between segments of the President George Bush Turnpike. Those lanes are open 6 to 10 a.m. and 2 to 7 p.m. weekdays.

(Many motorists may use that portion of Texas 161, which extends from just south of Texas 114 to south of Texas 183, without realizing it’s not officially a part of the Bush Turnpike.)

In Irving, the special lanes opened in 2015. They are marked by a solid white stripe, and motorists are expected to treat them as shoulders during off-peak periods, although it's not unusual to see people driving on them at all hours.

A study of car crashes on Texas 161 before and after the peak hour lanes were installed determined the lanes didn't cause additional accidents, according to a report recently presented to the North Central Texas Council of Governments.

Why not make the new lanes permanent?

It can take many years for a permanent highway improvement to be drawn up and studied by engineers. Even when that initial work is done, it can take many more years before state and federal funding becomes available to do the work.

The peak lanes are considered a temporary solution that can be done relatively quickly, until the permanent fix is ready, Lopez said.

But even the temporary solution can take time. Lopez said the contract for the Texas 121 peak hour lanes is scheduled to be awarded in September, followed by construction near year.

If all goes smoothly, the new Texas 121 peak hour lanes will be open to traffic some time in 2020, he said.

https://www.star-telegram.com/news/traffic/honkin-mad-blog/article217022485.html

Driverless cars are coming to 'innovative and progressive' Arlington, and you can request one

Aug. 22, 2018
Written by Melissa Repko, Staff Writer
Dallas Morning News

Autonomous vehicles are coming to the streets of another Dallas-Fort Worth city.

The city of Arlington approved a one-year contract Tuesday with Silicon Valley-based Drive.ai to offer a new way for people to get around its entertainment district, whether to Texas Rangers and Dallas Cowboys games, concerts at the stadiums, or restaurants and bars. The service will begin Oct. 19 with a fleet of three autonomous vans.

The pilot program is just one of several steps taken in North Texas and Arlington to move toward a future in which cars, trucks and buses may use software, rather than humans, to guide them. In late July, Drive.ai began a similar six-month van pilot in Frisco for the 10,000 people who work in Hall Park, a large campus of office buildings, to get to nearby shops and restaurants. Arlington had a free autonomous shuttle that operated for the last year on walking and bicycle trails in its entertainment district.

With the new pilot, Arlington will become the first Texas city with an on-street autonomous vehicle service that's open to the general public. It is the second phase of Arlington's autonomous vehicle effort. It tested the shuttle service, called Milo, from August 2017 to this month during more than 100 special events. The electric shuttle service was owned and operated by the French autonomous vehicle company EasyMile.

With the new service, visitors and residents will be able to request a ride in a self-driving van that holds three passengers. The vans will travel in traffic on public streets but will be programmed to operate only in a designated part of Arlington's entertainment district. They will travel up to 35 mph.

Initially, each van will include a safety operator. The fleet may later expand to five vans.

Alicia Winkelblech, an assistant director of strategic planning for transportation in Arlington, said the autonomous vehicle pilot signals that Arlington is "an innovative and progressive city that's open for business." She said city officials are eager to embrace autonomous technology that could save residents time and money.

"It is the way of the future, and we think the best way to prepare for that and learn about it is to test it in a real-world environment in our backyard," she said.

Winkelblech said Arlington would like to attract other technology companies that want to grow their employee base and test their products locally.

The San Francisco-based robotics company Marble is also running a city-approved pilot in Arlington. It is mapping sidewalks for its autonomous delivery devices. The robotic four-wheel devices are about the size of a motorized wheelchair. They can be used to deliver groceries, meals or other items short distances. The city of Dallas is also considering a pilot for robotic delivery devices, including Marble's.

Arlington and Drive.ai said that more details on the autonomous vans, such as the route and hours of operation, will be available closer to the pilot's launch.

The one-year pilot will cost about $435,000, the city says. Most of the funding — $343,000 — will come from a federal Congestion Mitigation Air Quality Improvement Grant.

Texas is one of 10 places in the country chosen by the U.S. Department of Transportation as proving grounds where companies and public agencies can test automated technology for cars, trucks and buses.

Conway Chen, vice president of business strategy at Drive.ai, said Texas is an appealing test market because it has clear state regulations, supportive city governments and interesting use cases. He said the company's pilot programs in Frisco and Arlington demonstrate the versatility of autonomous vehicles, whether to take people for coffee near the office or convey them to a crowded stadium.

For officials in fast-growing cities, shared autonomous vehicles are a possible solution to traffic congestion. Frisco, which is home to Drive.ai's other pilot, is the fastest-growing large city in the nation, according to the U.S. Census Bureau, adding an average of 37 residents a day.

Arlington will show off the Drive.ai vans during the Texas Mobility Summit, a three-day conference that it is hosting in October.

https://www.dallasnews.com/business/technology/2018/08/22/arlington-youcan-soon-request-autonomous-vehicle-demand

Study: Air pollution shortens life spans

Globally, it cuts 1year off average expectancy; in U.S. it's 4 months

Aug. 23, 2018
The New York Times

Air pollution is shaving months — and in some cases more than a year — off your life expectancy, depending on where you live, according to a study published Wednesday.

Globally, outdoor air pollution reduces the average life expectancy at birth by one year. The effect is much more pronounced in some countries: It cuts the average Egyptian's life span by 1.9 years and the average Indian's by 1.5 years. In Russia, it's around nine months.

For the United States, it's less, reducing the life expectancy of an American born today by a little more than four months on average.

Those findings come as the Trump administration proposes loosening pollution control over coal-fired power plants.

The study, in the online journal Environmental Science &Technology Letters, took into account measurements of outdoor, or ambient, air pollution.

It gathered data from previous studies that used satellites and ground-based pollution meters to calculate levels of ambient fine particulate matter, known as PM 2.5. That kind of pollutant can come from a variety of sources, including coal-fired power plants, truck tailpipes, wildfires and dust storms.

Joshua Apte, an engineering professor at the University of Texas at Austin and the lead author of the study, called that kind of particulate matter "the single most important environmental pollutant for ill health and death."

This $1.25 billion highway fixup will likely take out some homes and businesses

August 24, 2018
By Bill Hanna
Fort Worth Star-Telegram

Fort Worth – There's no doubt that something needs to be done about traffic congestion along Interstate 20, 820 and U.S. 287.

Every weekday, traffic backs up as drivers must shift lanes through a confusing maze of lanes in southeast Fort Worth as they continue onward to Arlington or Mansfield.

But fixing the problem won't be cheap and could change routes to the freeway for some neighborhoods.

Homes and businesses could also be impacted. With the wider right-of-way needed for the rebuilt freeway, some homes and businesses will likely have to go.

A handful of properties along Meadowbrook Drive east of 820 and north of Craig Street just west of 820 could be impacted.

In Forest HIll, a few homes near Anglin Drive north of I-20 could also be in jeopardy.

Known as the Southeast Connector project, the $1.25 billion fix is still four years away from turning dirt.

In the Texas Department of Transportation's recommended plan, the southbound entrance ramp at Brentwood Stair Road and the northbound entrance ramp from Meadowbrook Drive could both disappear along Interstate 820.

All of this is subject to change.

Transportation officials say routes can still be adjusted and more public meetings will be held. At a public meeting in July, the main concerns voiced were losing those entrance ramps and noise issues in southeast Arlington.

But there's no way these freeways, some of which date to the mid-1960's, can be rebuilt in some areas without taking some additional rights of way.

"Since everything is preliminary, there's no right-of-way acquisition or even a permanent plan at this point," said Val Lopez, a Texas Department of Transportation spokesman.

Kris Reynolds, president of the Eastern Hills Neighborhood Association in east Fort Worth, has mixed feelings about the project.

"I know it's going to happen," Reynolds said. "We do have some input but it sounds like there's going to be sacrifices one way or another. I hope we have another chance to voice our opinions."

City Councilman Cary Moon, who represents neighborhoods in east Fort Worth bordering 820, said most of the concern he has received concerns the entrance ramps at Meadowbrook and Brentwood Stair. Land acquisition is sometimes inevitable with highway projects, he said.

“These property owners will be well compensated by TxDOT for their land,” Moon said. “We’ve been waiting for 820 to get redone while other projects have been completed. It’s time to get this project started.”

https://www.star-telegram.com/news/local/community/fort-worth/article217072240.html

Austin police launch drone program for deadly traffic crashes

August 24, 2018
By Mark Wilson
Austin American-Statesman

Highlights

- Drones could cut time at crash scenes, and lane closures, by 80 percent, police say.
- Drones also will increase officer safety and produce more thorough evidence, the department says.

Austin police officers are gearing up to use drones to map out scenes of fatal crashes across the city.

The new technology could cut the time investigators spend gathering evidence by as much as 80 percent, significantly reducing traffic on some of Austin's congested and dangerous roadways while keeping officers safe from passing vehicles, said Lt. Blake Johnson of the vehicular homicide unit.

Over the next two weeks, the Austin Police Department will hold a series of public hearings to inform residents about the new drones and how they will be used.

Johnson said the use of drones, such as quadcopters outfitted with cameras, is becoming a best practice among police departments across the country. Before, officers investigating deadly crashes employed a method similar to what land surveyors use when they map a scene and measure distance with lasers.

That process, Johnson said, could take up to three hours. That causes colossal headaches for commuters on Interstate 35, MoPac Boulevard (Loop 1) and other high-traffic roadways.

The average time for drones to get the job done from launch to landing is about 15 minutes, Johnson said. Investigators then can continue their work from the safety of an office.

He said that while speed is a big part of the equation in making the switch, safety is also a primary factor.

Many deadly crashes force police to completely close a high-speed roadway during an investigation, but the scenes remain dangerous for officers.

A vehicle can slip through barricades or hit police officers at the scene as one did in February, when it struck Round Rock police officer Charles Whites, who was directing traffic on Interstate 35 near Palm Valley Boulevard. Whites died from his injuries a few months later.

As more departments begin to use drones, critics of the technology remain skeptical, raising privacy concerns and ethical questions about how the devices could be used.

Johnson said the vehicular homicide unit's drones will be used solely to investigate traffic crash scenes.

"This is going to be used in a completely forensic environment. We're capturing cars on a public roadway involved in a crash. It is in no way is a surveillance tool," Johnson said. "When we go to map our scenes, we're going to have it void of any people, investigators, law enforcement or otherwise; we don't want them in there. We want to map the actual crash scene, the vehicle, the debris, skid marks and so forth to ultimately create that 3D model that we can take to prosecution."

Matthew Foye, an assistant district attorney assigned to vehicular crimes, said the Travis County district attorney pitched more than $8,000 into the program to provide software police needed to operate the drones.

Austin police on Friday could not immediately provide the total cost of the drones.

In addition to speed and safety, both Johnson and Foye said the drones will help prosecutors down the line in cases of driving while intoxicated, vehicular manslaughter and other criminal cases that arise from crashes.

“I believe it will lead to the collection of more thorough evidence,” Foye said. “When you have more thorough evidence, you have a stronger case.”

While Austin police are just getting started with drones, Austin firefighters have been using them on-and-off since 2014.

Assistant Fire Chief Richard Davis said the Fire Department most recently has been using its drones to monitor wildfires and prescribed burns, but they are also used with other incidents, such as the large fire in June at the Mission James Place apartments in South Austin.

Davis said the drones, also known as unmanned aerial vehicles or UAVs, give better insight and vantage points to firefighters during and after incidents.

Authorities can review live streaming footage to track the fire’s movement, and can send drones closer to damaged structures where it’s too dangerous for firefighters.

At the beginning of the Fire Department’s drone program, Davis said he was careful to make sure he clearly communicated the need for drones, and how they would be used to reassure community members who viewed drones in a negative light.

Davis said military-grade UAVs loaded with missiles or outfitted with surveillance equipment attached a negative stigma to drones in general for many.

“I wanted people to understand that these UAVs here are great tools for public safety, and it allows us to do our jobs a lot better, a lot safer and a lot quicker,” Davis said.

Public hearings on police drones

The first is scheduled in North Austin for 6 p.m. Tuesday at the Westin Hotel at the Domain, 11301 Domain Drive.

The second will be in South Austin at 6 p.m. Wednesday in the Austin police South Substation, 404 Ralph Ablanedo Drive.

The third and final meeting will be in East Austin at 6 p.m. Sept. 5 in the Austin police East Substation, 812 Springdale Road.

https://www.mystatesman.com/news/local/austin-police-launch-drone-program-for-deadly-traffic-crashes/YBvMuF9RS3kKiKqdVO3dFK

Texas banned texting and driving a year ago. Why won't we stop doing it?

August 27, 2018
By Anna M. Tinsley And Gordon Dickson
Fort Worth Star-Telegram

If you aren't doing it, you've probably seen someone else doing it.

Just look around the next time you are behind the wheel. Chances are you'll see someone reading or texting on their phone while they are driving.

"With their heads down, they're texting, they're swerving, they're blowing through stop signs and red lights," actor Jensen Ackles said in a video PSA announcement. "Not cool, y'all. And not safe.

"And one other thing: It's not legal, either."

In Texas, a law banning texting while driving went into effect one year ago, on Sept. 1, 2017.

Since then, law enforcers have been watching for violators — and issuing tickets.

Police ticketed 80 violators in Fort Worth, three in Arlington and one in North Richland Hills, according to data obtained by the Star-Telegram after filing public information requests with those cities.

Statewide, 1,195 tickets and 4,247 warnings have been given to drivers by Texas Department of Public Safety troopers, a public information request shows.

"You are 23 times more likely to get into a collision when you text and drive, so it's extremely risky," said Joan Woodward, executive vice president of Public Policy at Travelers and president of the Travelers Institute. "Every tool available to help reduce distracted driving, including regulations like texting and driving bans and law enforcement, is important."

Just the facts

Every time a driver texts, that person takes his or her eyes off the road for at least five seconds.

At 55 mph, that's like driving the length of an entire football field without looking at the road, according to the AAA Foundation for Traffic Safety.

Last year, more than 100,000 accidents in Texas were the result of distracted driving, killing 444 and injuring more than 2,800, Texas Department of Transportation data shows.

Of those, 22 fatal crashes and 24 fatalities were in Tarrant County, state records show.

But plenty of people admit that they text and drive.

Even though 97 percent of drivers say they know texting and driving is a big threat to public safety, more than two in five read text messages or emails while driving and more than one in three say they type text messages or emails while driving, according to AAA's 2017 Traffic Safety Culture Index.

“Remember, distracted driving of any kind is dangerous,” according to the Texas Department of Transportation. “If you must talk or text, pull over to a safe location.”

The law

Until last year, state laws only prevented texting while driving in school zones and by drivers younger than 18 and bus drivers transporting minors.

But on Sept. 1, 2017, the Texas Legislature officially made it illegal to text while driving under House Bill 62.

That law means no texting — and no communicating with others through emails or on apps such as Facebook, Twitter, Instagram, Snapchat and WhatsApp — while driving.

Motorists can still use their phones to play music, operate a GPS, report a crime, seek emergency help and talk.

Supporters have long said they believe this law will make roads safer; critics say this is an overreach of the government into people’s lives — and hard to enforce because law enforcers have to personally see the texting while driving.

Anyone who violates this law and gets a ticket faces a misdemeanor charge and a fine between $25 to $99, although penalties could be as much as $200 for repeat offenders.

Anyone convicted of texting and driving who causes serious injury or death to others faces a fine of up to $4,000 and as long as one year in jail.

The state launched a “Heads up, Texas,” campaign to encourage drivers to stay off their phone.

Enforcement

In Arlington, police say the new state law has actually made it harder for officers to stop people from using their mobile devices.

Police have written only three citations for texting while driving violations since the state law took effect, Lt. Christopher Cook said. That’s a dramatic drop compared to when Arlington had a local ordinance banning not just texting but any use of a mobile device involving the driver’s hands.

From 2012 to 2017, when Arlington had an ordinance prohibiting use of a mobile device while driving within the city limits, police wrote about 400 citations.

The old city ordinance prohibited any use of a hand-held mobile device in Arlington. But the state prohibits only texting, he said.

“An officer has to not only determine you’re using your phone, but they have to determine your intent,” Cook said. “They have to prove you were texting, because it is not illegal in Texas to pull out your phone, change the radio station, input directions in a GPS navigation app, stuff like that.”

If the state law is revisited during the upcoming legislative session, Cook said Arlington police would support strengthening it to ban all use of hand-held mobile devices while driving.

Jennifer Smith, who founded StopDistractions.Org after her mother was killed by a driver using a phone in Oklahoma, believes that Texas drivers won't truly commit to putting down their phones while driving until the state adds teeth to the law and bans all forms of mobile phone use involving a driver's hands.

Smith noted that after Georgia strengthened its state law to ban all use of mobile devices except for hands-free technology, the first month the new law was in effect crashes dropped by about 27 percent.

"You have got to get the phone out of drivers' hands completely to empower law enforcement, so there is a clear interpretation of the law," said Smith, a former Grapevine resident now living in Chicago. "People need know there are consequences."

https://www.star-telegram.com/news/state/texas/article216386430.html

DART board deletes two North Dallas stations, sends $1.1 billion Cotton Belt on a path forward

Aug. 28, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

Coit and Preston Road stations officially became nothing more than Dallas Area Rapid Transit lore Tuesday night.

After years of planning and months of debate, DART board members voted 13-0 to approve a plan for the $1.1 billion east-west commuter rail line — which would stretch from Plano to DFW International Airport — without the two hotly debated North Dallas stops.

Lissa Smith, who represents Plano and Farmers Branch abstained from the vote. Mark Enoch, who represents Garland, Rowlett and Glenn Heights, was absent.

Without the two stations, DART shaved $30.3 million from the cost of the line. The board, with some dissension, voted to move most of that money into the budget for "betterments," such as sound walls and vibration controls beyond the minimum requirements of the federal government.

In a committee meeting Tuesday afternoon, board members had the option to defer Coit Road, which would allow DART to build the line with a possible future station in mind. Plano representatives had previously hoped that a future Coit station, close to their city limits, would be spared. But the board on Tuesday sided overwhelmingly with Dallas officials who insisted all along that Coit Road was not and would never be wanted.

A Dallas city resolution also called for the elimination of the planned Preston Road station. And DART's suburban partners didn't have nearly as much trouble letting go of it. The middle part of the 26-mile corridor will now be served by stations at Knoll Trail in Dallas and the University of Texas at Dallas, which is in Richardson.

Most of the grass-roots opposition to the entire Cotton Belt project had come from North Dallas neighborhoods in between those two stops. Under federal mitigation standards, Dallas neighborhoods were set to receive most of the sound walls in the project. DART agreed to make some of the sound walls higher and to cushion the track to soften vibrations near neighborhoods to the tune of $8.8 million.

But Tuesday, the board by an 11-3 vote, committed another $20.1 million to the betterments budget. That will enable sound walls to extend another 33,000 square feet in the corridor, as determined by individual neighborhood needs.

Dallas representative Jon-Bertrell Killen, who voted against the plan, wanted to make a decision on betterments later, which DART officials said was possible.

But DART had already agreed in a 2006 resolution to consider up to $50 million in betterments for the Cotton Belt. DART board chair Sue Bauman wanted to honor that commitment to the neighborhoods.

"Are we going to have a betterments budget that meets the spirit of the resolution?" she asked. "Putting it in the budget does not mean we have to spend it."

Federal rail regulations say betterments must be spread equally through communities within a single project. Some on the board questioned whether the feds would look at higher standards the board applied to the Cotton Belt and require a retrofit of DART's entire rail system — a $67 to $80 million upgrade, DART officials said. But the agency is not planning to make those changes.

After the votes Tuesday, the biggest remaining hurdle is approval of a $908 million federal loan, which DART expects in November. Construction will start upon approval of the loan. DART expects to be done by 2022.

By the time the line opens, it could help connect to the entire North Texas region through the airport. TEXRail service, covering 27 miles from downtown Fort Worth to the airport, is scheduled to start in late 2018 — and use the same vehicles as DART plans for the Cotton Belt.

The commuter rail stop at the airport will also connect by walkway to DART's light rail network. Other North-South connections from the Cotton Belt will include the Green Line, via downtown Carrollton, and the Red Line at both CityLine in Richardson and a new 12th Street stop in Plano.

Although the line is anathema to some in Dallas, the vote Tuesday was seen as a significant victory for many of DART's member cities and businesses that operate there.

Phillip Strong, an assistant vice president with State Farm, said one of the reasons the insurer opened its corporate campus at CityLine was for transit access.

"We are very excited to see it expand with the new east-west connection," he said. "It's important to our people and it provides a competitive advantage."

Richardson Mayor Paul Voelker and University of Texas at Dallas Vice President Calvin Jamison also spoke in favor of the Cotton Belt. So did Bruce Arfsten, a former mayor pro tem in Addison, which was among 13 cities that formed DART in 1983 and Tuesday was rewarded with its first rail connection.

"For more than three decades, our partnership with DART has been in doing what is best for the entire North Texas region," Arfsten said. "Your vote said you share in that belief and also in all DART partners."

https://www.dallasnews.com/news/transportation/2018/08/28/dart-board-deletes-two-north-dallas-stations-sends-11-billion-cotton-belt-path-forward

Column: Stop bucking bike lanes

City Council needs to finally accept that this is a public safety issue, too

Aug. 31, 2018
By Robert Wilonsky
Dallas Morning News

I promised my editor that after 15 years I would finally stop using my kid as a prop, so I won't tell you about that time in June 2011 I almost got him killed while riding bicycles from Main Street Garden to Ross Avenue. Instead I'll just say that if you think cycling — or, now, electric scootering — around downtown, or points beyond, has gotten much better since then, you haven't gotten out of your car.

"We're semi-bike-friendly," said Craig Miller, The Ticket morning show co-host who spends more time on two wheels than four. Craig knows Dallas' streets better than Google Maps.

"We've still got a strong reputation nationwide," he said, "as being one of the unfriendliest bike cities in America."

The Dallas City Council has a chance to change that when it votes Sept. 18 to finalize the $1.35-billion general fund budget that pays for things like cops, potholes, codeenforcing, loose-dog wrangling ... you get it. A chance to make things better, safer — to do at least some of what was promised by the Dallas City Council when it glory-hallelujahed the 2011 Dallas Bike Plan.

But all indications are it will not.

Right now, the city of Dallas spends just $500,000 every year on bike lanes, which does not stretch very far. City Manager T.C. Broadnax's budget proposes to double that in the coming fiscal year to a just-barely-less-lousy $1 million, and then to double that in two years so that, finally, we might inch closer to the 840-mile-long finish line promised by the bike plan.

"We could do higher-quality projects — more protected bike lanes, to begin with," said Jared White, Dallas' senior transportation director tasked with keeping cyclists safe. "That's something we haven't been able to do because of funding. And we could retrofit what's already on the ground."

But, most likely, the council will opt to take a pass. Twice the council has straw-voted to kill Broadnax's bike-lane proposal — during a transportation committee meeting Monday and at a full council budget briefing Wednesday.

The council voted to erase three things from the budget: more outside offices for council members, staff support for offsite council member meetings, and those bike lanes. The total savings will be $830,000 out of a $1.35-billion general fund.

That comes out to .06 percent.

A majority of the council would rather divert those few dollars toward paying and retaining fleeing police and firefighters and paramedics, giving them raises and enough money to keep them in Dallas when neighboring cities offer higher salaries. Except the proposed budget already puts more than 60 percent of that $1.35 billion toward starting salary bumps and across-

the-board pay increases. And city officials are still scouring other sources for the many millions needed to make pay competitive.

Cutting that $500,000 for public safety “will not move the needle” when it comes to raising starting salaries to competitive levels, the city’s chief financial officer, Elizabeth Reich, told me Wednesday.

This narrative, that we’re one budget vote from living in a war zone, is so wearying — and so predictable before a council election. Everything to public safety, says the council while stripping libraries and parks and other “quality of life” items until they’re left with spare change. And no one will argue with it. Because no one’s against the cops.

But these bike lanes are not some needless expense — like those council offices. They’re not superfluous. They, too, are about public safety. Even if a majority of the council doesn’t see it.

At least six cyclists were killed in Dallas between 2013 and 2017, according to data the city’s transportation department has been gathering; two more in recent weeks. According to a heat map the city’s working on, most bike crashes occur near the city’s center, but they are spread all over town.

“We have to do what we can to make sure all our infrastructure is as safe as possible,” said Michael Rogers, Dallas’ transportation director. “And that includes bike lanes.”

That June I took the boy for a bike ride downtown, the council unanimously approved the 2011 Dallas Bike Plan, which provided a road map for “a safe, efficient, connected bikeway system for all of Dallas.” The plan, the result of more than a year’s worth of packed-house town halls, promised “nothing less than a radical transformation of Dallas,” said Andy Clarke, then executive director of the League of American Bicyclists.

Yet within months after its adoption, City Hall found a way to slow its rollout. Too expensive, the council was told. Too hard. Which is ultimately how 840 miles’ worth of proposed new bike lanes in that $375,000 plan has turned into a lousy 64 miles of bike lanes, with most of those the so-called “sharrows,” which are just car lanes marked with the white thermoplastic icons that look like a bike pancaked by a semi.

“And cars don’t respect them anyway,” Miller said, “so it really doesn’t really matter.”

Dallas, said our new transportation director and Miller and anyone who’s ever been on a bike in this town, needs bike lanes that keep cars and cycles separate. “Something that gives a sense of safety not only to the cyclist, but the motorist as well,” Rogers said. Except $500,000 a year hasn’t gotten us there. And won’t.

“It’s not the quantity of bike lanes,” Rogers said, “but the quality.”

And Dallas is all about quality, right? Right?

Fort Worth freeways got a $3.7 billion upgrade, but drivers are still mad

August 31, 2018
BY GORDON DICKSON
FORT WORTH STAR-TELEGRAM

FORT WORTH – Money really can't buy happiness — not even $3.7 billion.

Not when you're a Fort Worth-area motorist.

Since 2010, Texas has spent $3.7 billion fixing Fort Worth-area freeways such as Interstate 35W, Loop 820 and Texas 121/183 "Airport Freeway." The state even allowed developers to put in high-speed toll lanes, so motorists in a hurry could slap a TollTag on their windshield and buy their way out of congestion.

And yet, those exact roads continue to be the most reviled in Tarrant County, at least among the readers who have graciously responded to the Star-Telegram's request that they send in traffic questions and complaints to the news organization's Honkin' Mad page.

The early results are clear. Of the 42 traffic questions submitted by Honkin' Mad readers so far, more than half — 22 questions — have been about concerns on the newly rebuilt portions of I-35W, Loop 820 and Texas 121/183.

What they're saying

Here's a sampling of readers' questions and comments:

▪ A reader who didn't want his or her named used wants to know why motorists on a four-lane portion of westbound 121/183 who exit to westbound Loop 820 in North Richland Hills are squeezed into just two lanes. When the area was modernized as part of the $2.1 billion North Tarrant Express project, no new toll-free lanes were added — but two toll lanes in each direction were built.

The motorists on the toll-free main lanes often sit nearly motionless for five or more minutes between North East Mall and Rufe Snow Drive, while drivers on the adjacent toll lanes — also known as TEXPress lanes — whiz by at 75 mph.

"Constant backup all during the day. Seems they under-designed the free lanes," the reader wrote.

New toll-free lanes will be added eventually.

According to the state's contract with the developer, NTE Mobility Partners, which includes the U.S. arm of Spanish firm Cintra, a third toll-free lane in each direction will be added no later than 2030. But Gary Fickes, a Tarrant County commissioner and chairman of North Texas' Regional Transportation Council, said the additional toll-free lanes could be added much sooner, possibly in six or seven years.

▪ A reader who goes by Whipsmart73 wants to know why the northbound I-35W TEXPress lanes come to an end near North Tarrant Parkway, at the same place where the three-lane, toll-

free portion of the freeway lanes is reduced to two lanes. Because both types of lanes come to an end at roughly the same place, five lanes of traffic are squeezed into just two lanes.

Other readers have complained about similar bottlenecks forming where the toll lanes rejoin the toll-free lanes on eastbound 183 in Euless, southbound 121 in Hurst and southbound I-35W at Loop 820 in Fort Worth.

The TEXPress lanes come to an abrupt end because the funding isn't yet available to extend them, Fickes said.

The region's long-term goal is to continue building out the managed lane system, so that motorists have a choice to stay on main lanes for free or get on TEXPress lanes for a toll, wherever they want to go.

But Texas state leaders including Gov. Greg Abbott and Lt. Gov. Dan Patrick are blocking expansion of the toll lane, and will not allow public dollars from gas and diesel fuel taxes and vehicle registration to go toward toll projects.

"Let's finish what we started," Fickes said. "It's not forcing people to pay tolls. It's giving people a choice."

So how much does it cost to travel on the TEXPress lanes? On a recent trip on I-35W TEXPress lanes from 28th street to North Tarrant Parkway in Fort Worth the toll was $3.95.

▪ Another reader, Letiziasmiles, wants to know why there is no access to the I-35W TEXPress lanes from 28th street to downtown Fort Worth.

"This is a major road for tourists and residents. So, I still have to deal with the traffic going South on I-35," she wrote.

It is true that for motorists trying to access the I-35W TEXPress lanes from Fort Worth's historic North Side (roughly the Stockyards part of town), the only ramp is at 28th Street. Otherwise, motorists must go all the way to Rosedale Street, about four miles to the south. Some relief is scheduled to arrive by the end of the year, when TEXPress lanes ramps to and from downtown Fort Worth are scheduled to open at Belknap and Weatherford streets, but even that is two miles to the south.

But that seeming lack of access to the North Side speaks to the purpose of the TEXPress lanes. On- and off-ramps are typically at least three or four miles apart, to prevent too much traffic movement. That way, traffic on the TEXPress lanes can more easily travel 75 mph and still be safe.

Motorists who wish to go just a mile or two is expected to stay on the toll-free main lanes.

▪ Want to see what other readers are saying about I-35W, Loop 820 and Texas 121/183?

Check out the questions we've received so far:

EL 820 in Hurst goes from 4-5 lanes of fast moving traffic to TWO lanes...in both directions...for a few miles. It's backed up all every morning, evening, and even throughout the day on weekends. Why?

Submitted 12 days ago by Nic

Still want to know why the junction of Westbound 121/183 at Northbound 820 to Westbound 820 was designed the way it was. 4 lanes of traffic funneled down to 2 lanes. Constant backup all during the day. This was part of the NTE TEXpress. Seems they under-designed the free lanes.

Submitted 13 days ago by Anonymous

The idiot I35W and Loop 820 interchange when westbound on 820. All the millions spent and all they did was to create a daily westbound bottleneck at the interchange. Also, the "brilliant" Texpress lanes westbound have no exit to the main lanes of I35 north. REALLY?!?!

Submitted 13 days ago by Anonymous

The TEXpress lanes on 820 and 183 drive me CRAZY, especially when I'm using my GPS. There are too many signs and I don't know which I should be looking at, the on/off ramps and merges are so confusing, so pretty much every time I get on/off when I shouldn't. It's so stressful!

Submitted 14 days ago by Kathryn

The new 35 and 820 interchange. It’s bad. Before they had people exiting on both sides of 35 to go either 820 E and 820 W. Now everyone has to merge to the right, cutting off the people dropping down from Western Center, into a single file line doesn’t split until top of ramp

Submitted 14 days ago by Anonymous

I-35 NORTH, are their any plans for road expansion to add more lanes. The construction that was spent for nearly 10yrs worth of what they call work, did NOTHING! They should have done what was done to 635 in Dallas and build roads underground and on top for more lanes.

Submitted 15 days ago by Anonymous

The brand new 820/35w southbound intersection is ridiculous. The single lane ramp backs up and causes the entire freeway to jam. The design of the entire "new" portion of 35 from alliance to downtown is horrible. No additional lanes, and they even designed the same choke point

Submitted 16 days ago by Marc Johnson

Southbound on 820/121 next to Northeast Mall. 820 continues on south in the right lane and 121 south in the left lane. Vehicles continually cut across traffic at last minute because they are in the wrong lane. STAY OFF YOUR CELL PHONE!!

Submitted 16 days ago by Chuck Sloan

When they designed the express lanes through HEB going west...why did they think going from 4 lanes to 2 in 820 W and S was going to work? Also 121 near Glade? And the newly opened merge from 114 going to 121 ... there will be a fatality there sooner than later

Submitted 16 days ago by Ray Regal

Why did they not build an on-ramp from N. bound E. Loop 820 to access the W. bound NTE toll lanes? There is one going east. Two lanes of E820-to-N820 have to merge with two lanes of 121-to-N820 traffic. So 4 full lanes of traffic have to squeeze into two lanes. Major bottleneck!

Submitted 18 days ago by Anonymous

820 westbound between the Northeast Mall area and Highway 377 exit. 4 lanes become 2. The bottleneck and backup is no better than before the reconstruction. To make matters worse, there is no entrance to the westbound express toll lanes from northbound 820. What a stupid design.

Submitted 18 days ago by Kevin Cozby

Anything that touches 183/121/114 going West, and ANY freeway in Fort Worth basically. Take your pick. Grapevine's NW Hwy could also stand an expansion by two lanes on each side, continuing down Southlake Boulevard onward all the way to I-35W. Dallas 35/PGBT area also.

Submitted 18 days ago by Jared Hawthorne

Coming from 287 and getting on the toll road to go North on I35 there is not an exit on I-35 for residents that live off of NE 28th Street. Also, if residents are coming from Arlington from I-35 South or 287 you can't exit off of I-35 South to get to Stockyards area.

Submitted 18 days ago by Anonymous

The new toll roads: I am a resident off of NE 28th Street. There is not a way to get on the toll road going South on I-35 from NE 28th Street. This is a major road for tourist and residents. So I still have to deal with the traffic going South on I-35.

Submitted 18 days ago by Anonymous

820 W after the turn from 820 N, between TCC exit and Holiday Dr, at any time. The road has two shoulders and a bottleneck forms when the freeway goes from four lanes (from 820 N, 121 or the feeder) merging into 2 lanes. I think it's on purpose so people use the express lanes

Submitted 18 days ago by Anonymous

TX-121 towards downtown where it splits into I-35W south and Belknap st. People hang in the right lanes until just before they have to squeeze into traffic getting onto 35, while clogging the flowing lanes going to Belknap.

Submitted 19 days ago by Anonymous

I just think the idiots on motorcycles driving I 35 w both north and south bound in between the cars are a public nuisance what can be done about this.

Submitted 19 days ago by Dale Orso

Don't reside here, but drove through I-35W & noticed the (absurdly low) 50mph speed limit, and 70mph on what was called "express lanes". The extreme difference seems odd. Is that now the new posted limits for the divided highway or temporary? By the way, NOBODY was doing 50!!

Submitted 19 days ago by Michael Antinarella

With all the toll/managed roads being built in the North Fort Worth area (820, I-35, possibly 170), what kind of 'outs' does the city have if they wanted to somehow buy the roads back? Is this even possible?

Submitted 19 days ago by Blake

Northbound I-820 merge with westbound exiting from SH121. All of the construction and adding of managed lanes and the traffic here is worse than what it was before the construction. You have 4 lanes, 2 from SH121 and 2 from northbound I820 reduced to 2 lanes by Holiday lane

Submitted 19 days ago by kc

We travel to Texas every year and cringe going through FW. We now would rather fight Dallas traffic. I35 though FW needs to be finished so we can again enjoy driving through the city. Austin is another story.

Submitted 19 days ago by BILL FRANZ

35W NB at 287 just south of North Tarrant. The toll lane goes down to one lane and enters the highway on the left right as the far right lane ends on 35. So you have all traffic on 35 moving left while all the traffic on the toll road is moving right, All at the same time.

Submitted 19 days ago by Whip

https://www.star-telegram.com/news/traffic/honkin-mad-blog/article217451685.html

Here's what is ahead for the proposed Houston-to-Dallas high-speed rail, including potentially traumatized butterflies

Sept. 1, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

The Texas Bullet Train still only exists on paper.

Yes, it can be built. The technology exists. But the money isn't there yet to build it. Texas Central Partners, which wants to build the train, doesn't yet have all the land rights it needs. Environmental concerns abound. And development and design decisions still need to be made.

But the plans keep chugging along. And all the possibilities of a 90-minute Dallas-to-Houston high-speed rail connection, with a stop near Texas A&M University, have sparked a frenzy of planning in Houston and Dallas — and waves of anxiety in rural counties in between.

Here are the latest things to know about the high-speed rail battle.

It's sold as a unifier despite the urban-rural divide

The train has been pitched as a potential infrastructure jewel — and job generator — that could strengthen the economic bond between the state's two largest metro areas.

Texas Central Partners insists the line isn't a far-flung fantasy. Officials hope that it could open as soon as 2024.

"We're going to be the first high-speed rail in, never mind the United States, but North America," said David Robinson, chair of Houston's Transportation, Technology and Infrastructure council committee. "This is a unifier, something that can bring our two metropolitan areas closer together in commerce, trade and interchange of ideas. No better two cities to do this than Dallas and Houston."

A single stop is planned between the two cities and will serve Texas A&M University and rural Grimes County. The train would provide a quick connection between the university's dental school in Dallas and Health Science Center's Houston campus.

While bringing high-speed rail technology to the U.S. was a goal of the Obama administration, the Trump administration and some conservatives have been assuaged by Texas Central's pledge to avoid taxpayer funding.

"We fit extremely well with what the administration and Congress are looking at to get things done," said Holly Reed, Texas Central managing director of external affairs. "We're not waiting for a grant to start. We're starting. That's why these iconic Texas entrepreneurs are putting money into it."

Well, about that money

Texas Central does have some big backers with big wallets.

In 2015, Texas Central announced John Kleinheinz of Fort Worth, Omni Dallas Hotel and Cedars developer Jack Matthews, and former Houston Astros owner Drayton McLane Jr. among investors and board members.

But Texas Central still has a big financial challenge ahead of it. The project will cost $12-$15 billion by its estimate. Others say it could cost $20 billion.

Erosion concerns are rising

Many property owners haven't been soothed as they've seen more details of the company's plans. Some have gone to court and Texas Commission on Environmental Quality meetings to stop the train.

Dozens of them gathered Thursday night in Waxahachie for the second of three TCEQ public meetings on the train issue. And they weren't thrilled about berms that would run down the middle of their property, the possible disruption to livestock and the potential impact to their water supply.

"If they're proposing a berm, it's got to run off somewhere," Ferris landowner David Risinger told TCEQ officials. "It's going to severely erode our land, our pasture."

TCEQ officials promised they'd visit homeowners' sites personally to learn more. Typically, TCEQ takes a year or longer to issue a permit, add conditions or to deny a permit for a large project — but the agency hasn't ever seen a project quite like the bullet train.

Texas Central said it has reached land-use agreements with about a third of those whose properties will be impacted — nearly half in areas where the exact route has been known for a longer time.

"The reaction we're seeing from the community is a reflection of how excited people are to get the project done," Reed said. "They want to ride the train and that gives us energy."

The lawyers have been called in

But other landowners are taking the fight to courts. Leon County landowner Jim Miles is awaiting a judge's ruling on his challenge that Texas Central Partners is not a railroad by Texas law and therefore cannot take land by eminent domain.

The company said in a statement Friday that it "looks forward to a decision affirming its rights under state law to conduct surveys on private property to help determine the train's most advantageous route.

"Texas law long has given survey access and use of eminent domain to railroads, pipelines, electrical lines and other industries that provide for a public good and a strong economy," the company said.

Proposals are sprouting up

Working with Robinson, the Houston City Council member, Dallas' Corgan architects dedicated its an annual design contest to exploring the possibilities for Houston's terminal and surrounding

area. The results of the company's in-house contest will be presented to the Houston City Council this month.

Corgan has no official connection to Texas Central, but the company isn't disassociating itself either.

"The fact that an architectural firm of its own volition wants to get involved says something of itself," Reed said. "We love it when those type of organic movements supporting the train are happening."

One of the bigger challenges is overcoming the geography, if not the stigma, of the Houston terminal, a former mall site seven miles northwest of downtown.

Robinson, a former Dallas architect, said he was happy the nine teams at Corgan incorporated the diversity of nearby neighborhoods and what he called a "green surge" in Houston. The winning design featured an elevated rail connection, residential and entertainment districts and parks and water retention features.

"The Houston site was a clean slate in a sense," said James Adams, Corgan senior associate. "The idea was not just to look at the station, but to look at the properties around there."

But for the rural property owners, the possibilities aren't quite as enticing.

Reese Brown of Navarro County said he assumes there will be trestles for his livestock to cross to get to their drinking source. But he said Texas Central hasn't made plans available to him.

In an attempt to lessen the impact on landowners, more than half the track will run along power lines. Brown said those power lines are also where he's made a habitat for monarch butterflies, a project funded through a state grant.

"I think my butterflies are going to be traumatized," he said.

CLARIFICATION, Sept. 3: *This story has been revised to clarify that the stop between Houston and Dallas will serve Texas A&M University, but is located in Grimes County. It has also been updated to include a response from Texas Central Partners about their plans in Navarro County.*

https://www.dallasnews.com/news/transportation/2018/08/31/ahead-proposed-houston-dallas-high-speed-rail-including-potentially-traumatized-butterflies

In Dallas-Fort Worth, Some Say Future Transportation Plans Are Rooted In The Past

Sept. 4, 2018
By JUSTIN MARTIN
KERA

Trying to figure out the future transportation habits for millions of people in a metro area isn't easy; cities often play it safe and go with what's worked before.

The North Central Texas Council of Governments adopted Mobility 2045, its $135 billion blueprint for the region's transportation needs, earlier this summer.

In a recent interview with KERA, Brandon Formby, an urban affairs reporter with The Texas Tribune, talked about the plan, the region's growth and the difficulty of predicting travel behaviors.

Interview Highlights

On the plan's focus

The plan is basically an accounting of the budgeted money, coming from the federal government, the state government, the local government and sales taxes, that's going to be spent on transportation and infrastructure for the coming decades. It goes to everything from roads to bike lanes to public transit — basically any sort of mobility infrastructure that helps people get from here to there.

There are a lot of regulations on federal and state money that say: For those funds to go to anything in this region, they have to be in that budget. Of course, over time as things change, the North Central Texas Council Of Governments can amend that budget, take things in, take things out.

On the divide between urban and suburban growth

There are Dallas City Council members that are frustrated at the amounts of money that go to transportation projects like highways, highway widening, tollways, that just kind of exacerbate the suburban sprawl and keep pushing the suburbs further and further out and subsidize a flight from the cities and the inner city core neighborhoods out into those suburbs. Meanwhile, suburban officials are grappling with how to build and prepare for this crush of people that continue to come every day.

On the difficulty of planning for future needs

Transportation planners when they look out and kind of figure out what infrastructure they're going to need decades from now, what they do is they look at the travel behaviors of people today. They say it's entirely too hard to try to predict how people are going to want to move around two, three decades from now, so they use current data.

The problem is that current behavior is based off of people interacting with the infrastructure that is on the ground now, which is centered around the car. So, you have this situation where people virtually almost have to have a car to get anywhere in the area, and then those habits are seen as, "Oh, everybody wants to drive a car, so let's build more roads 15 to 20 years from now."

http://www.keranews.org/post/dallas-fort-worth-some-say-future-transportation-plans-are-rooted-past

Passing of County Judge John Horn leaves ‘huge hole’

Sept. 3, 2018
Brad Kellar
Herald Banner

Tributes poured in Monday for Hunt County Judge John Horn, 52, who died suddenly Sunday evening following a brief illness.

“I think John Horn was the best county judge we ever had,” said Precinct 4 County Commissioner Jim Latham. “His death has left a huge hole in the courthouse.”

Latham was just one of many who knew Horn well who said Monday that they were in shock at his passing.

Jerry Ransom was a close friend and supporter of Horn’s campaigns for county judge.

“It is a very sad day for our community and all of Hunt County,” Ransom told the Herald-Banner. “John was a great, great leader, a very good person, and he certainly will be missed.”

Horn was unopposed in his bid for re-election to the position, having first been elected in 2006.

As county judge, Horn had served as president of the North Central Texas Council of Government’s Executive Board; was a board member of both the Texas Association of Regional Councils and the North Central Texas Housing Finance Commission; was past president and a board member of the Hunt County Alliance for Economic Development; was chairman of the Regional 911 Advisory Committee; and was a member of the Presidents Board of Workforce Solutions of North Texas.

Horn also served as co-chair of the North Central Texas Council of Government’s Regional Transportation Commission.

Horn and his wife Julie moved to Hunt County about 18 years ago and he served as a Hunt County sheriff’s deputy prior to seeking the county judge’s office.

“John was a tremendous asset to Hunt County,” Sheriff Randy Meeks said Monday after hearing of the judge’s passing. “His leadership has led Hunt County into the 21st Century. He will be greatly missed by everyone. Our prayers and thoughts go out to Julie and the rest of the family.”

“John was fair, reasonable, honorable, and he was my friend,” said Greenville attorney Smith Gilley. “I’m sad to see his life was so short. He will be sorely missed by the citizens of Hunt County and more so by his family. May God bless them in this time of sadness.”

Precinct 3 County Commissioner Phillip Martin considered Horn a close friend.

“He’s helped this county move forward into the future, there is no doubt about that,” Martin said, noting Horn set the example for the entire commissioners court.

“We looked up to him,” Martin added. “He did the job with honor, very much. Throughout the state we were looked upon as a working commissioners court. There are a lot of people praying for that family.”

As the longest-serving member of the commissioners court, Latham said he would be named as County Judge Pro Tem for now, but it hasn't yet been decided whether there will be an appointed judge or a special election to fill the position.

"I've got three other guys up there that can help me through this," he said.

The Texas Local Government Code allows a county commissioners court, by majority vote, to appoint a county judge until the next General Election, which falls on Nov. 6 this year. And since there's not now enough time for candidates to file for the General Election ballot, an appointment and special election later appears likely.

Coker-Mathews Funeral Home in Greenville is handling the funeral arrangements, but details for a memorial service haven't yet been set, as of noon Monday. The Herald-Banner will update readers once arrangements are finalized.

http://www.heraldbanner.com/news/local_news/passing-of-county-judge-john-horn-leaves-huge-hole/article_e717f3ae-af9c-11e8-a82a-2312ff5f908b.html

Why the Trinity Railway Express could be forced to shut down in 2019

Sept. 1, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

The Trinity Railway Express will miss a federal deadline to implement safety technology and is in danger of a Jan. 1 shutdown.

The commuter link between Dallas and Fort Worth is among seven U.S. rail lines that has yet to achieve Positive Train Control certification. The technology monitors and controls train movements using GPS, Wi-Fi and high-band radio, reducing the chance of human error.

Dallas Area Rapid Transit, which shares TRE ownership with Fort Worth's Trinity Metro, will ask the federal government to extend its Dec. 31 implementation deadline to 2020. DART has started talks for a shuttle service in case the Federal Railroad Administration declines the extension.

Bonnie Murphy, DART's vice president for commuter rail and railroad management, surprised the transit agency's trustees this week when she told them TRE would miss the deadline. Murphy said TRE was late to start implementation, even though officials were warned in a January letter from U.S. Secretary of Transportation Elaine Chao and in an April follow-up from the railroad administration.

"At that time, we had zero of anything that was installed," Murphy said. "But we have since improved quite drastically."

Murphy said all necessary track components were installed on the TRE line as of June. All radio equipment has been purchased. Twelve of 17 locomotives and cab cars are equipped and Positive Train Control operable. Radio towers are installed, except for antennas, which DART said should be up in September. Most other hardware is installed, but hasn't yet been certified by the Federal Railroad Administration.

But 80 local employees, who will have to use the new equipment, haven't completed the required training. Murphy said DART's main vendor for the project, Wabtec, has not provided the training program, has been slow to deliver other components and has a monopoly of sorts in the process.

Wabtec developed the safety overlay system that DART chose for Positive Train Control.

"They own the back office system and they're the only provider in the entire country," Murphy said, noting that DART could have chosen other groups only to still have to work through Wabtec. "Every single railroad has to go through them in order to implement this."

Wabtec officials did not respond to online and phone messages seeking comment.

The training should be complete by October, Murphy said. But full implementation of Positive Train Control has crossed into January. As DART makes contingency plans, agency leaders will meet again with federal officials Friday. They also expect to apply for the deadline extension in October.

A shutdown would affect roughly 6,500 daily riders of the TRE, which runs Monday through Saturday and has 10 stops, combined, in Dallas, Irving, Richland Hills and Fort Worth.

Though the Aug. 28 meeting marked the third-consecutive month DART had provided updates on TRE non-compliance, board members appeared surprised.

Rick Stopfer, Irving's mayor and the city's board representative, said he was "somewhat taken aback."

"I thought we were on top of it a lot more than this," he said.

Dallas board member Dominique Torres said she felt like DART was starting a term paper six hours before it was due. Sue Bauman, the board chair, asked why the deadline was "just suddenly a shock to everybody."

"Why didn't we know it was coming?" Bauman said. "Why are we suddenly in a crisis mode?"

Murphy said the situation isn't a crisis, but the board needed to be aware.

"We're setting everything up to prepare ourselves just in case," Gary Thomas, DART president and executive director, told the board.

The news that the implementation was off-track on the safety measures came days after a TRE train struck a dump truck Aug. 25, killing two and leaving 11 injured. The train was traveling about 74 mph, which is slower than the speed limit in that area.

Positive Train Control is a requirement of the Rail Safety Improvement Act of 2008. Major rail providers persuaded Congress to push the original 2015 deadline back three years as implementation costs ran into the billions.

NJ Transit is the largest of the other railroads that has yet to comply with Positive Train Control standards. The New Jersey agency reported Aug. 3 that it had yet to install PTC equipment on 182 of its 282 vehicles. The other five railroads in noncompliance are small commuter lines, Murphy said.

https://www.dallasnews.com/news/transportation/2018/08/31/trinity-railway-express-miss-safety-tech-deadline-seeks-extension-avoid-2019-shutdown

North Central Texas Council of Governments

Dallas-Fort Worth CLEAN CITIES

PRESS RELEASE

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Experience the Future of Electric Vehicles Sept. 8

Learn about EVs by talking with experts, vehicle owners at Grapevine Mills

Sept. 4, 2018 (Arlington, Texas) -- Electric Vehicles are on the verge of changing the way North Texas travels. The annual Dallas-Fort Worth National Drive Electric Week event, which celebrates the growing popularity of this technology, will be held at Grapevine Mills on Sept. 8. Hosted by the North Central Texas Council of Governments and the Dallas-Fort Worth Clean Cities Coalition, the event begins at 10 a.m. and is the second largest EV gathering in the country.

Experts, owners and enthusiasts will be in attendance to answer questions and give visitors the chance to ride in or drive the vehicles. This experience will provide many with the opportunity to learn and explore these innovative vehicles.

The current market consists of 45 EV models, and a projected 55 percent of global car sales could be electric by 2040, according to a Bloomberg 2018 Electric Vehicle Outlook report. In North Texas alone, there has been a 2,000 percent increase in registered electric vehicles since 2011. Given this growth in popularity, charging infrastructure is being added throughout the region to ensure it can support these EVs and allow owners to travel longer distances without the fear of being stranded.

NDEW is an event where potential buyers can check out EVs without the pressure of a car dealership. However, for those who want to take the next step and purchase an EV, federal and State incentives are available. The federal government currently offers up to $7,500 to those who purchase a plug-in EV, and Texas residents can earn up to an additional $2,500 with the purchase of a qualified EV. As an added benefit, residents of the Dallas-Fort Worth area who meet the income requirements can receive vouchers worth up to $3,500 from the AirCheckTexas Drive a Clean Machine Program to purchase a newer EV model. More information on this important air quality program is available at www.aircheckTexas.org.

NCTCOG is looking to build on last year's NDEW event, which resulted in a Texas record 155 EVs in one location. Representatives from Oncor Electric Delivery will be in attendance to discuss EV plans and the impact the vehicles have on the grid as they seek to educate residents about these evolving vehicles. Additionally, a group of students from the Winston School in Dallas will be on hand to showcase another technology: a solar car they built as part of a class project.

NDEW started as a one-day celebration in 2011 to recognize this new idea of plug-in vehicles and then developed into an entire week of over 200 events worldwide highlighting the state-of-the-art features of EVs. The goal of the national celebration of electric vehicles is to provide people with the opportunity to learn more about the availability and benefits of these innovative and environmentally friendly options.

For more information on NDEW, how to register a vehicle and why North Texans should be involved, visit www.driveelectricdfw.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About Clean Cities:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

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Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Regional Transportation Council as the Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO Policy Committee", and the North Central Texas Council of Governments which has been designated by the Governor of the State of Texas as the MPO of the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney urbanized areas", called the "MPO", which also serves as the Fiscal Agent for the MPO.

W I T N E S S E T H

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

WHEREAS, the Governor of the State of Texas and the North Central Texas Council of Governments have executed an agreement pursuant to the MPO designation; and

WHEREAS, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Agreement Period

A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.
B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 2. Responsibilities of the Department

The responsibilities of the Department are as follows:

A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.
B. Develop a time line for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.
C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.

D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

Article 3. Responsibilities of the MPO

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.
C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

H. Share information with the Department and information sources concerning transportation planning issues.
I. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.

Article 4. Responsibilities of the MPO Policy Committee

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
D. Provide planning policy direction to the MPO Transportation Planning Director.

Article 5. Responsibilities of the Fiscal Agent

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
C. Provide human resource services to the MPO.
D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.

Article 6. Responsibilities of the MPO Transportation Planning Director

The responsibilities of the MPO Transportation Planning Director are as follows:

A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
F. Share with the Department information and information resources concerning transportation planning issues.

Article 7. Unified Planning Work Program

A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.
C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.
D. The effective date of each UPWP will be October 1st of the initial year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.
F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.
G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.
H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.
J. Failure to adhere to the time line developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.
K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

Article 8. Compensation

The Department's payment of any cost incurred under this agreement is contingent upon all of the following:

A. Federal funds are available to the Department in a sufficient amount for making payments.
B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
C. The cost has actually been incurred by the MPO and meets the following criteria:
    1. Is verifiable from MPO records;
    2. Is not included as match funds for any other federally-assisted program;
    3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
    4. Is the type of charge that would be allowable under 2 CFR 200 Revised, "Cost Principles for State, Local, and Indian Tribal Governments" and the state's UGMS; and

5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.

D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.

E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty four (24) times a year and no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:
   1. UPWP budget category or line item;
   2. Description of the cost;
   3. Quantity;
   4. Price;
   5. Cost extension; and
   6. Total costs

F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31st of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.

G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

Article 9. Reporting

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

Article 10. Indemnification

A. To the extent possible under state law, the MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.

B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 11. Inspection of Work and Retention of Documents

A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.
B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

Article 12. Work Performance

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

Article 13. Disputes

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this

warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Subcontracts

A. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
B. Subcontracts in excess of $25,000 shall contain all required provisions of this agreement.
C. No subcontract will relieve the MPO of its responsibility under this agreement.

Article 16. Termination

A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 17. Force Majeure

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however,

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 18. Remedies

A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 19. Gratuities

A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

Article 20. Compliance with Laws

The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 21. Successors and Assigns

No party shall assign or transfer its interest in this agreement without written consent of the other parties.

Article 22. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

Article 23. Equal Employment Opportunity

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

Article 24. Pertinent Non-Discrimination Authorities

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 25. Nondiscrimination on the Basis of Disability

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
B. The MPO shall adopt, in its totality, the State's federally approved DBE program.
C. The MPO shall set an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The Local Government shall have final decision-making authority regarding the DBE goal and shall be responsible for documenting its actions.
D. The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf.
E. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
F. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate*.

Article 27. Procurement and Property Management Standards

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

Article 28. Environmental Protection and Energy Efficiency

A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 29. Federal Reimbursement

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

Article 30. Control of Drug Use

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

Article 31. Lobbying Certification

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Article 32. Amendments

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

Article 33. Distribution of Products

A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: *Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.*

B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

Article 34. Legal Construction

In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 35. Sole Agreement

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

Article 36. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 37. Federal Funding Accountability and Transparency Act Requirements

A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms:

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf and http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf

B. The MPO agrees that it shall:
   1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than $25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at https://www.sam.gov/portal/public/SAM/;
   2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at http://fedgov.dnb.com/webform; and
   3. Report the total compensation and names of its top five (5) executives to the Department if:
      i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than $25,000,000; and
      ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

Article 38. Single Audit Report

If federal funds are used:

A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
B. If threshold expenditures of $750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.
C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the $_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

Article 39. Notices

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO/Fiscal Agent:	Mike Eastland, Executive Director North Central Texas Council of Governments 616 Six Flags Drive

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

	Arlington, Texas 76011
MPO Policy Committee:	Michael Morris, P.E. Director of Transportation 616 Six Flags Drive Arlington, Texas 76011
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.

Article 40. Signatory Warranty
Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the North Central Texas Council of Governments as the MPO and Fiscal Agent and the Regional Transportation Council as the MPO Policy Committee in triplicate.

REGIONAL TRANSPORTATION COUNCIL	**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**
Signature	Signature
Typed or Printed Name	Typed or Printed Name
Title	Title
Date	Date

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

THE DEPARTMENT

Signature

Typed or Printed Name

Director, Transportation Planning and Programming Division, Texas Department of Transportation

Title

Date

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS FUNDING EXCHANGE

North Central Texas Council of Governments

Regional Transportation Council
Presented on: September 13, 2018

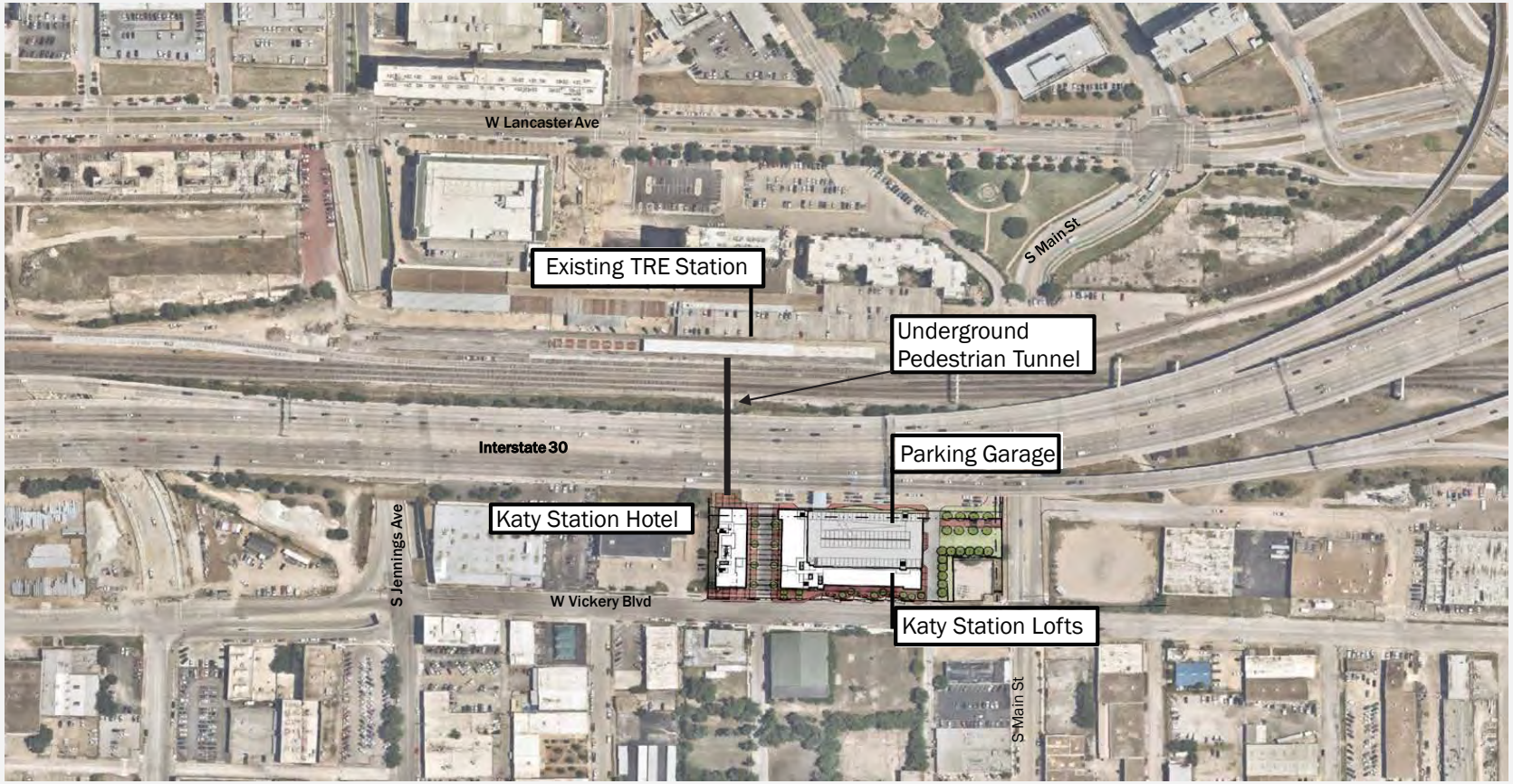
ELECTRONIC ITEM 5

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS FUNDING REQUEST

- Fort Worth Housing Solutions and Trinity Metro have partnered to implement a Transit-Oriented Development near the Texas & Pacific Rail Station, which will:
  - Provide access to low-income housing
  - Create a positive land-use/transportation nexus
- Funding has been identified for the residential building and surface parking lot, but not for the six-level parking facility ($11,362,000)
- Parking facility includes both public transit and private parking
- Parking garages are federally eligible, but federal funds may not be best option since it is a public/private garage

Provided by Fort Worth Housing Solutions

PROJECT AREA



Provided by Fort Worth Housing Solutions

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS PROPOSED FUNDING EXCHANGE

- North Central Texas Council of Governments (NCTCOG) staff concurs with the project idea, but suggests not using federal funds.
- Both agencies requested Regional Transportation Council (RTC) consideration of a proposal that the RTC transfer $11,362,000 in federal funds to Trinity Metro
    - Trinity Metro and NCTCOG staff will bring back specific projects on which to use federal funds via the normal Transportation Improvement Program (TIP) modification process
- Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility.

Provided by Fort Worth Housing Solutions

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS FUNDING EXCHANGE: ACTION REQUESTED

RTC Approval of:

- The proposed $11,362,000 funding exchange as outlined in Slide 3
- Direct staff to administratively amend the 2019-2022 TIP and other funding, planning, administrative documents to reflect this action as appropriate.

QUESTIONS?

Christie J. Gotti
Senior Program Manager
817-608-2338
cgotti@nctcog.org

Cody Derrick
Transportation Planner I
817-608-2391
cderrick@nctcog.org

Comparison of Activities Eligible for Funding as Part of the Volkswagen Settlement Environmental Mitigation Trust

Red text notes funding levels that have been reduced by the TCEQ compared to those allowed in the Environmental Mitigation Trust.

On-Road Vehicle Categories

Note: • All eligible projects must start with a diesel engine; scrappage of old vehicle and engine required for all replacements and repowers
• Costs associated with required charging infrastructure and repower installation are also eligible for all projects

Eligible Mitigation Action 1: Class 8 Local Freight/Waste/Dump Trucks & Port Drayage Trucks

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	Diesel, Alternative Fuel, Hybrid	40%	100%	40%	60%	Engine Model Year 1992 - 2009	**EPA Clean Diesel Funding Assistance Program** **TCEQ TERP** • Emissions Reduction Incentive Grants • Rebate Grants • Seaport and Rail Yard Areas Emissions Reduction Program • Texas Clean Fleet Program • Texas Natural Gas Vehicle Grant Program
	All-Electric	75%	100%	60%	60%		
Replacement	Diesel, Alternative Fuel, Hybrid	25% (Freight) 50% (Drayage)	100%	25% (Freight) 50% (Drayage)	60%		
	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 2: Class 4-8 School Bus, Shuttle Bus, Or Transit Bus (Eligible Buses)

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	Diesel, Alternative fuel, Hybrid	40%	100%	40%	60%	Engine Model Year 2009 and older	**EPA Clean Diesel Funding Assistance Program** **TCEQ TERP** • Emissions Reduction Incentive Grants • Rebate Grants • Texas Clean Fleet Program • Texas Clean School Bus Program
	All-Electric	75%	100%	60%	60%		
Replacement	Diesel, Alternative Fuel, Hybrid	25%	100%	25%	60%		
	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 6: Class 4-7 Local Freight Medium Trucks

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	Diesel, Alternative Fuel, Hybrid	40%	100%	40%	60%	Engine Model Year 1992 - 2009	**EPA Clean Diesel Funding Assistance Program** (except Class 4 trucks) **TCEQ TERP** • Emissions Reduction Incentive Grant • Rebate Grants • Texas Clean Fleet Program • Texas Natural Gas Vehicle Grant Program
	All-Electric	75%	100%	60%	60%		
Replacement	Diesel, Alternative Fuel, Hybrid	25%	100%	25%	60%		
	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 9: Light Duty Zero Emission Vehicle Supply Equipment (limited to up to 15% of Mitigation Trust Funds)

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Electrical vehicle supply equipment available to public	Electric	80%	100%	50%	50%	Level 1/Level 2/ Direct Connection Fast charging equipment	**TCEQ TERP** Alternative Fueling Facilities Program
Electrical vehicle supply equipment available to workplace/multi-unit dwelling		60%	N/A	50%	50%		
Light duty vehicle supply equipment available to public	Hydrogen Fuel Cell (includes hydrogen dispensing equipment capable of dispensing hydrogen at a pressure of 70 mega pascals (MPa) (or analogous successor technologies))	33%		33%	33%	Hydrogen refueling station with 250 kg/day dispensing capability available to public	
		25%		25%	25%	Hydrogen refueling station with 100 kg/day dispensing capability available to public	

Non-Road Equipment Categories

Eligible Mitigation Action 7: Airport Ground Support Equipment (GSE)

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	All-Electric	75%	100%	60%	60%	Pre-Tier 3 diesel; 3g/bhp-hr and higher spark ignition	**EPA Clean Diesel Funding Assistance Program** **NCTCOG** North Texas Airport Emissions Reduction 2017 Call for Projects **TCEQ TERP** Emissions Reduction Incentive Grant
Replacement	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 8: Forklifts and Port Cargo-Handling Equipment (CHE)

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	All-Electric	75%	100%	60%	60%	Greater than 8,000 lbs lift capacity	**EPA Clean Diesel Funding Assistance Program** **TCEQ TERP** • Seaport and Rail Yard Areas Emissions Reduction Program • Emissions Reduction Incentive Grant • Rebate Grant
Replacement	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 5: Ocean Going Vessels (OGV) Shorepower

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Shoreside costs	N/A See Vehicle and Equipment Eligibility	25%	100%	25%	60%	Equipment: cables, cable management systems, coupler systems, control systems, power distribution	**EPA Clean Diesel Funding Assistance Program** **TCEQ TERP** Emissions Reduction Incentive Grant

Source: North Central Texas Council of Governments

Comparison of Activities Eligible for Funding as Part of the Volkswagen Settlement Environmental Mitigation Trust

Other Categories - Not Eligible Under Draft Beneficiary Mitigation Plan for Texas

Eligible Mitigation Action 3: Freight Switchers

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	Diesel, Alternative Fuel, Hybrid	40%	100%	Not Eligible	Not Eligible	Engine Model Tier, Pre - Tier 4; must currently operate 1000 hours/year	**EPA Clean Diesel Funding Assistance Program** **TCEQ TERP** Emissions Reduction Incentive Grant
	All-Electric	75%	100%	Not Eligible	Not Eligible		
Replacement	Diesel, Alternative Fuel, Hybrid	25%	100%	Not Eligible	Not Eligible		
	All-Electric	75%	100%	Not Eligible	Not Eligible		

Eligible Mitigation Action 4: Ferries/Tugs

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	Alternative Fuel, Hybrid, Certified Remanufacture System or Verified Engine Upgrade	40%	100%	Not Eligible	Not Eligible	Pre-Tier 3	**EPA Clean Diesel Funding Assistance Program** **TCEQ TERP** Emissions Reduction Incentive Grant
	All-Electric	75%	100%	Not Eligible	Not Eligible		

Eligible Mitigation Action 10
Diesel Emissions Reduction Act (DERA) Option

The State of Texas could choose to use funds for non-federal voluntary match for the State DERA programs (EPA would need to approve technology).
The TCEQ does not propose to apply for and use the DERA funds.

"EPA" refers to the Environmental Protection Agency
"TCEQ" refers to the Texas Commission on Environmental Quality
"TERP" refers to the Texas Emission Reduction Plan

KEY DEFINITIONS:
"Alternative Fuel" shall mean an engine, a vehicle, or piece of equipment that is powered by an engine that uses a fuel different from or in addition to gasoline fuel or diesel fuel.
"Certified Remanufacture System or Verified Engine Upgrade" shall mean engine upgrades certified or verified by EPA or CARB to achieve a reduction in emissions.
"CHE" refers to Cargo Handling Equipment.
"Drayage Truck" shall mean trucks hauling cargo to and from ports and intermodal rail yards.
"Freight Truck" shall mean trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs. used for freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).
"Government" shall mean a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint power authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term 'State' means the several states, the District of Columbia, and the Commonwealth of Puerto Rico.

Source: North Central Texas Council of Governments

VOLKSWAGEN MITIGATION PROGRAM

Regional Transportation Council
September 13, 2018

Lori Clark
Program Manager

Regional Transportation Council

North Central Texas Council of Governments

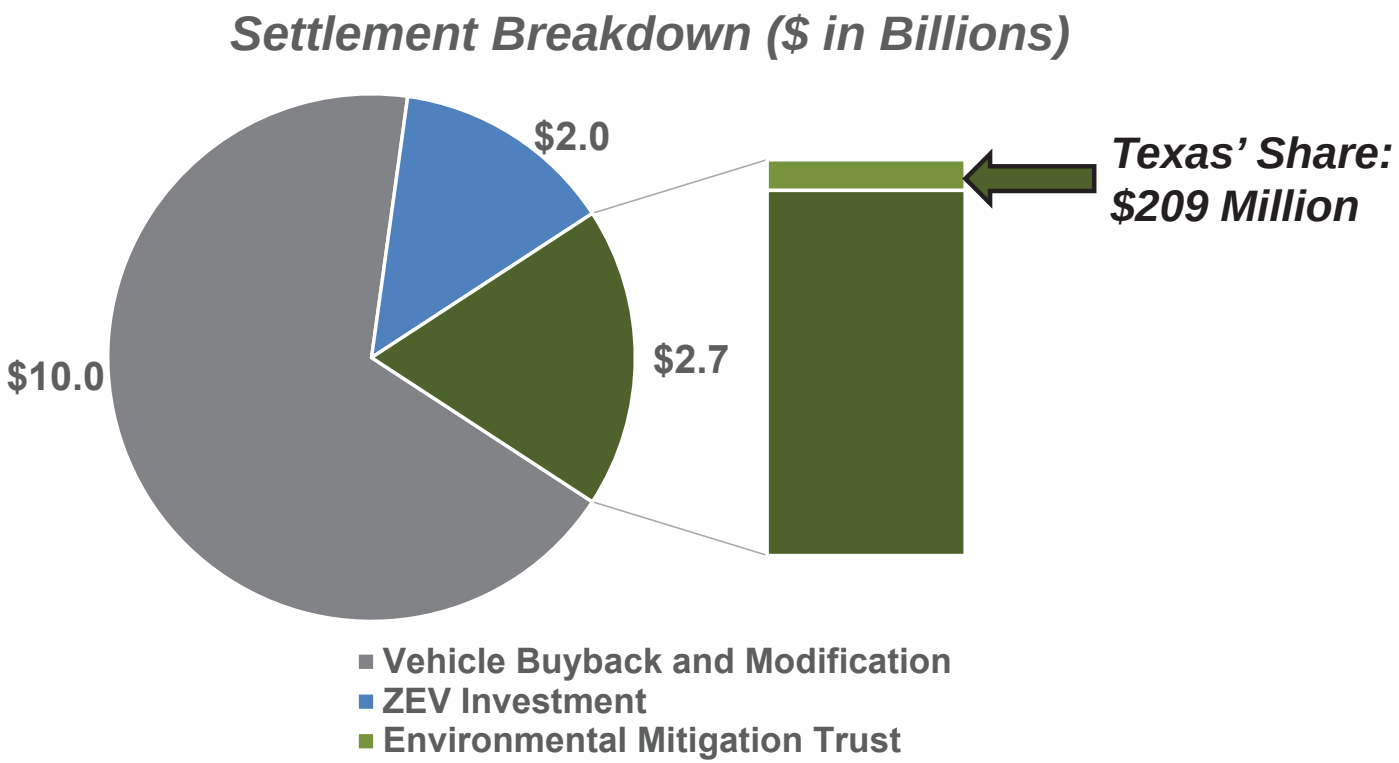
ELECTRONIC ITEM 6.2

SETTLEMENT BREAKDOWN

Total Settlement to Date: $14.7 Billion

Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America

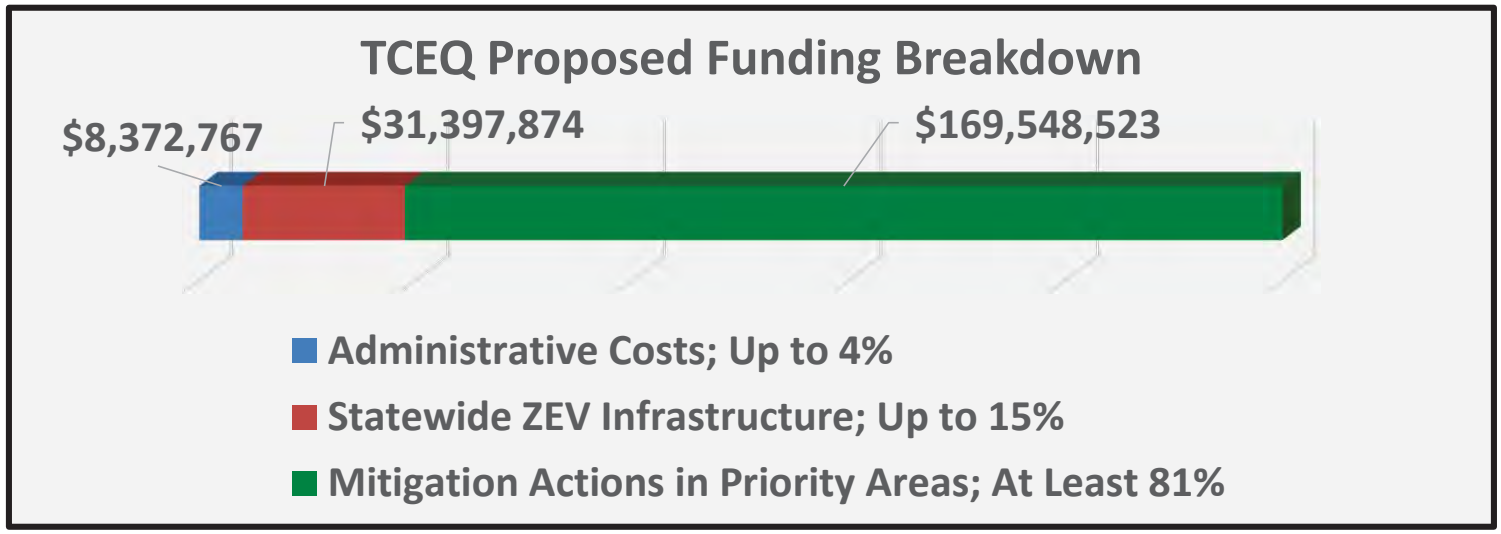
Environmental Mitigation Trust (Trust) - Distributed to States



TCEQ GOALS FOR USE OF FUNDS

www.TexasVWFund.org

1. Reduce Nitrogen Oxides (NO_x) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of ZEVs
4. Complement Other Incentive Funding Programs



ELIGIBLE PROJECTS AND FUNDING LEVELS

Class 4-7 Local Freight Trucks
Class 8 Local Freight Trucks and Port Drayage Trucks

Class 7-8 Refuse Haulers
School Buses
Transit/Shuttle Buses

Project Type	Ownership	New Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Replace or Repower	Govt Owned	Electric** Other	100% 100%	60% 60%
Replace	Non-Govt Owned	Electric** Other	75% 25%*	60% 25%*
Repower	Non-Govt Owned	Electric** Other	75% 40%	60% 40%

**Exception is Drayage Trucks, which Qualify for 50%*

***Up to 60% of Cost of Necessary Infrastructure for All-Electric Vehicles also Eligible*

ELIGIBLE PROJECTS AND FUNDING LEVELS

Project Type	Ownership	Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Install Light-Duty ZEV Supply Equipment	Govt Owned	Electric Hydrogen	100% 25-33%	50% 25%-33%
	Non-Govt Owned	Electric Hydrogen	60%-80% 25%-33%	50% 25%-33%
Replace/Repower Airport Ground Support Equipment	Govt Owned	Electric**	100%	60%
	Non-Govt Owned	Electric**	75%	60%
Replace/Repower Forklifts or Port Cargo-Handing Equipment	Govt Owned	Electric**	100%	60%
	Non-Govt Owned	Electric**	75%	60%

**Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)*

***Up to 60% of Cost of Necessary Infrastructure for All-Electric Vehicles also Eligible*

TCEQ Proposing to Disallow Replacement/Repower of Freight Switchers, Ferries or Tugboats; Not Opting in to State Clean Diesel Program

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Previous RTC Recommendation

Allow Administration through Select Regional Councils; Funding Proportional to Number of Registered Violating Vehicles

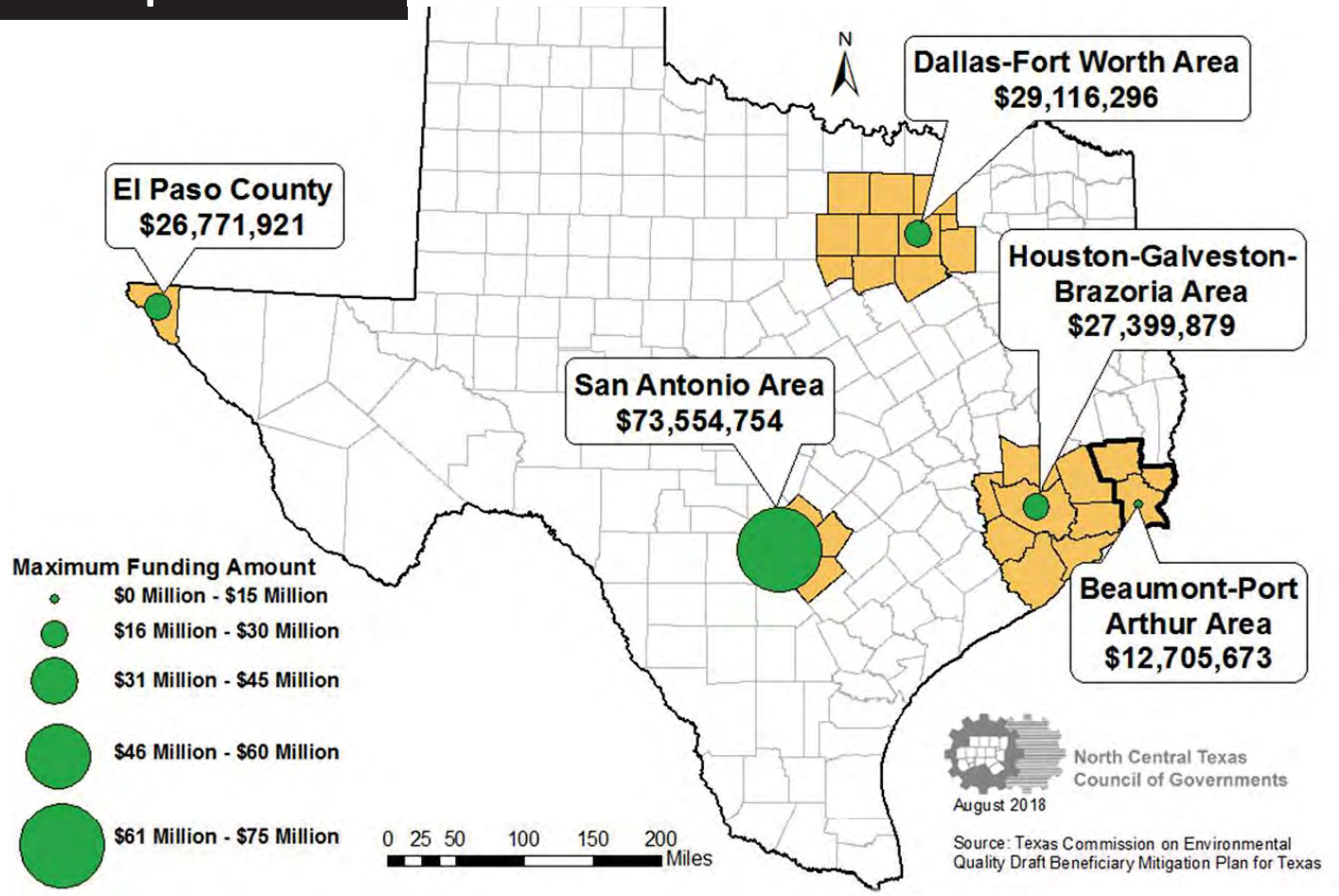
Texas Regional Council	RTC-Recommended Settlement ($ in Millions)
Alamo Area Council of Governments (San Antonio Area)	$27.4
Capital Area Council of Governments (Austin Area)	$32.9
Houston-Galveston Area Council	$58.9
North Central Texas Council of Governments	$63.0
Rio Grande Council of Governments (El Paso Area)	$5.9
Rest of State	$20.9

Regional Councils Selected Based on Nonattainment Status, Ozone Advance Participation, Presence of Inspection/Maintenance Program, and/or Inclusion in Texas Clear Lanes

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

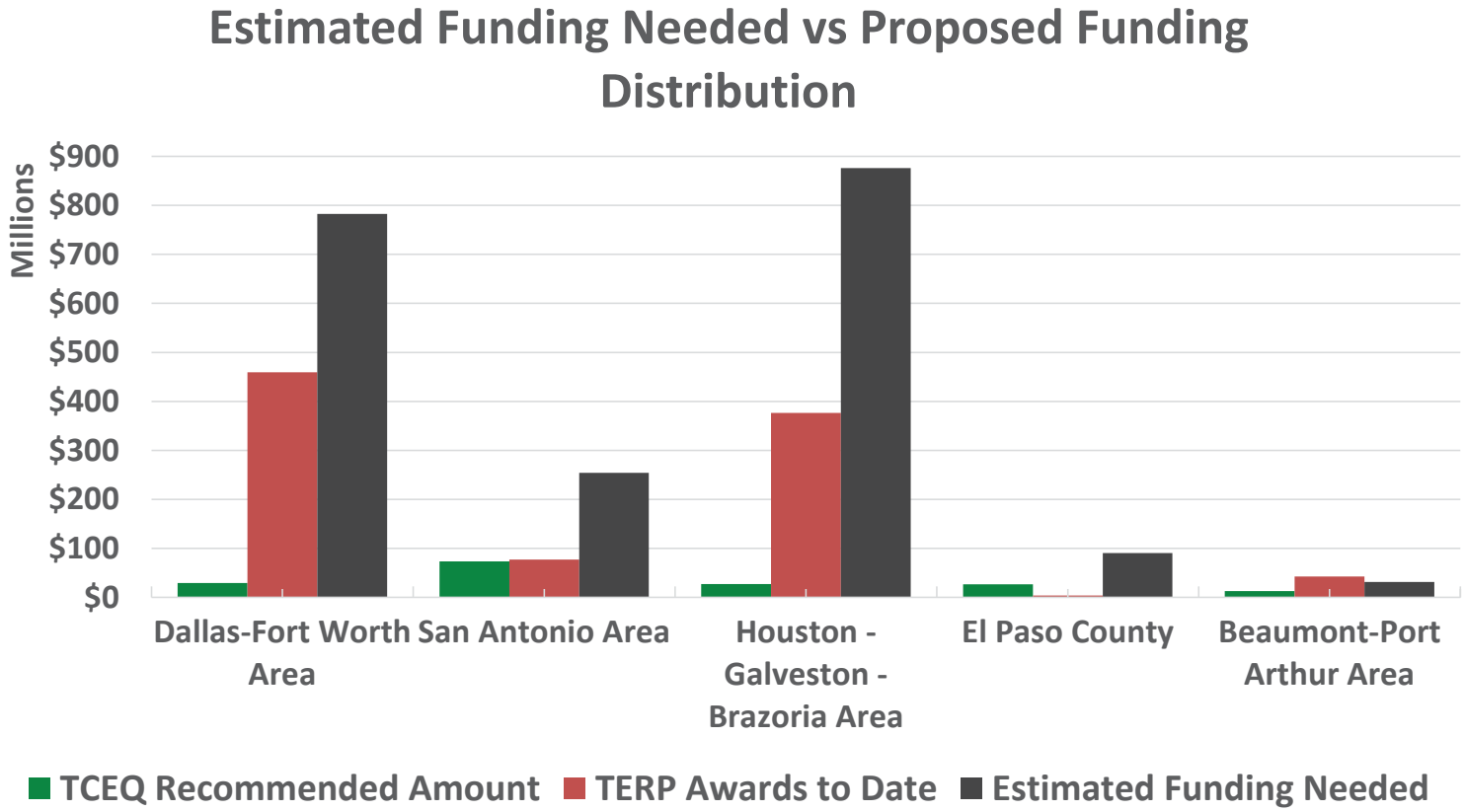
Current TCEQ Proposal

Distribute to Priority Areas Based on (1) Severity of Ozone Levels and (2) Population



ESTIMATED FUNDING NEED

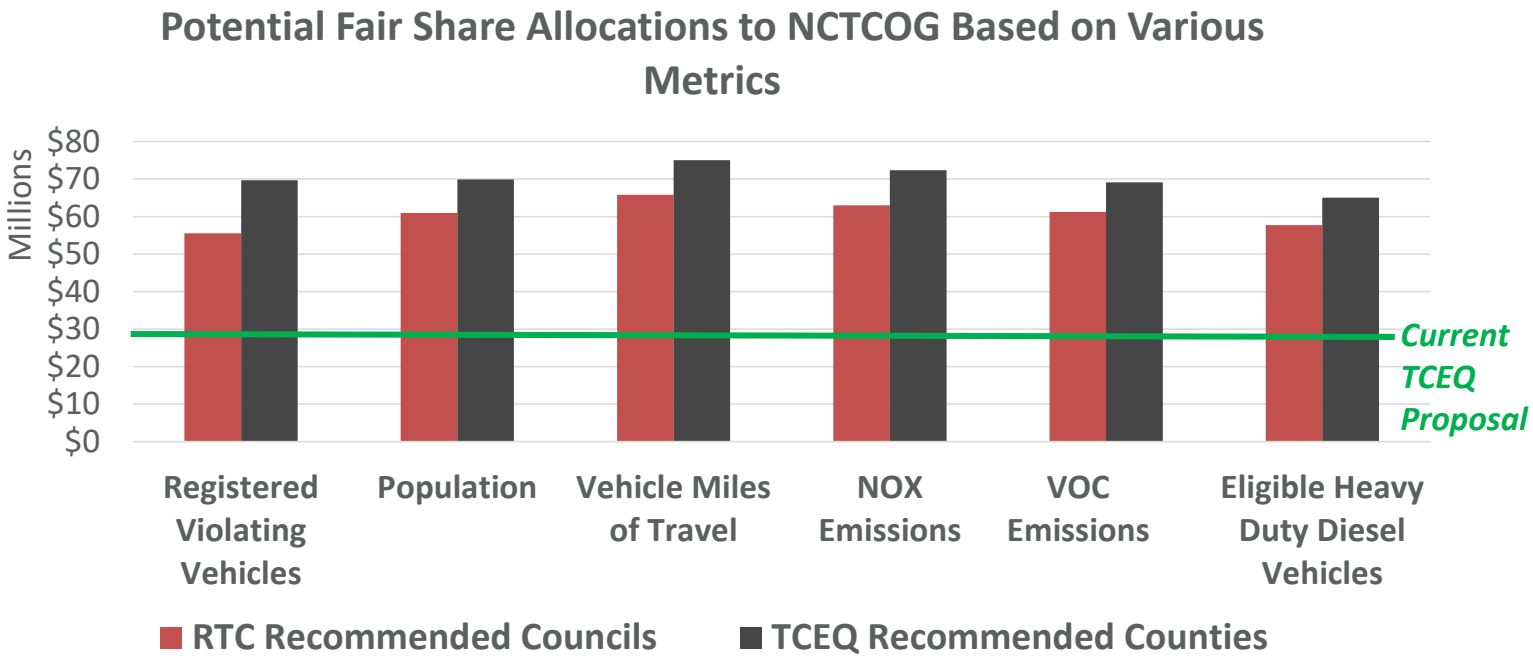
Proposed Funding for DFW Estimated to Meet Only 3.72% of Funds Needed to Replace All Eligible On-Road Vehicles



TERP Awards to Date Based on Awards from 2001 through 2017; Estimated Funding Needed Calculated Based on Number of Eligible Vehicles in Each Area and TCEQ Estimated Project Costs

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Proposed Comment:
Re-Evaluate Methodology for Geographic Distribution to Ensure Fair Share Allocation to DFW Ozone Nonattainment Area:
Previous RTC Recommendation = $63 Million



Calculated Based on % Metric in NCTCOG Region Compared to Total of RTC Recommended Councils or TCEQ Recommended Priority Counties; NO_X = Nitrogen Oxides; VOC = Volatile Organic Compounds

ACTION REQUESTED

Approve Proposed Comments (See Electronic Item 6.3):

Ensure Fair Share Allocation to Regions

- **DFW Area Should Receive $63 Million**

Allow Administration through Councils of Government/ Metropolitan Planning Organizations in Priority Areas

- **NCTCOG Would Not Charge Administrative Costs**

Utilize Latest/Greatest Quantification Methodologies

- **Select Tool that Estimates Multipollutant Benefits and Accurately Reflects Real-World Emissions Benefits of Alternative Fuels Relative to Diesel Engines (e.g., Argonne National Laboratory AFLEET Tool and EPA Diesel Emissions Quantifier)**

AFLEET Tool = Alternative Fuel Life-Cycle Environmental and Economic Transportation Tool

ACTION REQUESTED (CONTINUED)

Approve Proposed Comments (See Electronic Item 6.3):

Ensure that Cost-Effectiveness Calculations Only Consider Volkswagen Funds

- **Enable Leveraging of Other Funding Sources**

Support Interpretation that There is Equity Between Electric and Hydrogen Infrastructure Submitted as Part of a Replacement/Repower Project

- **Infrastructure Needed to Support an All-Electric Vehicle Replacement/Repower Eligible for up to 60% Funding**
- **Request Further Explanation/Clarity in Final Mitigation Plan**

Through Legislative Program: Appropriate Funding for Infrastructure Incentives Under Texas Emissions Reduction Plan

- **Provide Equity Among Fuel Types**

MITIGATION TRUST SCHEDULE

Milestone	Date
Draft Beneficiary Mitigation Plan for Texas Released	August 8, 2018
STTC Action	August 24, 2018
RTC Action	September 13, 2018
TCEQ Public Hearings -At NCTCOG Offices	September 10-26, 2018 -September 14, 2018
Deadline for Comments	October 8, 2018
First Application Round Opens	Expected by End of 2018

FOR MORE INFORMATION

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Go To www.nctcog.org/airquality; Select "Funding and Resources"

DRAFT

Regional Transportation Council

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

September 13, 2018

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

Re: Comments Regarding Draft Beneficiary Mitigation Plan for Texas

Dear Chairman Niermann:

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

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

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

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

Sincerely,

Gary Fickes
Chair, Regional Transportation Council
Commissioner, Tarrant County

LPC:ch
Enclosure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. **Quantify Cost Effectiveness Based Only on Mitigation Plan Funding**

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

ATTACHMENT 1

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

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

Metric	DFW Area as % of Areas Originally Recommended by the Regional Transportation Council	DFW Area as % of Counties Proposed as Priority Counties by the TCEQ
Registered Violating Vehicles	32.77%	41.10%
Population	35.97%	41.21%
Vehicle Miles of Travel	38.82%	44.26%
NO_X Emissions	37.14%	42.66%
VOC Emissions	36.13%	40.76%
Heavy-Duty Diesel Vehicles Eligible for Replacement/Repower	34.04%	38.37%

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

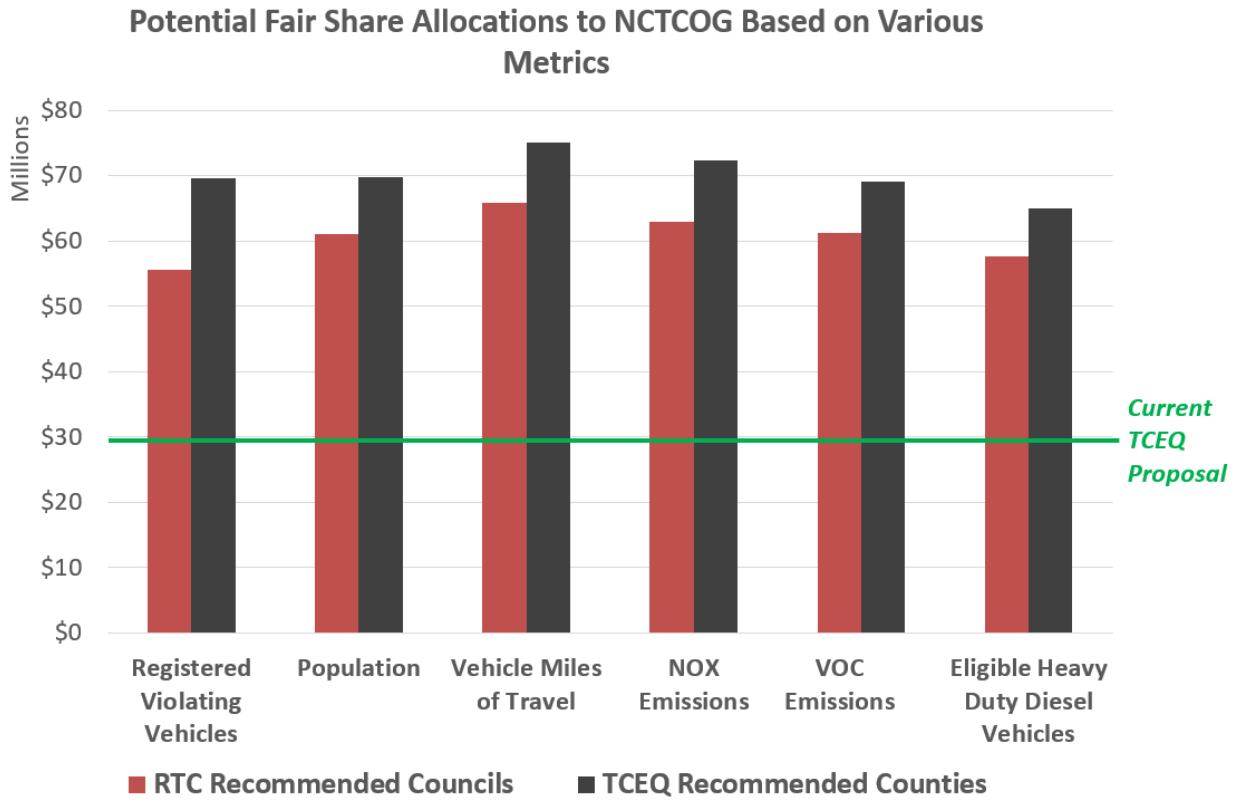
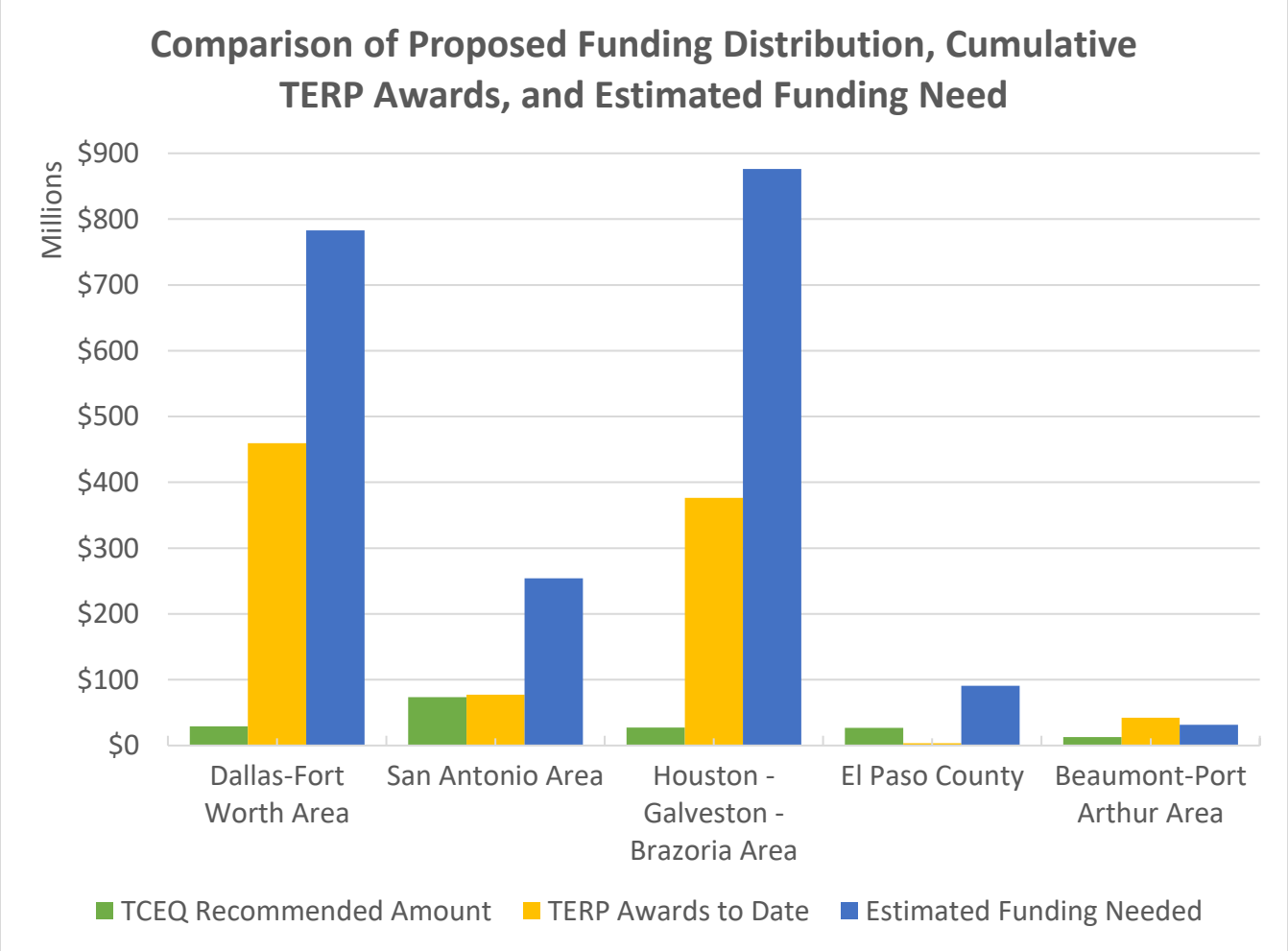


Exhibit 3: Estimated Distribution of Eligible Heavy-Duty Diesel Vehicles and Funding Need Among TCEQ-Proposed Priority Areas

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

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

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



ATTACHMENT 2

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

1. Seunju Yoon et al. "Comparison of NOx Emissions from In-Use 2010 Technology Heavy-Duty Engines to Their Certification Standards." 25th CRC On-road Emissions Workshop, March 23-25, 2015, Long Beach, CA. California Air Resources Board (2015). https://www.arb.ca.gov/research/veh-emissions/onroad-nox/crc2015-nox.pdf
    - Slide 14: "In-use NO_X emissions from 2010 diesel trucks were higher than the certification standard and the certification level NO_X."

2. Johnson, Kent et al. "Ultra-Low NOx Natural Gas Vehicle Evaluation ISL G NZ." Center for Environmental Research & Technology, University of California Riverside (2016). http://www.cert.ucr.edu/research/efr/2016%20CWI%20LowNOx%20NG_Finalv06.pdf
    - Section 1.2, page 11: "Although the 2010 certification standards were designed to reduce NO_x emissions, the in-use NO_x emissions are actually much higher than certification standards for certain fleets… For diesel engines low load duty cycles have a significant impact in the NO_x emissions... The cold start emissions were ten times higher than the certification standard and much higher than the corresponding hot start emissions… The main cause for the high NO_x emissions is low selective catalytic reduction (SCR) inlet temperatures resulting from low power operation."

3. Anenberg, Susan C. et al. "Impacts and mitigation of excess diesel-related NOx emissions in 11 major vehicle markets." *Nature* 545 (2017). https://www.nature.com/articles/nature22086
    - Pages 467-471: "…across 11 markets, representing approximately 80 per cent of global diesel vehicle sales, nearly one-third of on-road heavy-duty diesel vehicle emissions… are in excess of certification limits."

4. Thiruvengadam, Arvind, et al. "Emission Rates of Regulated Pollutants from Current Technology Heavy-Duty Diesel and Natural Gas Goods Movement Vehicles. *Environ. Sci. Technol*. 49.8 (2015). https://pubs.acs.org/doi/10.1021/acs.est.5b00943
    - Pages 5236-5244: "The low percentage of activity SCR over the local and near-dock cycles contributed to a brake-specific NOx emissions that were 5-7 times higher than in-use certification limit."

5. Quiros, David C. et al. "Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors." *Emission Control Science and Technology* 2.3 (2016)https://link.springer.com/article/10.1007/s40825-016-0044-0
    - Pages 156-172: "The ranking of certification NOx emissions for the seven engines reported during engine-dynamometer-based certification was not maintained during real-world testing; for example, highway driving NOx emissions were lower than certification values for some engine families and higher than certification values for others."

6. Center for Alternative Fuels, Engines, and Emissions, West Virginia University. In-Use Emissions and Performance Testing of Propane-Fueled Engines. (2017).
    - Summary Attached, courtesy of the Texas Propane Gas Association.

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

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

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

Pros: The approach to collect real-world data on specific propane-fueled vehicles/engines was robust and accurate. NOx results are very favorable for propane.
Cons: The results are specific to the conditions of the test environment and differ from the requirements (e.g., temperature) for engine certification testing.
Noteworthy Results

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

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

Auto Occupancy Detection Technology, Rewards Program, and HOV Subsidy Report

Regional Transportation Council

September 13, 2018

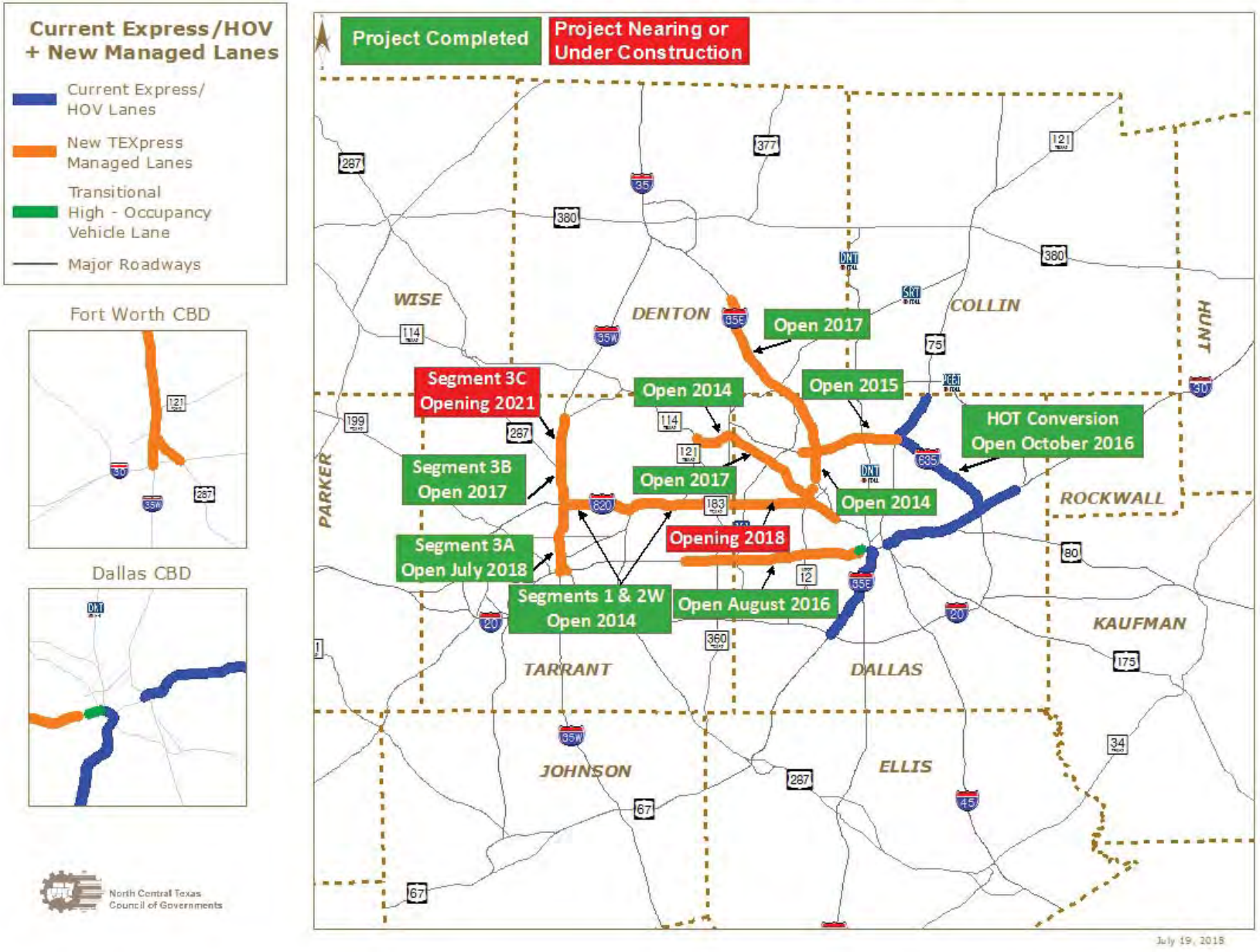
Berrien Barks and Natalie Bettger

North Central Texas Council of Governments

Presentation Overview

- HOV Subsidy Report
- New Approach
  - ~~Auto Occupancy Detection and Verification Technology~~
  - High Occupancy Vehicle Rewards Program
- Funding
- Policy Adjustments
- Schedule

Near Term Managed Lane System Openings



Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2018

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

$2,489,130 as of May 2018

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

$ 5,094 from October 2014 – June 2018

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2018

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express • *SH 183/121 from IH 35W to SH 121* • *IH 35W from IH 30 to US 287*	$979,619	Negligible	0
LBJ Express • *IH 635 from Preston Road to Greenville Avenue* • *IH 35E from Loop 12 to IH 635*	$1,509,512	Negligible	0
DFW Connector *SH 114 from Kimball Avenue to Freeport Parkway*	N/A	Negligible	0
IH 30 Managed Lanes *IH 30 from SH 161 to Westmoreland Road*	N/A	Negligible	0
IH 35E Managed Lanes *IH 35E from FM 2181 (Teasley) to LBJ*	N/A	Negligible	0

New Approach

Move from Enforcement to Rewards

Advance US 75 Technology Lane

Decrease Congestion in Peak Period

Improve Safety

Reduce Risk to Police Officers

Decrease Cost

Current HOV Enforcement

Register

Pre - Declare Every Trip

Occupancy Declaration Sent to Field

Officers Watch for Red Light

Violation: Legal Process

Toll Collected

NTTA Back Office System for Billing

HOV Verification

Register

Pre - Declare Every Trip

Occupancy Declaration Sent to Field

Officers Watch for Red Light

Violation: Legal Process

Toll Collected

NTTA Back Office System for Billing

HOV Rewards Program

Register

Pre - Declare Every Trip

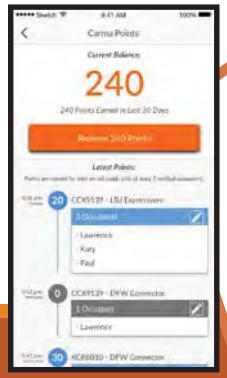
Occupancy Declaration Sent to Field

NTTA Back Office System for Billing

Officers Watch for Red Light

Violation: Legal Process

Toll Collected



HOV Clearinghouse

Receive Transaction File(s)
Carma Active Tags/Plates API
Select Carma User Transactions
Carma Occupancy API
Send Differential File(s)

New Approach – Rewarding HOV

Implementation Phases

Phase 1 - Managed Lane Rewards

- HOV Points = 50% of actual toll transaction
- Support for all 8 managed lanes in DFW (Cintra & TransCore operated roads)

Phase 2 - US 75 Technology Lane

Phase 3 and Beyond - Corridor & Event Rewards

- HOV Points for HOV travel on specific road segments for any event purpose
- Support for any road segment (including toll roads), any day of week and 24/7/365, any area
- Support for other modes (transit, bicycles, pedestrians)
- Cash-out options and gamified tiers (e.g. Amazon e-credit, Visa cards, check, cash)
- Integrate with other rewards applications (e.g. Try Parking It)

HOV SUBSIDY REIMBURSEMENT BY CORRIDOR

Corridor	Current Program	Proposed Program
P3 Operated		
LBJ	RTC Funded	RTC Funded
NTE	RTC Funded	RTC Funded
TxDOT Operated		
IH 635 East	N/A	TxDOT Passthru*
DFW Connector	N/A	TxDOT Passthru*
IH 30	N/A	TxDOT Passthru*
IH 35E	N/A	TxDOT Passthru*
Midtown Express	N/A	TxDOT Passthru*
Future Facilities	N/A	TxDOT Passthru

*Rewards paid through toll revenue.

DFW Expected Program Costs (10 Years)

Phase	Year	Technology*	Marketing	Integration	Total
Development/ Pilot Testing	2016 - 2018	$ 3,150,000		$850,000	$4,000,000
Implementation (10 Years)	2019 - 2028	$16,000,000	$3,000,000	$1,000,000	$20,000,000
Total		**$19,150,000**	**$3,000,000**	**$1,850,000**	**$24,000,000**

*Technology includes system hardware, user beacons, app maintenance, and system operation. The cost might change.

Direct Cost Comparison

Estimated Direct Costs with Existing System (10 Years)	
Manual Enforcement	$15,245,452
Enhancement to TEXPress Application	$5,927,285
Marketing and Education	$2,000,000
Total	**$23,172,737**
Expected Total Cost for New System (10 years)	
New Technology Operating and Marketing Cost	**$20,000,000**

*Does not include indirect benefits such as safety, traffic flow, and legal savings.

Indirect Benefits

Automated Vehicle Occupancy Verification

Safety First

- No law enforcement
- No declaration lanes
- No roadside distractions
- Improved network performance

Legal/Court

- Fewer tickets
- Less dropped cases
- Focus on other cases
- Lower court cost

Expandability

- Expedite US 75 Technlogy Lane
- Add facilities/modes
- Provide reward or incentives
- Quick to implement

Air Quality Benefits/Congestion

- Fewer cars on road
- More people traveling
- Faster and consistent speed
- Less emissions

Request RTC Approval
Next Month (October 2018)

Request Approval for RTC Action to:

1. Approve New Approach
2. Approve Three (3) Years of Funding
3. Review Policy Adjustments

Draft Schedule

July 6, 2018 - Meeting with TxDOT Management

August/September 2018 - Surface Transportation Technical Committee

September - Regional Transportation Council Workshop

September/October 2018 - Regional Transportation Council

Soft Launch; **December 2018**, 10-15 regular users for each managed lane

Full Launch; **February 2019**, all managed lanes in DFW

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STTC Performance Measures and Target Setting Workshop

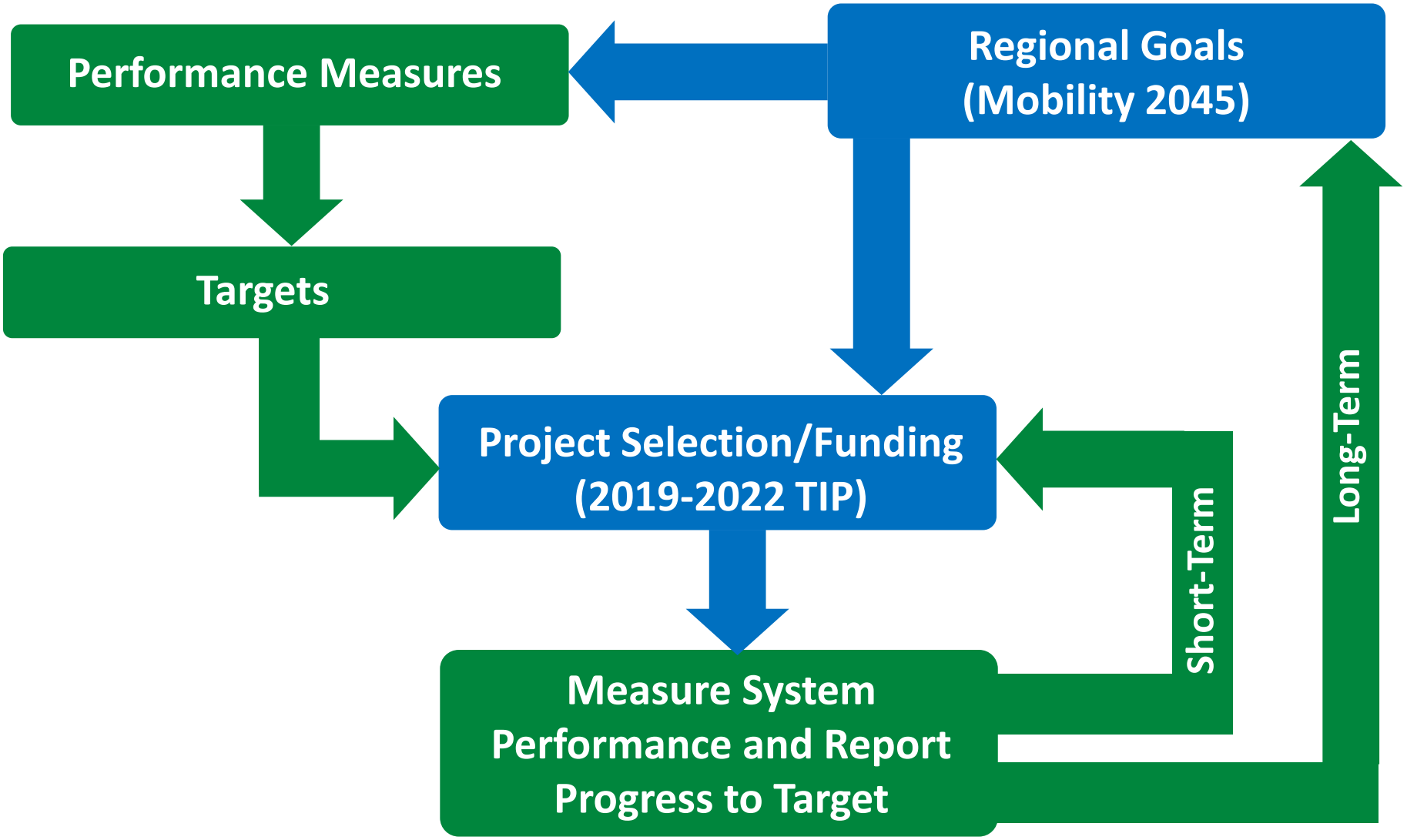
August 24, 2018

Dan Lamers, PE
Senior Program Manager

Introduction and Overview

North Central Texas Council of Governments

Performance Based Planning



Schedule

July 27	STTC Information Item - Performance Measures and Targets
August 9	**RTC Information Item - Performance Measures and Targets**
August 24	STTC Workshop - Performance Measures and Targets
September 13	**RTC Information Item**
September 28	STTC Information Item - Draft Targets
October 11	**RTC Information Item - Draft Targets**
October 26	STTC Action Item - Recommend Approval of Final Targets
November 8	**RTC Action Item - Approval of Final Targets**
November 15	*Deadline for Targets*

Regional Approach

- **Implement Required Federal Measures**
  (National Performance)
- **Implement Additional Regional Measures**
  (Regional Performance - tell our story)
- **Reporting and Publishing**
  - Report to TxDOT (required) → FHWA/FTA
  - Include in Metropolitan Transportation Plan (required)
  - Include in Transportation Improvement Program (required)
  - Publish in State of the Region Report (annually)

Relevant Dates

Complete	Rulemaking	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
✓	PM1 (Safety)	2/27/2018	Annually	Annually
	PM2 (Pavement and Bridge)	11/15/2018	Four-year Performance Periods (starting 2018-2022)	Biannually (beginning, middle, and end of performance periods)
	PM3 (System Performance)	11/15/2018	Four-year Performance Periods (starting 2018-2022)	Biannually (beginning, middle, and end of performance periods)
✓	Transit Asset Management	12/27/2017	Annually	Annually

PM 1: Safety

MPO Performance Measures Target Setting Workshop

Dan Lamers, P.E.

Senior Program Manager

August 24, 2018

North Central Texas Council of Governments

PM 1: Highway Safety Improvement Program
Safety Performance Targets

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Targets
Number of Fatalities	3,704	665
Fatality Rate	1.432	0.96
Number of Serious Injuries	17,565	3,612
Serious Injury Rate	6.74	5.18
Number of Non-motorized Fatalities and Serious Injuries	2,151	560

Targets are based on five-year averages and will be revisited annually.

Two percent reduction achieved by the year 2022.

Regional targets approved by RTC on December 14, 2017.

Regional Safety Position: “Even one death on the transportation system is unacceptable.” Staff is working to develop a regional Towards Zero Deaths Plan for North Central Texas.

Transit Asset Management

MPO Performance Measures
Target Setting Workshop

Jing Xu

Senior Transportation Planner

August 24, 2018

North Central Texas
Council of Governments

Definition of Transit Asset Management Measures

Rolling Stock (transit vehicles): Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark.

Infrastructure (rail tracks): Percentage of track segments with performance restrictions.

Equipment (transit support vehicles): Percentage of non-revenue, support-service, and maintenance vehicles that have either met or exceeded their useful life benchmark.

Facility (buildings, stations, park and rides): Percentage of facilities within a particular asset class that are rated below Condition 3 on the TERM scale.

Images: DART, DCTA, Trinity Metro

Transit Asset Management Performance Measure

- Domain of the Measure

  Metropolitan Planning Area

- Target Duration and Reporting Interval
  - Annual targets for four years (match with the target duration and reporting interval of the transit providers' federally required Transit Asset Management (TAM) plans)
  - Report regional targets and performance in Metropolitan Transportation Plans and Transportation Improvement Programs (TIPs) as adopted

Regional Targets and Performance Measure

Asset Category	Asset Type	FY 2018 Target***
Rolling Stocks* (Percentage of Vehicles that have Met or Exceeded their Useful Life Benchmark)	Bus*	0%
	Small Bus*	0%
	Light Rail Vehicle*	0%
	Commuter Rail Locomotive*	0%
	Commuter Rail Passenger Car*	0%
	Articulated Bus	0%
	Commuter Rail Passenger Coach**	0%
	Streetcar	0%
	Van	0%
Infrastructure* (Percentage of Track Segments with Performance Restrictions)	Commuter Rail Track*	0%
	Light Rail Track*	0%
	Streetcar Track*	0%
Equipment (Percentage of Vehicles that have Met or Exceeded their Useful Life Benchmark)	Automobiles	0%
	Other Rubber Tire Vehicles	0%
	Other Steel Wheel Vehicles	0%
Facilities (Percentage of Facilities Rated Below Condition 3 on the TERM Scale)	Administrative and Maintenance	0%
	Passenger and Parking	0%

Note:
*Regional Transportation Council policy emphasis area.
**This asset category includes a number of assets that were rebuilt near the end of their useful life. The analysis above assumes a minimum extension of 10 years of useful life, which may be too conservative (i.e. vehicles may be in better condition than expected based on completed rebuild activities).
***Interim targets adopted in December 2017 for FY 2018 only. FY2019- 2022 targets will be adopted matching with the duration and interval of transit providers' federally required TAM Plan.

Policies from Mobility 2045 Supporting TAM

Policy #	Public Transportation Policy
TR3-001	**Public transportation needs should be met by existing transportation authorities and providers through a comprehensive, coordinated, and cooperative approach to maximize existing transportation resources.** Alternative implementation approaches may be necessary if existing transportation authorities and providers are unable to provide needed services in a timely manner (consistent with Regional Transportation Council Policy P09-03).
TR3-002	**Work with the region's existing public transit providers to ensure a seamless multimodal transit system through:** • Seamless connections • Coordinated fare structure • One-stop access to services • **Standardization of assets, technologies, and service characteristics that promote interoperability** • Improved interaction between public, private-for-profit, and private-nonprofit transit providers (consistent with Regional Transportation Council Policy P09-03) • Elimination of gaps in service to establish a minimum level of service • Service expansion
TR3-006	**Maximize the efficient use of public transportation resources** in North Central Texas, including public, private-nonprofit, and private-for-profit providers of services.
TR3-008	**Establish policies and procedures that encourage and reward coordination.**
TR3-010	**Support efforts by transit authorities to secure funding through local, state, federal, and other sources for the development and implementation of public transportation**, including the Federal Transit Administration's Capital Investment Grant Program.

Potential Regional Transit Targets Considerations

TAM targets are likely to remain consistent with the FY 2018 regional targets.

Coordinate with transit providers to develop consistent TAM definitions (e.g. Useful Life Benchmark)

Adopt additional performance measures such as

- Transit mode share
- Transit ridership
- Transit system reliability

NCTCOG Transit Asset Management Regional Target Setting Contacts

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PM2 Rule: Infrastructure

Pavement and Bridge Conditions Performance Measures

Surface Transportation Technical Committee
Performance Measures Workshop
August 24, 2018

North Central Texas
Council of Governments

Pavement Performance Measures

Domain of the Measures

- National Highway System (NHS) – refer to PM2 Handout Package
- Applies to Interstate Highways (IH) and Non-Interstate (Non-IH) NHS facilities

Required Federal Measures

- Percentage of Pavements of IH System in "Good" and "Poor" Condition
- Percentage of Pavements of the Non-IH NHS in "Good" and "Poor" Condition

Target Duration and Reporting Interval

- TxDOT:
  - Establish 4-year (2022) statewide targets for Interstate Highways
  - Establish 2-year (2020) and 4-year (2022) statewide targets for Non-IH
    Report progress to FHWA every two years (2018, 2020, 2022, etc.)
- NCTCOG:
  - Support the TxDOT 4-year targets or establish own MPA-specific targets
  - Report progress to TxDOT pursuant to DFW MOU approved May 2018

Pavement Performance Measures

Definition of Measures

- Pavement conditions (mainlanes only in 0.1-mile intervals) assessed based on the following metrics:
  - International Roughness Index (IRI)
  - Cracking Percentage
  - Rutting
  - Faulting

- Pavement ratings ("Good", "Fair", "Poor") are determined as follows:
  - If the ratings for all metrics are "Good," then overall rating is "Good"
  - If any one rating for reinforced concrete pavements is "Poor" or if any two ratings for other pavements is "Poor," then the overall rating is "Poor"
  - If other combination of ratings, then the overall rating is "Fair"

Data Source

Highway Performance Monitoring System (HPMS)

Pavement Performance Measures

	Condition Averages*		Proposed Targets	
	2017	2018 (Baseline)	2020	2022
TxDOT (Statewide)				
% IH Pavements in "Good" Condition	50.50%	TBD	N/A	66.40%
% IH Pavements in "Poor" Condition	0.15%	TBD	N/A	0.30%
NCTCOG (MPA)				
% IH Pavements in "Good" Condition	**32.93%**	TBD	N/A	TBD
% IH Pavements in "Poor" Condition	**0.43%**	TBD	N/A	TBD

*Represents average of previous 5 years
TBD – Pending data from TxDOT
N/A – 2-year IH targets not required

Percentages in red indicate ratings lower than statewide average.

Pavement Performance Measures

	Condition Averages*		Proposed Targets	
	2017	2018 (Baseline)	2020	2022
TxDOT (Statewide)				
% Non-IH Pavements in "Good" Condition	51.30%	54.40%	52.00%	52.30%
% Non-IH Pavements in "Poor" Condition	14.34%	13.80%	14.30%	14.30%
NCTCOG (MPA)				
% Non-IH Pavements in "Good" Condition	**31.63%**	TBD	N/A	TBD
% Non-IH Pavements in "Poor" Condition	**16.58%**	TBD	N/A	TBD

*Represents average of previous 5 years
TBD – Pending data from TxDOT
N/A – 2-year Non-IH targets not required for MPA

Percentages in red indicate ratings lower than statewide average.

Pavement Performance Measures

Policies From Mobility 2045

FT3-015: Support the asset management objectives in the Texas Transportation Plan to maintain and preserve multimodal facilities using cost-beneficial treatments and to achieve a state of good repair for pavement, bridge, and transit assets.

Other Tracked Regional Measures

- Infrastructure conditions (including pavement ratings) were used in the Mobility 2045 project selection/prioritization process

- Pavement maintenance expenditures are estimated in Mobility 2045 but are difficult to track since they are also included in the costs of freeway, tollway, and arterials projects

Bridge Performance Measures

Domain of the Measure

- National Highway System (NHS) – refer to PM2 Handout Package
- Applies to Entire NHS

Required Federal Measure

- Percentage of NHS Bridges by Deck Area Classified in "Good" Condition
- Percentage of NHS Bridges by Deck Area Classified in "Poor" Condition

Target Duration and Reporting Interval

- TxDOT:
  - Establish 2-year (2020) and 4-year (2022) statewide targets for NHS
  - Report progress to FHWA every two years (2018, 2020, 2022, etc.)
- NCTCOG:
  - Support the TxDOT 4-year targets or establish own MPA-specific targets
  - Report progress to TxDOT pursuant to DFW MOU approved May 2018

Bridge Performance Measures

Definition of Measures

Bridge conditions assessed based on the following components:

- Deck
- Superstructure
- Substructure
- Culvert

Bridge ratings ("Good", "Fair", and "Poor") are determined by the lowest rating among the components:

If any one component is "Poor," then the overall rating is "Poor"

Data Source

National Bridge Inventory (NBI)

Bridge Performance Measures

	Condition Averages*		Proposed Targets	
	2017	2018 (Baseline)	2020	2022
TxDOT (Statewide)				
% NHS Bridges in "Good" Condition	50.10%	50.63%	50.58%	50.42%
% NHS Bridges in "Poor" Condition	0.90%	0.88%	0.80%	0.80%
NCTCOG (MPA)				
% NHS Bridges in "Good" Condition	54.23%	TBD	N/A	TBD
% NHS Bridges in "Poor" Condition	**2.36%**	TBD	N/A	TBD

*Based on annual NBI data
TBD – Pending data from TxDOT
N/A – 2-year bridge targets not required for MPA

Percentages in red indicate ratings lower than statewide average.

Bridge Performance Measures

Policies From Mobility 2045

FT3-015: Support the asset management objectives in the Texas Transportation Plan to maintain and preserve multimodal facilities using cost-beneficial treatments and to achieve a state of good repair for pavement, bridge, and transit assets.

Other Tracked Regional Measures

Infrastructure conditions (including bridge ratings) were used in the Mobility 2045 project selection/prioritization process

Bridge replacement costs are not estimated in Mobility 2045 and are difficult to track since they are included in the costs of freeway, tollway, and arterials projects

System Performance Measure: Level of Travel Time Reliability

System Performance Measure

Required Federal Measure

- Measure that will assess reliable person-miles on the Interstate
- Measure that will assess reliable person-miles on the Non-Interstate National Highway System (NHS)

Domain of the Measure (i.e. interstate in MPA, all roadways in urbanized area)

The performance measure assesses travel on the Interstate and Non-Interstate NHS in the MPA

Target Duration and Reporting Interval

- Targets: 2-year and 4-years
- Performance Reported Every Two Years to Texas Department of Transportation (TxDOT)
- Performance Measures and Targets reported in Metropolitan Transportation Plan, Transportation Improvement Program as Adopted

System Performance Measure

Data Source

National Performance Management Research Data Set (NPMRDS)

How is Reliability Defined

- Level of Travel Time Reliability (LOTTR): ratio of the 80th percentile travel time of a segment to a "normal" travel time (50th percentile)
- Federal threshold for Reliable; LOTTR < 1.50
- Example: If the LOTTR is 1.50, the driver will allow for 90 minutes to complete what should be a one hour trip (60 minutes x 1.50)

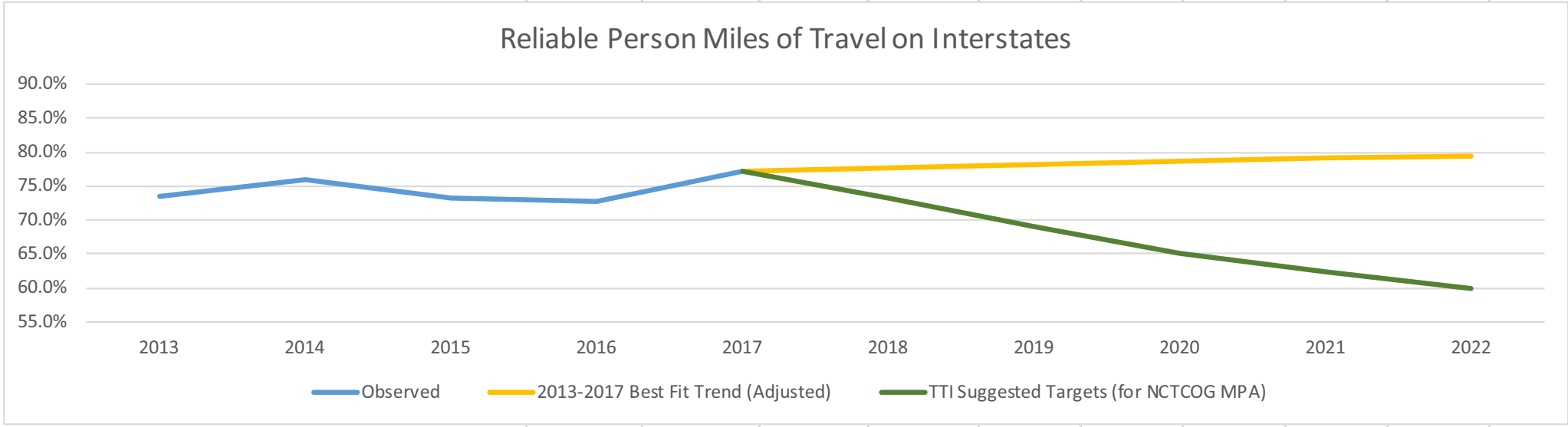
Key Data Elements

- Travel Time (By Segment)
- Auto Occupancy
- Vehicle Counts

System Performance Measure

Measure	**Percentage of Person Miles of Travel that is Reliable on Interstates**	This measure is the percentage of person travel on the region's Interstate system that meets the Federal threshold for reliability (reliable segments have an LOTTR < 1.5 for AM, PM, Midday, and Weekend time periods[1]).
Applicable Geography	Interstate Segments in the MPA	
Direction indicating improvement	Higher	
CFR Citation	23 CFR 490.507(a)(1)	

	Observed Data					Projections				
	2013	2014	2015	2016	2017	2018	2019	**2020**	2021	**2022**
Observed	73.5%	76.0%	73.2%	72.8%	77.3%					
2013-2017 Best Fit Trend (scaled to intercept 2017)						77.7%	78.2%	**78.6%**	79.1%	**79.5%**
TTI Suggested Targets (for NCTCOG MPA)								**65.0%**		**60%**



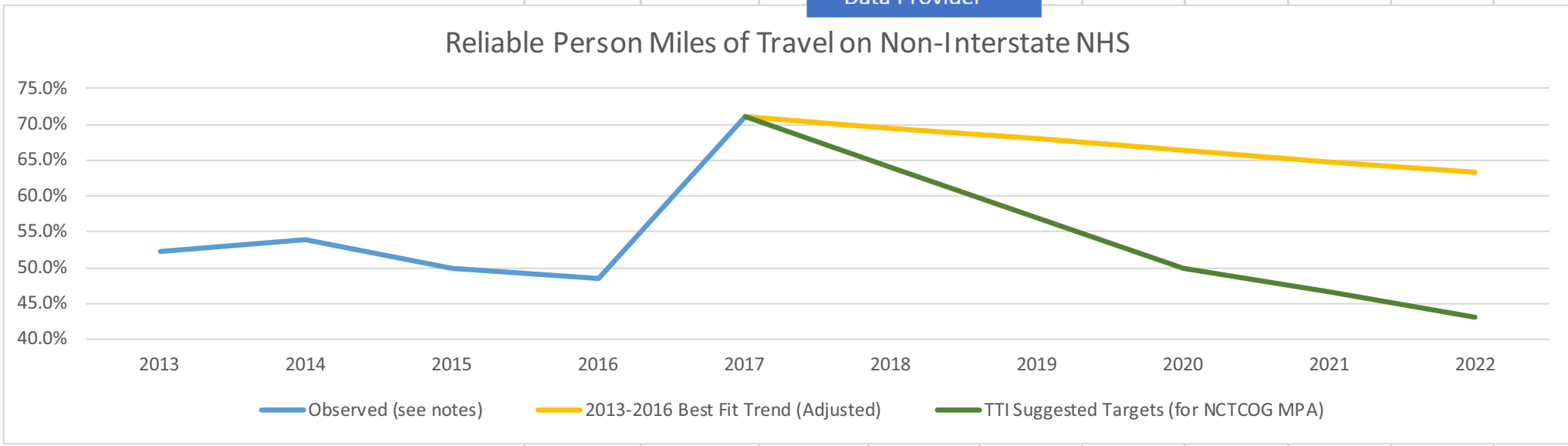
System Performance Measure

Measure	**Percentage of Person Miles of Travel that is Reliable on the Non-Interstate NHS**
Applicable Geography	Non-Interstate NHS Segments[1] in the MPA
Direction indicating improvement	Higher
CFR Citation	23 CFR 490.507(a)(2)

This measure is the percentage of person travel on the region's NHS system apart from Interstates[1] that meets the Federal threshold for reliability (reliable segments have an LOTTR < 1.5 for AM, PM, Midday, and Weekend time periods[2]).

	Observed Data					Projections				
	2013	2014	2015	2016	2017	2018	2019	2020	2021	**2022**
Observed[3,4]	52.3%	53.8%	49.8%	48.4%	71.1%					
2013-2016 Best Fit Trend (scaled to intercept 2017)[3]						69.5%	68.0%	66.4%	64.8%	**63.3%**
TTI Suggested Targets (for NCTCOG MPA)								50.0%		**43.0%**

Change in NPMRDS Data Provider*



*DUE TO CHANGE IN DATA PROVIDER, 2017 DATA POINT EXCLUDED FROM TREND ANALYSIS

System Performance Measure

Policies/Programs From Mobility 2045

- FT3-014 Evaluate and implement all reasonable options such as Asset Optimization to maximize corridor capacity, functionality, accessibility, and enhancement potential utilizing existing infrastructure assets and right-of-way
- FT3-006 System-wide high-occupancy vehicle will be consistent with the latest Regional Transportation Council Policy
- TDM2-200 Regional Vanpool Program: Strategy implemented to reduce single-occupant vehicle travel on the roads and help improve air quality in the region.

Projects

FT01-XXX Major Freeway Improvements (Over 200 Individual Projects)

Other Regional Performance Measures for Consideration

- Cost of Congestion/Congestion Levels
- Vehicle Hours Spent in Delay
- Vehicle Hours Traveled (VHT)/Vehicle Miles Traveled (VMT)

System Performance Measure: Peak-Hour Excessive Delay (PHED) Per Capita

System Performance Measure

Required Federal Measure

- Measure assessing traffic congestion under the CMAQ program
- Annual Hours of Peak-Hour Excessive Delay Per Capita

Domain of the Measure (i.e. interstate in MPA, all roadways in urbanized area)

- National Highway System in Non-Attainment Urbanized Area with populations over 1 million
- Denton – Lewisville and McKinney Urbanized Areas in subsequent reporting periods

- **Target Duration and Reporting Interval**
  - Targets: 4-years
  - Performance Reported Every Two Years to Texas Department of Transportation (TxDOT)
  - Performance Measures and Targets reported in Metropolitan Transportation Plan, Transportation Improvement Program as Adopted

System Performance Measure

Data Source

National Performance Management Research Data Set (NPMRDS)

Definition of Measure

- Quantifies the average amount of extra travel time experienced by the regions population (per capita)
- Threshold considered 60 percent of the speed limit or 20 miles per hour, which ever is greater
- Example: On a segment with a 60 miles per hour speed limit, the excessive threshold would be 36 miles per hour

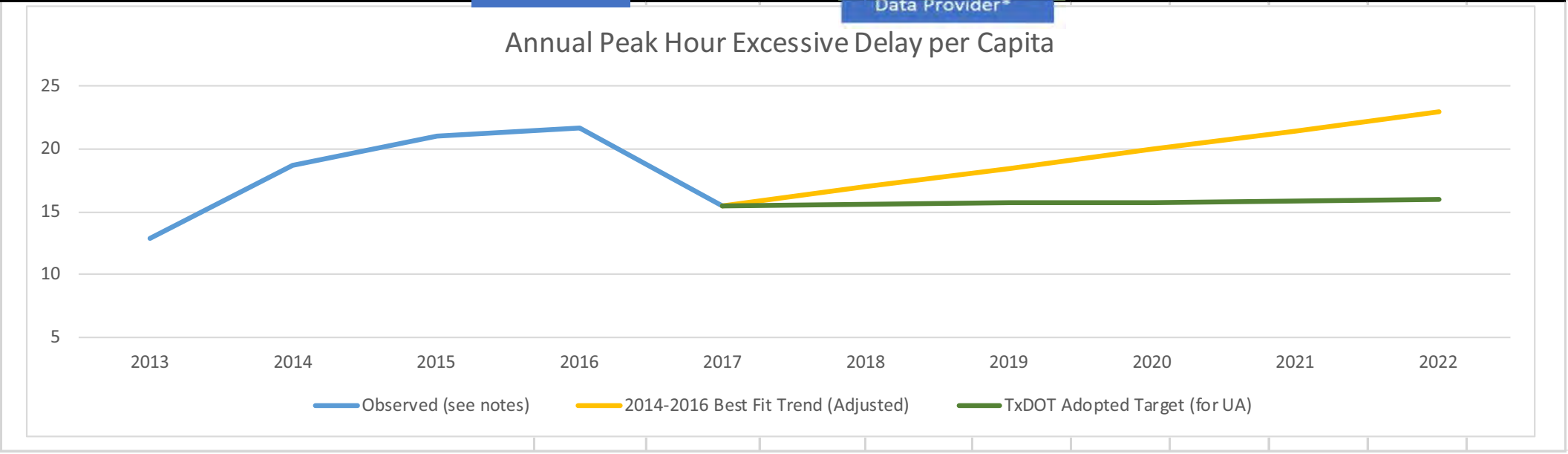
Key Data Elements

- Travel Time
- Auto Occupancy
- Speed Limit
- Vehicle Counts

System Performance Measure

Measure	**Person Hours of Peak Hour Excessive Delay (PHED) per Capita**	This measure quantifies the average amount of extra travel time experienced by the region's population (per capita) due to travel that is occuring below FHWA's threshold for excessive delay during peak travel times (AM and PM peaks). For the purposes of this measure, the excessive delay threshold is 60% of the speed limit or 20mph, whichever is greater.[2]
Applicable Geography	All NHS Segments in the Dallas-Fort Worth-Arlington Urbanized Area[1]	
Direction indicating improvement	Lower	
CFR Citation	23 CFR 490.707(a)	

	Observed Data					Projections				
	2013	2014	2015	2016	2017	2018	2019	2020	2021	**2022**
Observed[3,4]	12.9	18.7	21.0	21.7	15.5					
2014-2016 Best Fit Trend (scaled to intercept 2017)[3,4]						17.0	18.5	20.0	21.5	**23.0**
TxDOT Adopted Target (for UA)										**16.0**



*2013 and 2017 DATA POINTS EXCLUDED FROM TREND ANALYSIS. 2013 DUE TO PARTIAL DATA, 2017 DUE TO CHANGE IN DATA PROVIDER

System Performance Measure

Policies/Programs From Mobility 2045

- FT3-014 Evaluate and implement all reasonable options such as Asset Optimization to maximize corridor capacity, functionality, accessibility, and enhancement potential utilizing existing infrastructure assets and right-of-way
- FT3-006 System-wide high-occupancy vehicle will be consistent with the latest Regional Transportation Council Policy
- TDM2-200 Regional Vanpool Program: Strategy implemented to reduce single-occupant vehicle travel on the roads and help improve air quality in the region

Projects

FT01-XXX Major Freeway Improvements (Over 200 Individual Projects)

Other Regional Performance Measures for Consideration

- Cost of Congestion/Congestion Levels
- Vehicle Hours Spent in Delay
- Vehicle Hours Traveled (VHT)/Vehicle Miles Traveled (VMT)

Freight Performance Measure: Truck Travel Time Reliability

Surface Transportation Technical Committee
Performance Measures Workshop
August 24, 2018

North Central Texas
Council of Governments

Freight Performance Measure

Required Federal Measure

- Truck Travel Time Reliability
- Established for National Performance Management Measures to Assess Freight Movement Reliability on the Interstate System

Domain of the Measure (i.e. interstate in MPA, all roadways in urbanized area)

All Interstates Within the MPA

Target Duration and Reporting Interval

- Targets: 2-year and 4-year
- Reported Every Two Years

Freight Performance Measure

Definition of Measure

- Truck Travel Time Reliability (TTTR): An index that shows the amount of time a driver needs to add to a median trip length to arrive on time
- Example: If the TTTR is 1.50, the driver will allow for 90 minutes to complete what should be a one hour trip (60 minutes x 1.50)

Data Source

National Performance Management Research Data Set (NPMRDS)

Key Data Elements

- Travel Time by Interstate Segment
- Total Interstate System Miles
- 95th Percentile vs 50th Percentile

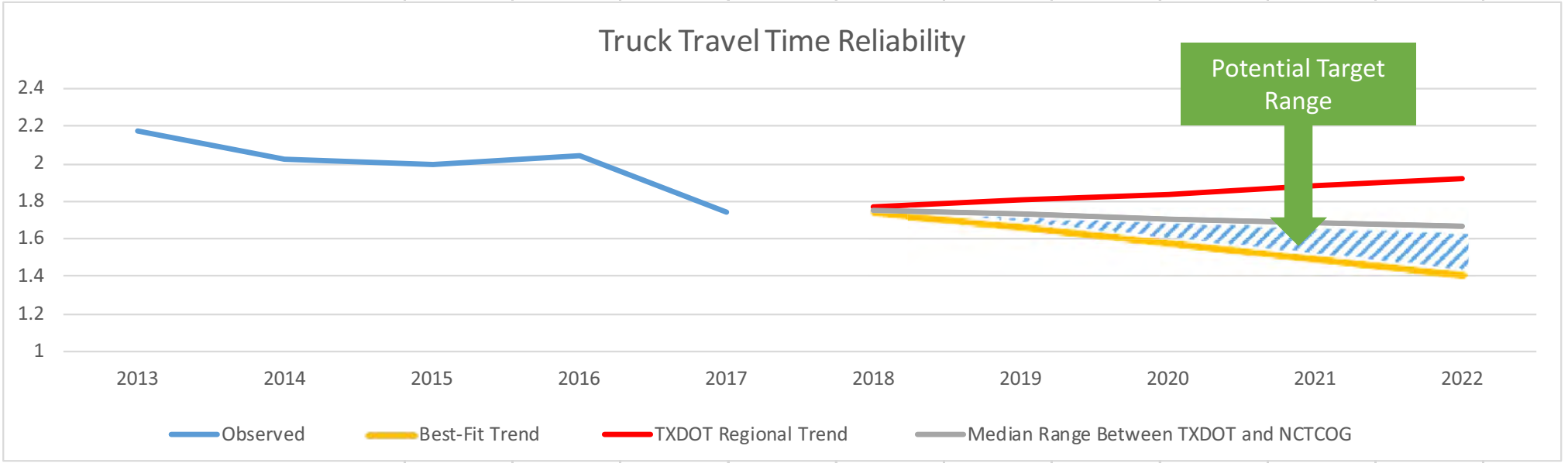
Freight Performance Measure

Measure	**Truck Travel Time Reliability**
Applicable Geography	Interstate Segments in the MPA
Direction indicating improvement	Lower
CFR Citation	23 CFR 490.607

This measure is a planning time index that shows the amount of extra time a truck trip needs to add to a median trip length to arrive on time 95% of the time. If a truck trip in 2017 has a median travel time of 30 mins., an average of 52.2 mins. (30 x 1.74) would need to be scheduled for the truck to arrive on time 95% of the time.

	Observed Data					Projections				
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Observed	2.17	2.02	2.00	2.04	1.74					
Best-Fit Trend						1.74	1.66	1.57	1.49	1.41
TXDOT Regional Trend						1.77	1.81	1.84	1.88	1.92
Median Range Between TXDOT and NCTCOG						1.76	1.73	1.71	1.69	1.66

Change in NPMRDS Data Provider



Freight Performance Measure

Policies From Mobility 2045

- FP3-001 Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy
- FP3-002 Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability

Projects

FT01-XXX Major Freeway Improvements (Over 200 Individual Projects)

Tracked Regional Measures

- Regional Truck Safety
- Regional Freight Bottleneck Locations

CMAQ Traffic Congestion Performance Measure: Percent of Non-Single Occupancy Vehicle Travel

Non-SOV Performance Measure

Required Federal Measure

Established for National Performance Management Measures to recognize the role of lower-emissions modes in meeting air quality goals.

Definition of Measure

The percent of people commuting to work not driving alone. This includes carpooling, transit, taxi, bicycling, walking, and working at home.

Domain of the Measure

Urbanized areas (UZA) with a population over one million in non-attainment or maintenance for any of the criteria pollutants under the CMAQ program. This applies to the Dallas-Fort Worth-Arlington UZA.

Non-SOV Performance Measure

Data Source

American Community Survey (ACS) 5-year averages, a sample survey conducted by the U.S. Census. No additional calculations are required.

Target Duration and Reporting Interval

- Targets: 2-year and 4-years (2020 and 2022)
- Reported every two years to TxDOT
- Reported in future updates to the regional MTP and TIP

Historic Trend

Since 2008-2012 ACS estimates, the trend for non-SOV commuting to work in the Dallas-Fort Worth-Arlington UZA increased from 19.1% to 19.5% in the 2012-2016 ACS estimates.

Non-SOV Performance Measure

Commute Type	5-Year ACS Data				
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016
Car, truck, or van	91.3%	91.2%	91.0%	90.8%	90.6%
Drove alone	80.9%	81.1%	80.8%	80.7%	80.5%
Carpooled	10.4%	10.1%	10.1%	10.1%	**10.1%**
In 2-person carpool	8.0%	7.7%	7.8%	7.7%	7.6%
In 3-person carpool	1.4%	1.4%	1.5%	1.5%	1.5%
In 4-or-more person carpool	1.0%	0.9%	0.9%	0.9%	0.9%
Workers per car, truck, or van	1.07	1.06	1.07	1.07	1.07
Public transportation (excluding taxicab)	1.7%	1.7%	1.7%	1.8%	**1.7%**
Walked	1.2%	1.2%	1.2%	1.2%	**1.3%**
Bicycle	0.1%	0.2%	0.2%	0.2%	**0.2%**
Taxicab, motorcycle, or other means	1.4%	1.4%	1.5%	1.5%	1.5%
Worked at home	4.3%	4.4%	4.5%	4.6%	**4.8%**

Source: American Community Survey

Non-SOV Performance Measure

Targets

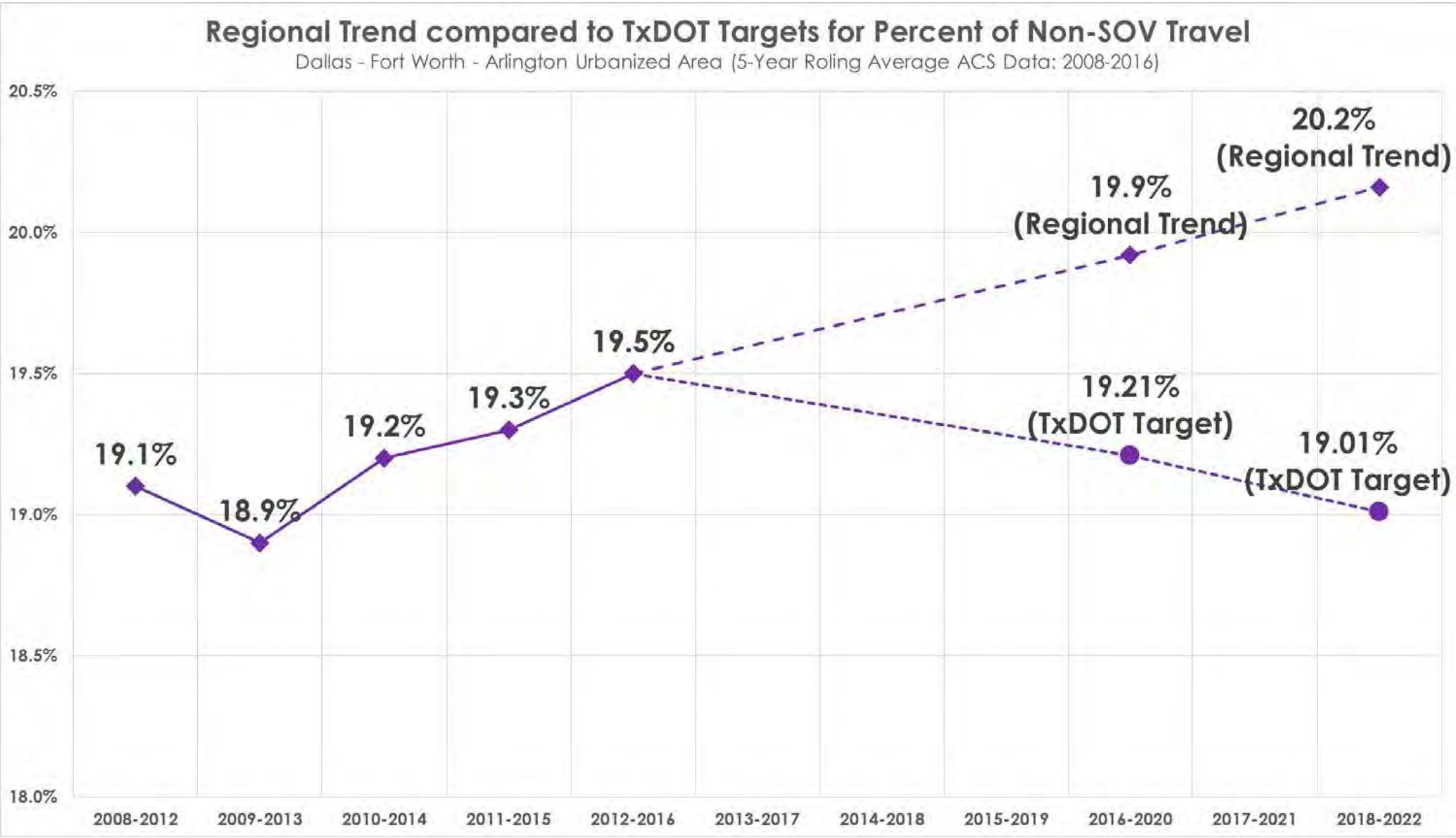
Non-SOV targets for the Dallas-Fort Worth-Arlington UZA were established by TxDOT.

Source: Trinity Metro

State-Determined Targets for the Dallas-Fort Worth-Arlington UZA

Urbanized Areas in Non-Attainment	Baseline	2020 Target	2022 Target
Dallas-Fort Worth-Arlington	*19.60%*	*19.21%*	*19.01%*

Non-SOV Performance Measure



Source: American Community Survey

Non-SOV Performance Measure

Targets

NCTCOG will work with TxDOT to develop targets for the next performance reporting period to reevaluate the regional trend for non-SOV.

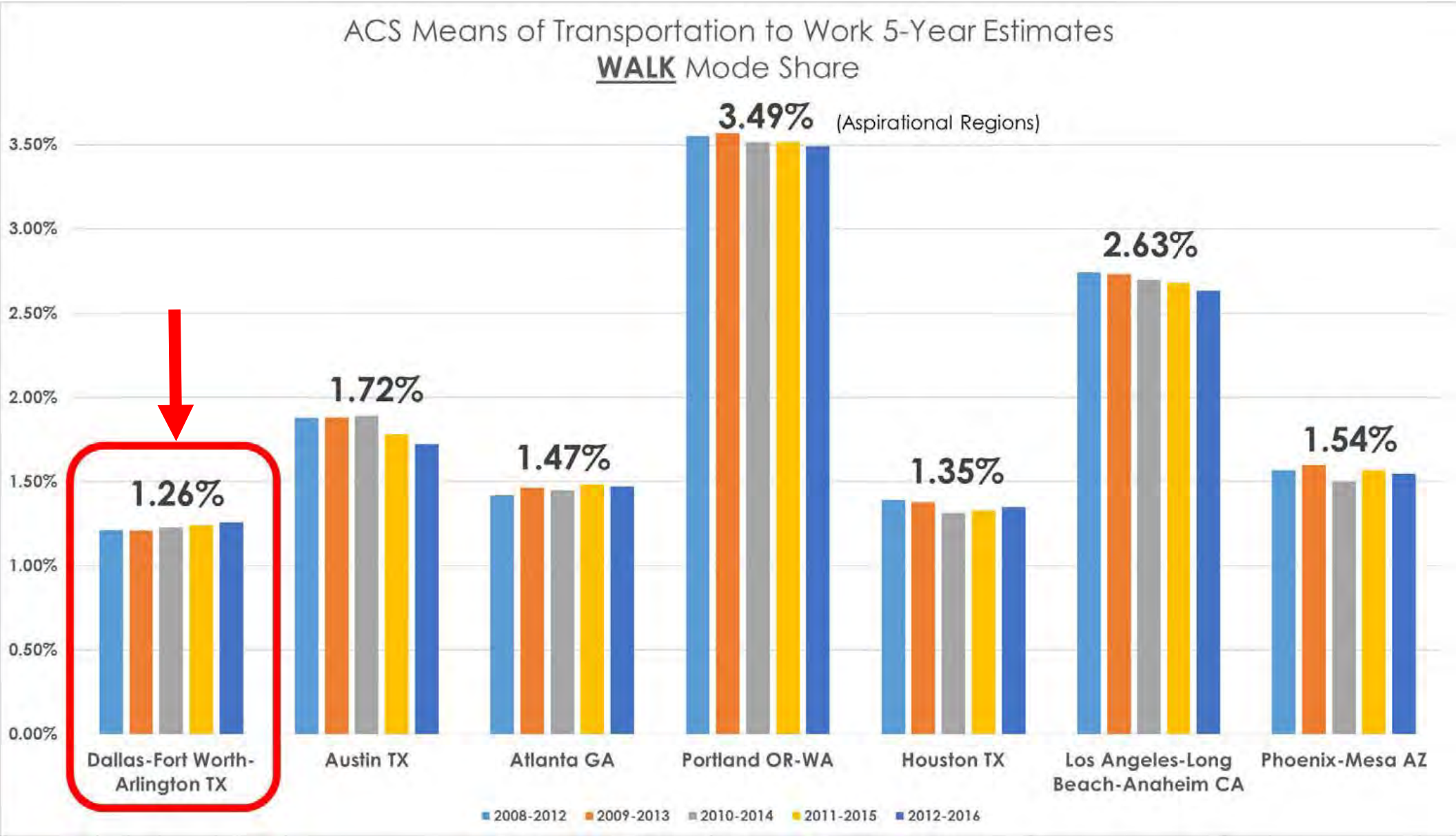
Baseline Data (2012-2016 ACS)

- Bicycle: 0.2%
- Carpool: 10.1%
- Transit: 1.7%
- Walk: 1.3%
- Work at Home: 4.8%

Additional Regional Measures

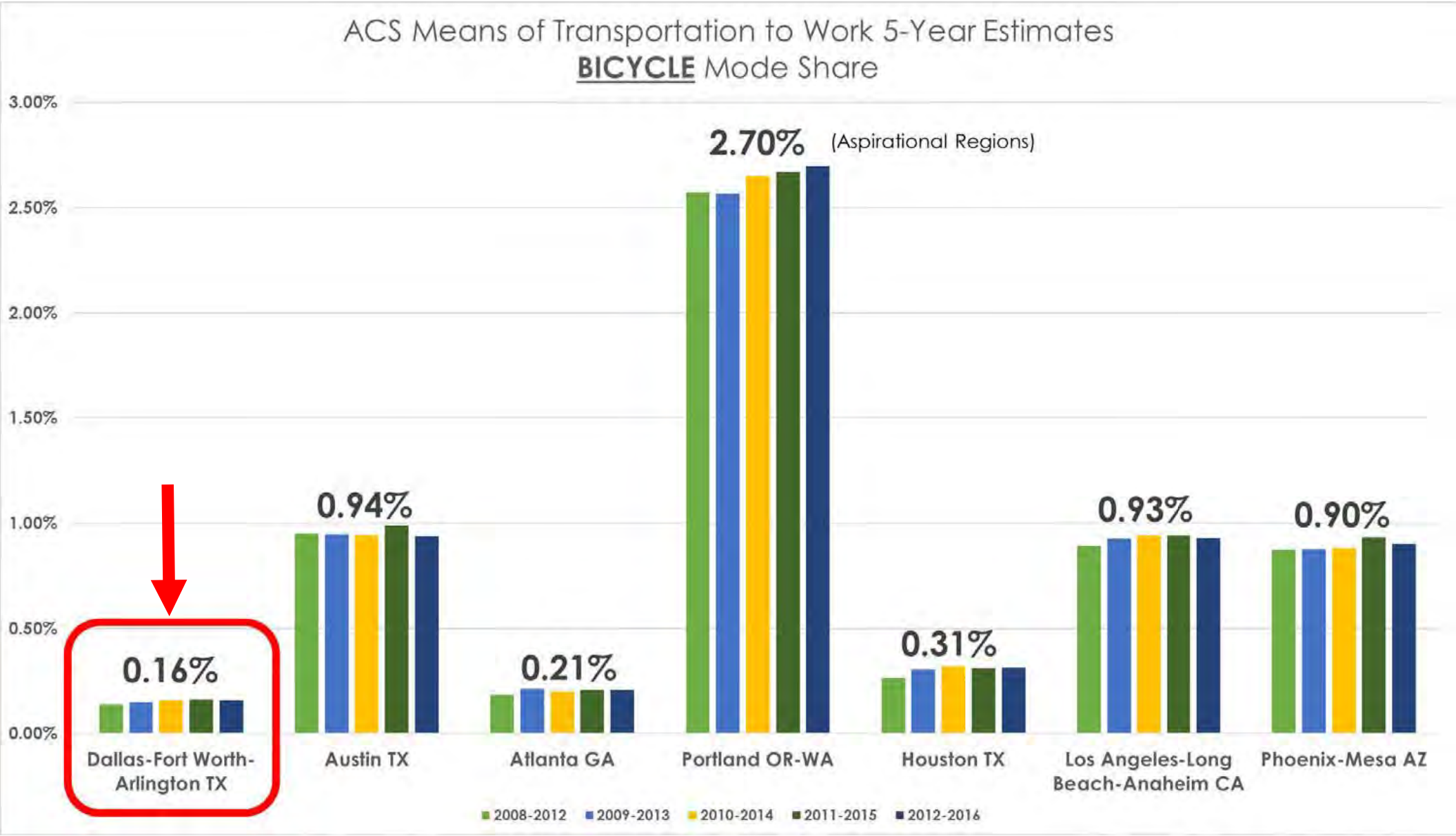
As requested by the Regional Transportation Council, NCTCOG staff will work with local stakeholders to evaluate potential targets, policies, and programs for individual modes of travel.

Non-SOV Performance Measure



Source: American Community Survey

Non-SOV Performance Measure

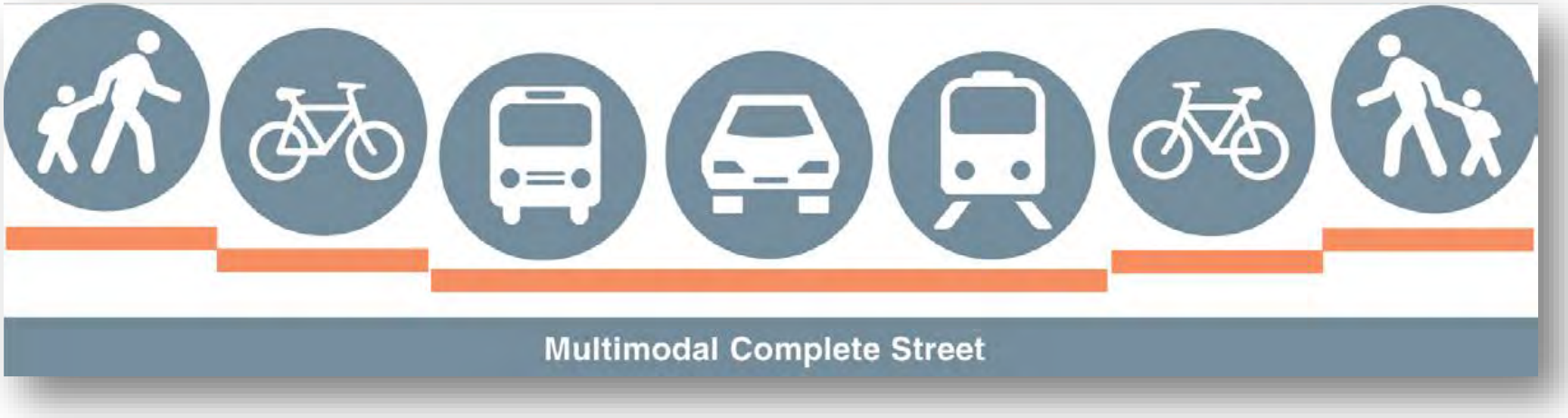


Source: American Community Survey

Non-SOV Performance Measure

Next Steps

- Review of other region's targets and associated non-SOV policies and programs
- Evaluate NCTCOG's regional non-SOV policies and programs
- Work with local agencies to determine regional priorities, targets for future reporting periods, and how to measure success



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Congestion Mitigation and Air Quality Improvement (CMAQ) Performance Measure: Total Emissions Reduction Measures

Performance Measures Workshop

Jenny Narvaez

August 24, 2018

North Central Texas Council of Governments

Total Emissions Performance Measure

Required Federal Measure

- Total emission reductions for carbon monoxide (CO), nitrogen oxides (NO_X), volatile organic compounds (VOC), Particulate Matter (PM_{10} and $PM_{2.5}$) for CMAQ-funded projects in designated nonattainment and maintenance areas
- Established for National Performance Management Measures to Assess the CMAQ Program – On-Road Mobile Source Emissions

Domain of the Measure

CMAQ funded projects that fall within Dallas-Fort Worth Ozone 10-County Nonattainment Area

Target Duration and Reporting Interval

- Targets: 2 years (2018 + 2019) and 4 years (2018 + 2019 + 2020 + 2021)
- Reported Every 2 Years

Total Emissions Performance Measure

Definition of Measure

- Total cumulative 2-year and 4-year reported emissions reductions (kg/day) for:
  - All projects funded by CMAQ funds
  - Applicable criteria pollutants and precursors
- Example:

Project	Fiscal Year of CMAQ Obligation	NO_X Benefit (kg/day)	VOC Benefit (kg/day)
Transit Project(s)	2018	10.50	7.83
Traffic Signal Improvement Project(s)	2018	0.93	0.47
Intersection Improvement Project(s)	2019	2.35	1.76
Bike/Pedestrian Project(s)	2020	0.75	0.32
Grade Separation Project(s)	2020	5.60	4.53
Park and Ride Project(s)	2021	2.36	1.23
Measure Calculation	**2-Year Total** (2018-2019)	13.78	10.06
	4-Year Total (2018-2021)	22.49	16.14

Total Emissions Performance Measure

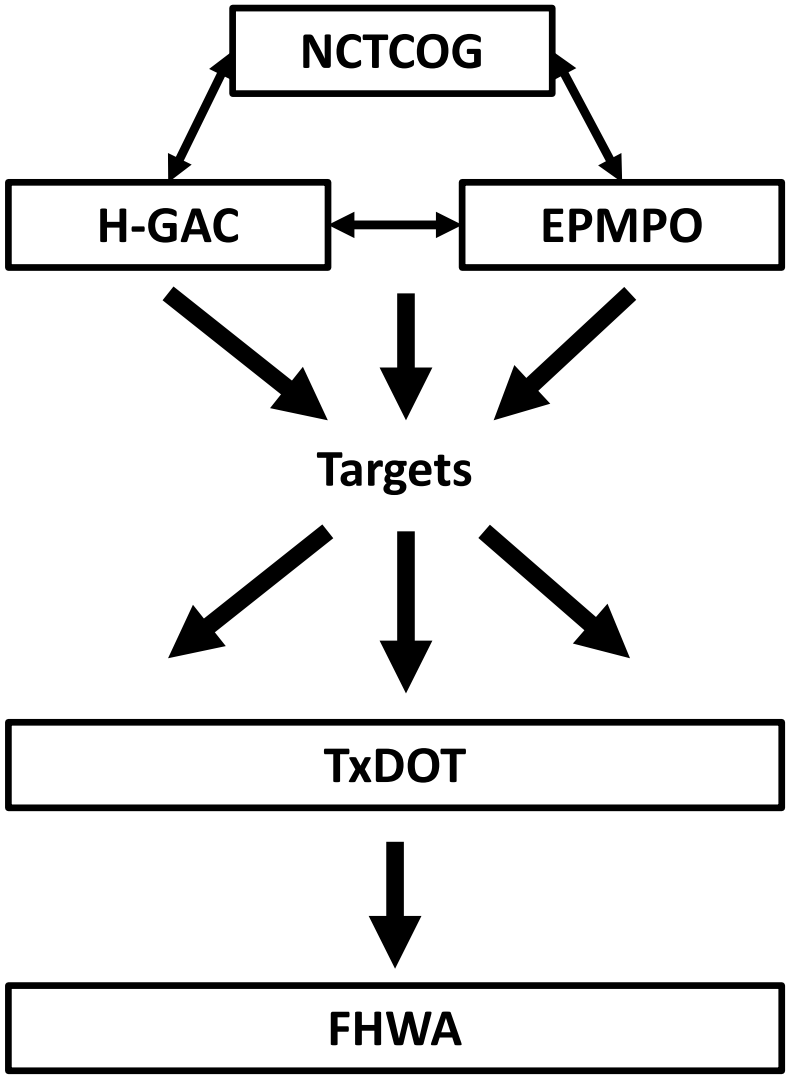
Process for Developing Performance Measure Baseline and Targets

Coordinated to develop methodology (MPOs)

Calculated baseline and target emission reductions (MPOs)

Submitted baseline and emission reductions to TxDOT (MPOs)

Approved and submitted emission reduction targets to FHWA (TxDOT)



Total Emissions Performance Measure

Data Source(s)

- CMAQ Project Tracking System – project information entered per fiscal year
- CMAQ Public Access System – project information retrieved for reporting purposes

Key Data Elements

Emission reduction estimated for each CMAQ funded project by pollutant and precursor

Tracked Regional Measure

Annual emissions reductions from newly obligated CMAQ funded projects

Total Emissions Performance Measure

Policies/Programs From Mobility 2045

- Multiple policies and programs that could apply to CMAQ
- Sample: TSMO3-001: Installation of pedestrian facilities by local agencies as part of intersection improvement and traffic signal improvement programs shall provide access to usable walkways or sidewalks.
- Mobility 2045 Appendices that incorporate CMAQ:
  - Appendix C. Environmental Considerations
  - Appendix D. Operational Efficiency
  - Appendix E. Mobility Options
  - Appendix F. Transportation Technology

Projects

Over $286 million programmed in 2019-2022 TIP

2019-2022 TIP: Chapter VII Project Listings

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Proposed Funding for Regional Trails

DRAFT Last Updated: 9/05/2018

Regional Trail Corridor	Trail Section	Phase	Total Project Cost	Federal 80% - 100%	Local Match by City	Other Local Match Contribution	TDC	Notes
Fort Worth to Dallas Regional Trail	Fort Worth Section: CentrePort Station to Grand Prairie city limits	Construction	$5,400,000	$5,400,000	$0	N/A	1,080,000	Fort Worth Policy Bundle TDCs used for local match requirement
	Grand Prairie Section: Fort Worth city limits to Mike Lewis Trail	Construction	$4,600,000	$3,680,000	$920,000	N/A		Cash match; Grand Prairie is not eligible for TDCs
	Subtotal		**$10,000,000**	**$9,080,000**	**$920,000**		**1,080,000**	

Regional Trail Corridor	Trail Section	Phase	Total Project Cost	Federal 80% - 100%	Local Match by City [1]	Dallas County Local Match Contribution ($1.4M)[1]	TDC	Notes
Cotton Belt Regional Trail	Entire Regional Trail (DFW North Airport to Plano Shiloh Station)	Design	$8,200,000	$8,200,000			1,640,000	Regional TDCs used for local match requirement
	Critical Trail Sections (Coppell)	Construction	$4,326,143	$3,893,529	$0	$432,614	432,614	Coppell Policy Bundle TDCs used for balance of local match requirement
	Critical Trail Sections (Carrollton)	Construction	$1,014,457	$811,565	$101,446	$101,446	0	Cash match; Carrollton is not eligible for TDCs
	Critical Trail Sections (Addison)	Construction	$3,074,689	$2,459,751	$307,469	$307,469	0	Cash match; Addison is not eligible for TDCs
	Critical Trail Sections (Dallas)	Construction	$7,736,024	$7,177,553	$0	$558,471	988,734	Dallas Policy Bundle TDCs used for balance of local match requirement
	Critical Trail Sections (Richardson)	Construction	$5,117,077	$5,117,077	$0	$0	1,023,415	Richardson Policy Bundle TDCs used for local match requirement
	Construction Subtotal		**$21,268,390**	**$19,459,475**	**$408,915**	**$1,400,000**	**2,444,763**	
	Construction and Design Total		**$29,468,390**	**$27,659,475**	**$408,915**	**$1,400,000**	**4,084,763**	

Combined Total both Regional Trail Corridors			**$39,468,390**	**$36,739,475**	**$1,328,915**	**$1,400,000**	**5,164,763**	

[1]**Pending Action by the Dallas Co. Commissioners Court**

IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS

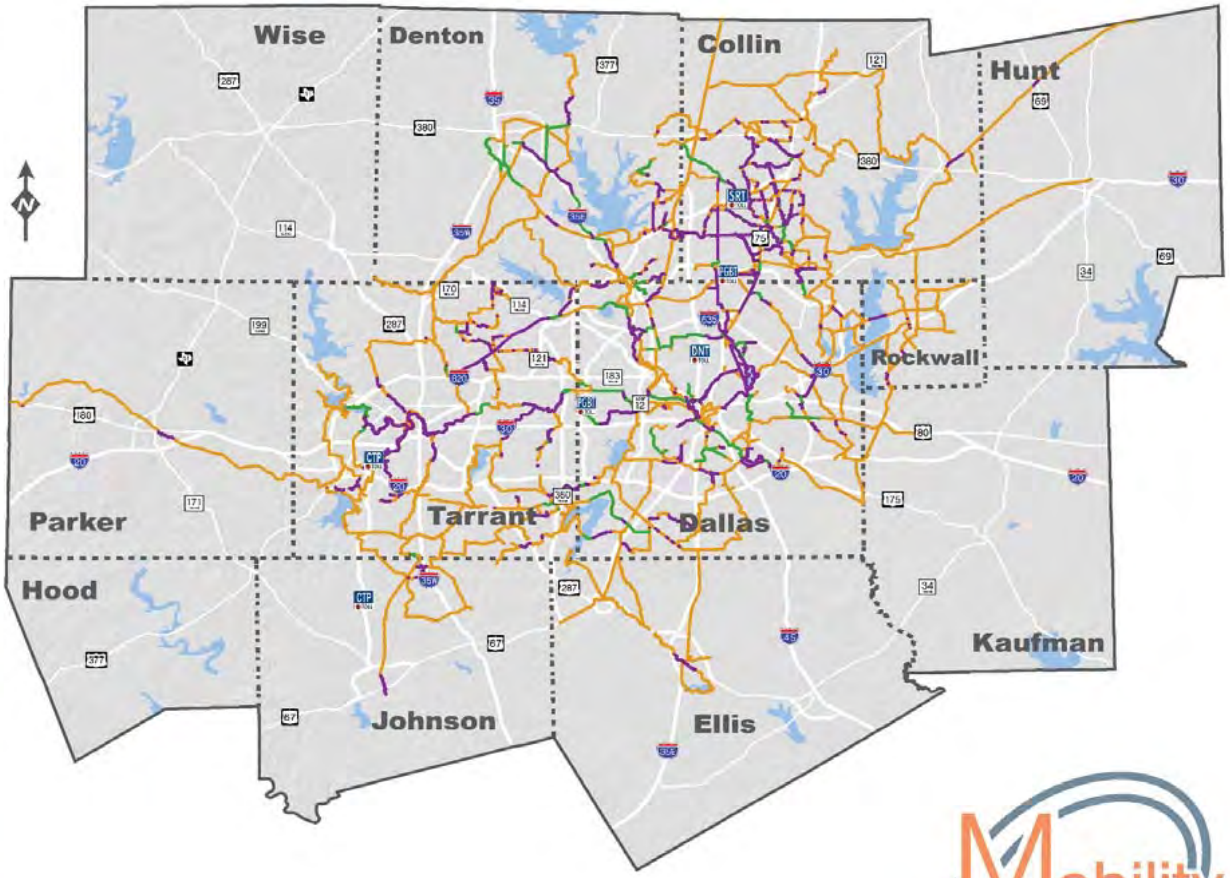
Last-Mile Connections to Transit

Regional Transportation Council

Karla Weaver, AICP

Regional Veloweb

- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



Dallas CBD

Fort Worth CBD

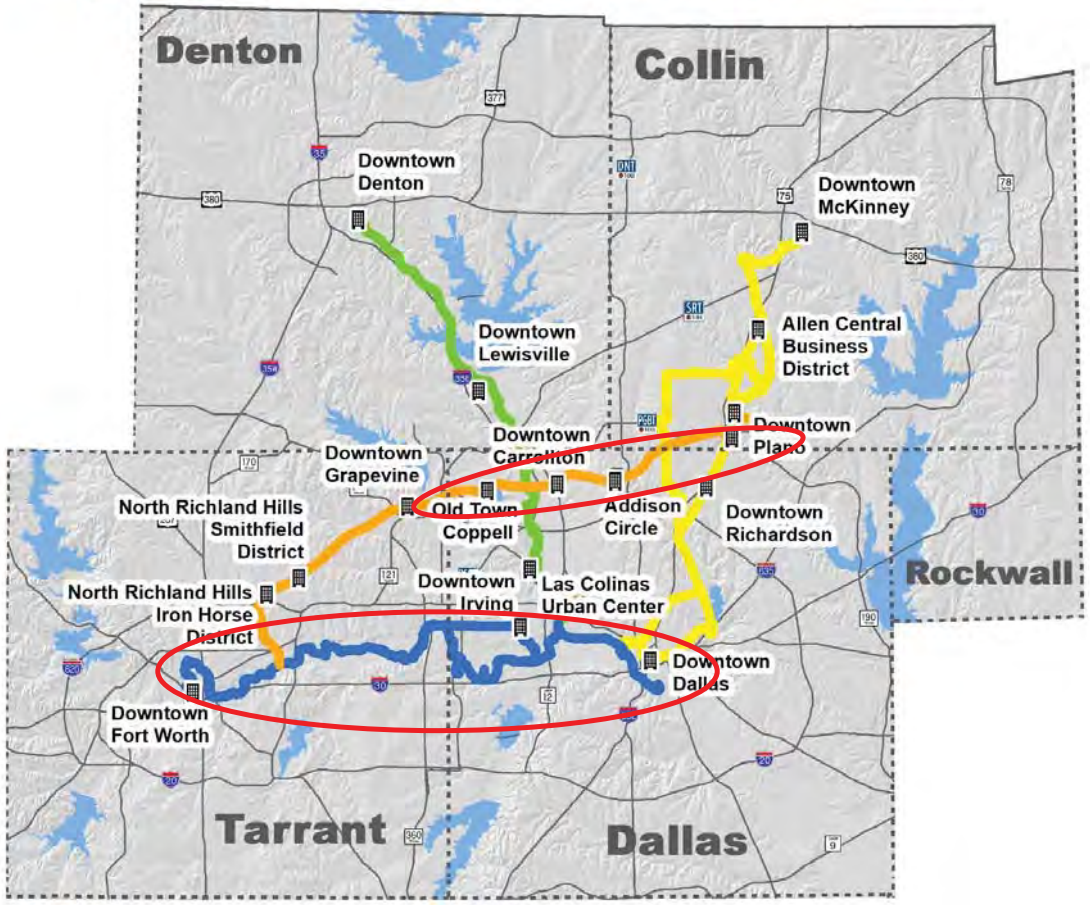
Mobility 2045

North Central Texas Council of Governments

June 2018

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

Highlighted Regional Trail Corridors



	Existing/Funded	Planned	Total
Fort Worth to Dallas Regional Trail Corridor	52 miles	12 miles	64 miles
Cotton Belt Regional Trail Corridor	16.5 miles	28.5 miles	45 miles
Dallas to McKinney Regional Trail Corridor	67 miles	15 miles	82 miles
Denton to Dallas Regional Trail Corridor	41 miles	13 miles	54 miles

Background

Fort Worth to Dallas Regional Veloweb Trail

December 1996 Regional Veloweb alignment included in Mobility 2020

November 2013 Five Mayors meet and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)

2014 to 2018 18.5 miles of trail with funding commitments (variety of sources)

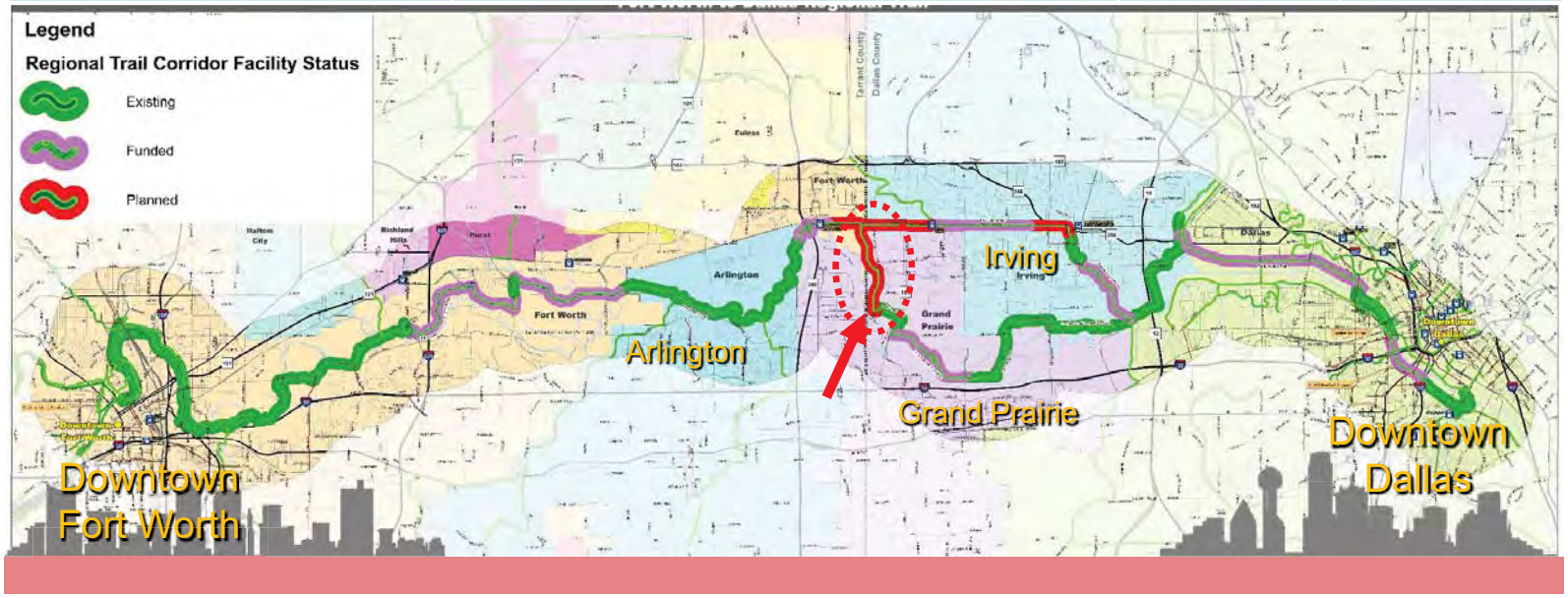
Summer/ Fall 2018 Funding request of RTC for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities

- 1.4 miles from CentrePort TRE Station to Grand Prairie city limits
- 1.7 miles from Fort Worth city limits to Mike Lewis Trail

Mayors (from left) Mike Rawlings, Dallas; Robert Cluck, Arlington; Betsy Price, Fort Worth; Ron Jensen, Grand Prairie; and Beth Van Duyne, Irving, met recently to discuss connecting their cities with a regional bicycle-pedestrian trail corridor.

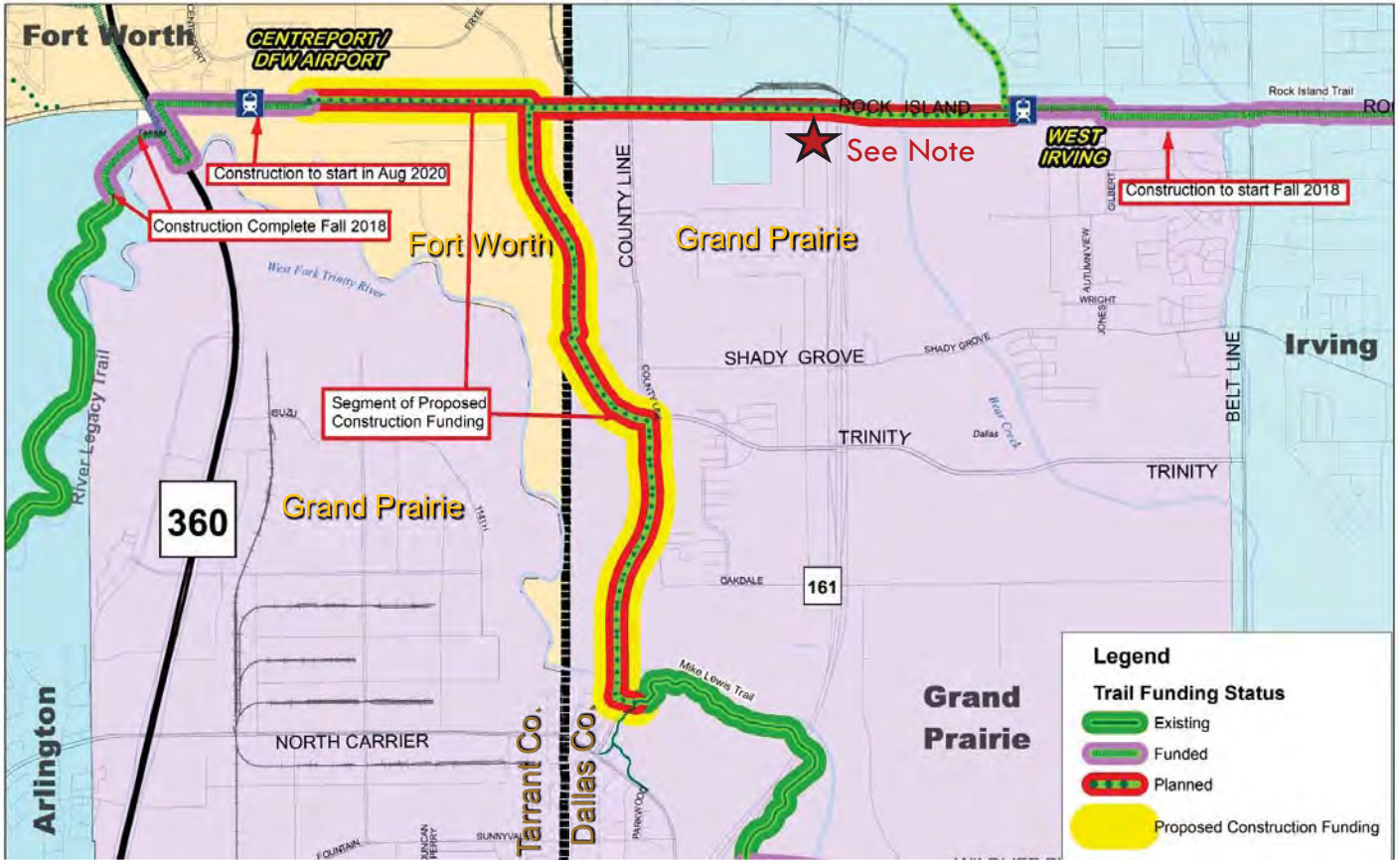
Fort Worth To Dallas Regional Veloweb Trail

	Fort Worth	Arlington	Grand Prairie	Irving	City of Dallas	Total
Existing and Funded	**21.9 miles**	**7.4 miles**	**6.4 miles**	**11.9 miles**	**10.4 miles**	**58 miles**
Planned and Unfunded	1.4 miles	0	3.3 miles	1.3	0	6 miles



Fort Worth To Dallas Regional Veloweb Trail

(CentrePort Station to Mike Lewis Trail)



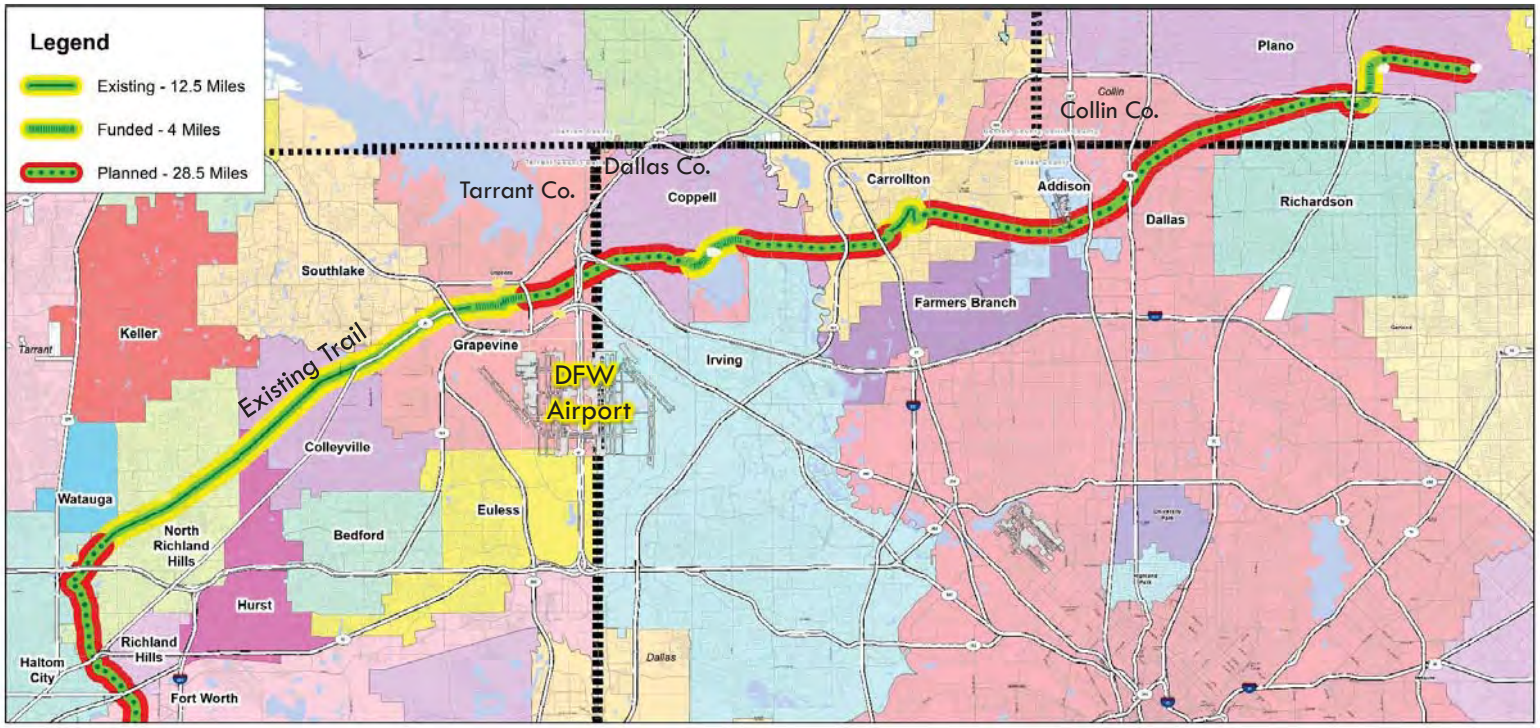
* Note: Approximately 1.6-miles along Rock Island Rd from West Irving Station to Tarrant Co. line will be completed with a future roadway project (date TBD).

Background

Cotton Belt Regional Veloweb Trail (DFW Airport to Plano)

December 1996	Regional Veloweb alignment included in Mobility 2020
2017 - 2018	NCTCOG, DART, and local jurisdictions coordinate opportunities for trail environmental clearance, design, and funding to construct "critical" trail sections
Summer/ fall 2018	Funding requested of RTC for trail: • design (26-mile corridor) and • construction (8.5 miles of "critical" trail sections)
Early 2019	DART design/build contractor begins design and construction phases

Cotton Belt Regional Veloweb Trail



Eastern Portion of Corridor
(with Cotton Belt Rail Project)
from DFW North Airport Station in Grapevine
to Plano Shiloh Station
26.2 miles

Entire Corridor
from Fort Worth (West of Handley Ederville Rd)
to Plano Shiloh Station

45 miles

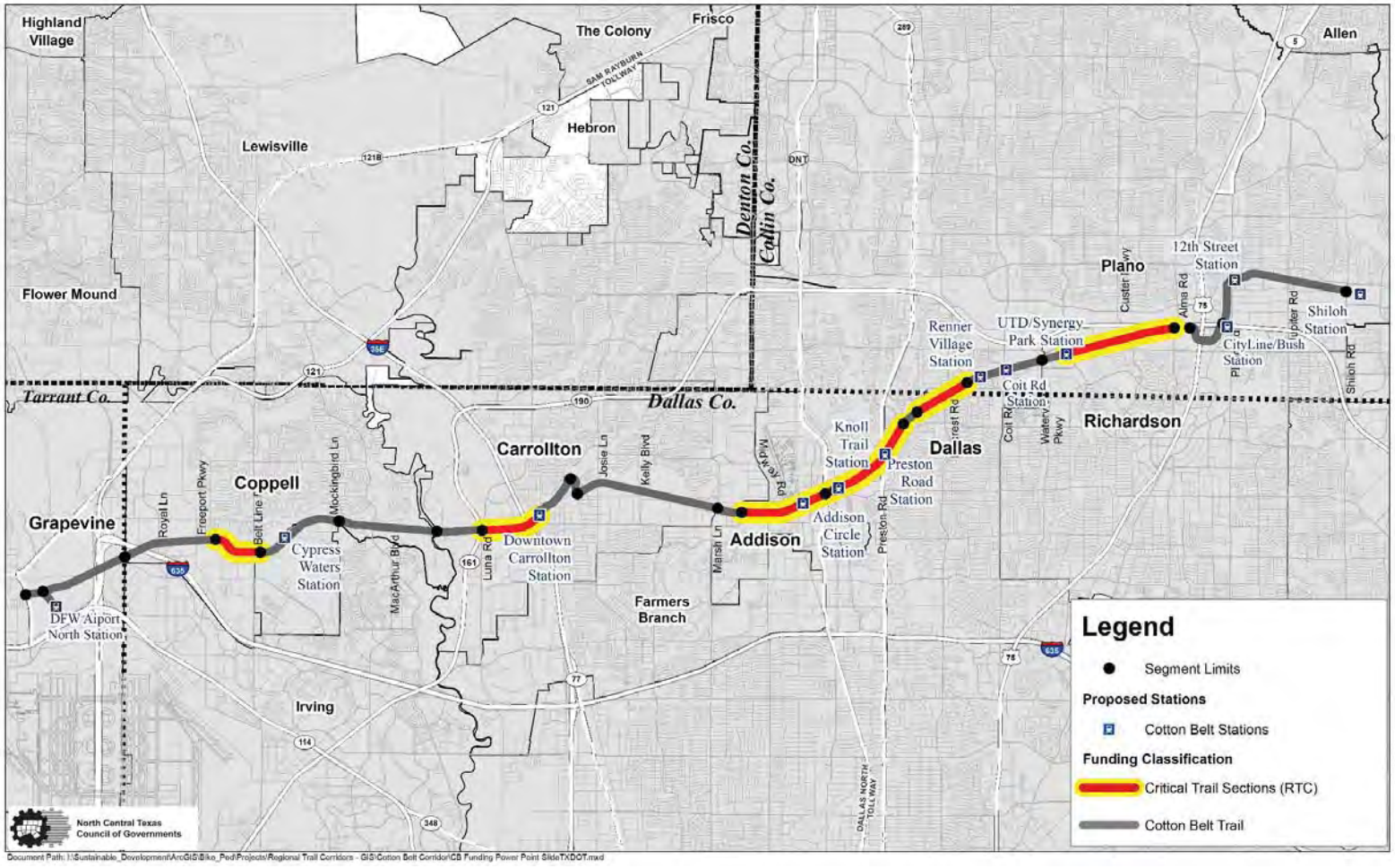
Critical Trail Sections

Primary Considerations

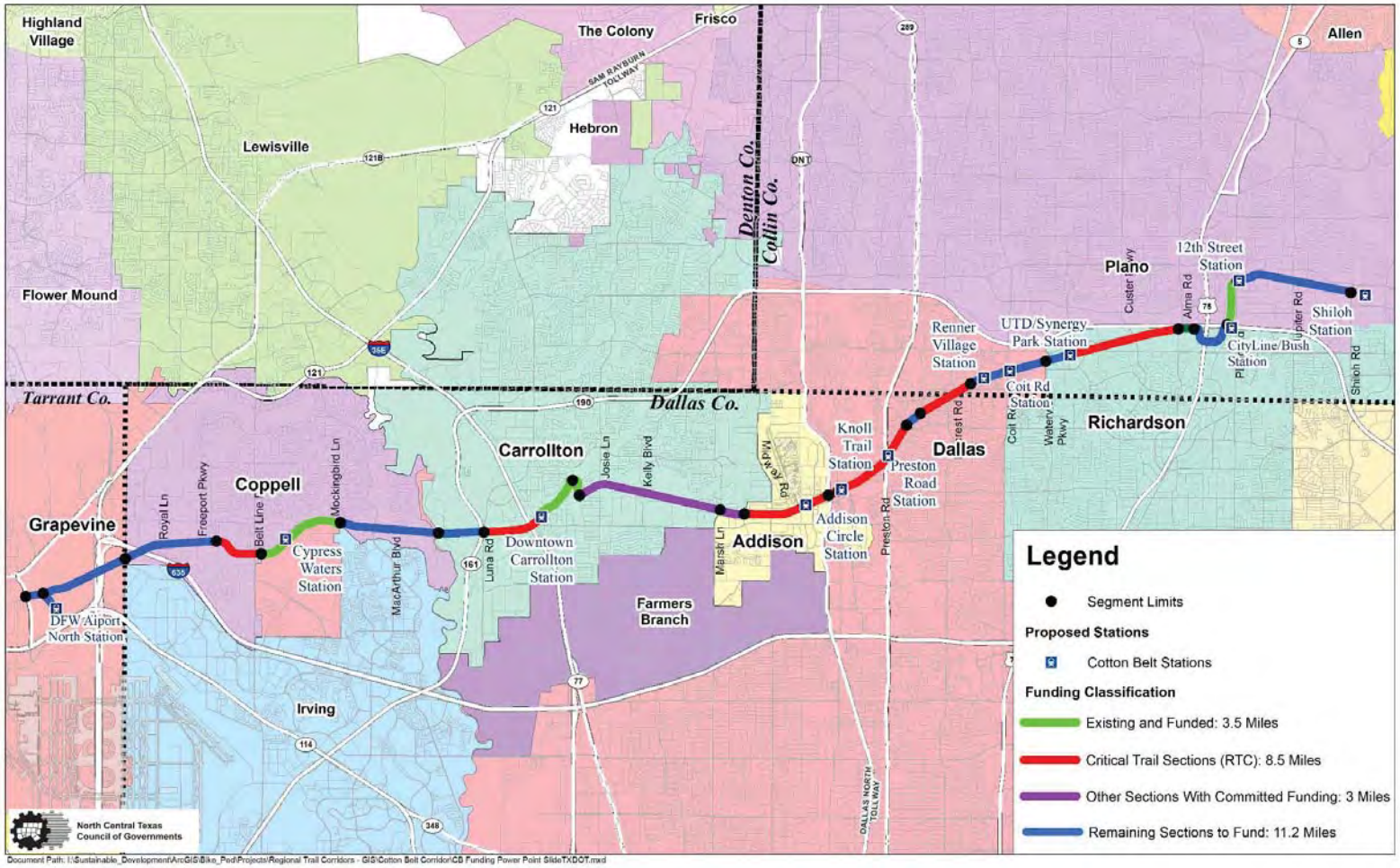
- Typically includes grade separation (trail bridges) where DART is planning rail bridges of major roadways
- Areas of constrained ROW
- Areas where trail and bridge construction is not feasible once the Cotton Belt Passenger Rail is active

Photo Courtesy City of Denton: MLK Trail Bridge at Loop 288 constructed adjacent to the DCTA Rail Bridge

Cotton Belt Regional Veloweb Trail "Critical" Sections



Cotton Belt Regional Veloweb Trail Sections



Summary of Proposed Funding for Regional Trail Implementation

Regional Trail Corridor	Total	Federal	Local	TDCs
Fort Worth To Dallas Regional Trail (Fort Worth and Grand Prairie Sections)	**$10.0M**	**$9.08M**	**0.92M**	**1.08M**
Cotton Belt Regional Trail (design for entire 26 mi. corridor)	$8.20M	$8.20M	-	1.64M
Cotton Belt Regional Trail (construction of "critical" sections)	$21.27M	$19.46M	$1.81M [1]	2.44M
Cotton Belt Trail Total	**$29.47M**	**$27.66M**	**$1.81M** [1]	**4.08M**
Combined Total Both Corridors	**$39.47M**	**$36.74M**	**$2.73M**	**5.16M**

[1] Pending Action by the Dallas Co. Commissioners Court

Schedule for Funding Request

	Date
BPAC Briefing	8/15/18
STTC Information Item	8/24/18
Public Meetings	Early September
RTC Information Item	9/13/18
STTC Action	9/28/18
RTC Action	10/11/18
All Local and State Funding Commitments in Place	December 2018

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Regional Truck Parking Study

Regional Transportation Council
September 13, 2018

Jeff Hathcock, Program Manager
NCTCOG Transportation Department

FREIGHT NORTH TEXAS

ELECTRONIC ITEM 11

TRUCK PARKING STUDY

Truck parking is a major issue both nationally and within our region.

Truck parking data was collected and analyzed for area-specific recommendations.

The Truck Parking Study is a comprehensive document that identifies innovative solutions to meet our growing truck parking needs.

REGIONAL DATA COLLECTION

The Following Data Sets were Collected for the Study:

Regional Overview – Classification of freight infrastructure, major freight facilities, and freight-oriented developments

Literature Review – Recently completed truck parking studies that identify opportunities and challenges faced by other cities, regions, and states

Public Truck Parking – Review of rest areas identifying locations of in-region or near-region rest areas, total truck parking lanes available, and amenities offered at each site

Regional Truck Stops – Inventory of all regional truck stop facilities including the name of the location, number of truck parking spaces, overnight parking applicability, locations of combined fueling centers, and other details

REGIONAL DATA COLLECTION

The Following Data Sets were Collected for the Study:

Local Truck Parking Ordinances – Aggregated list of municipal parking ordinances

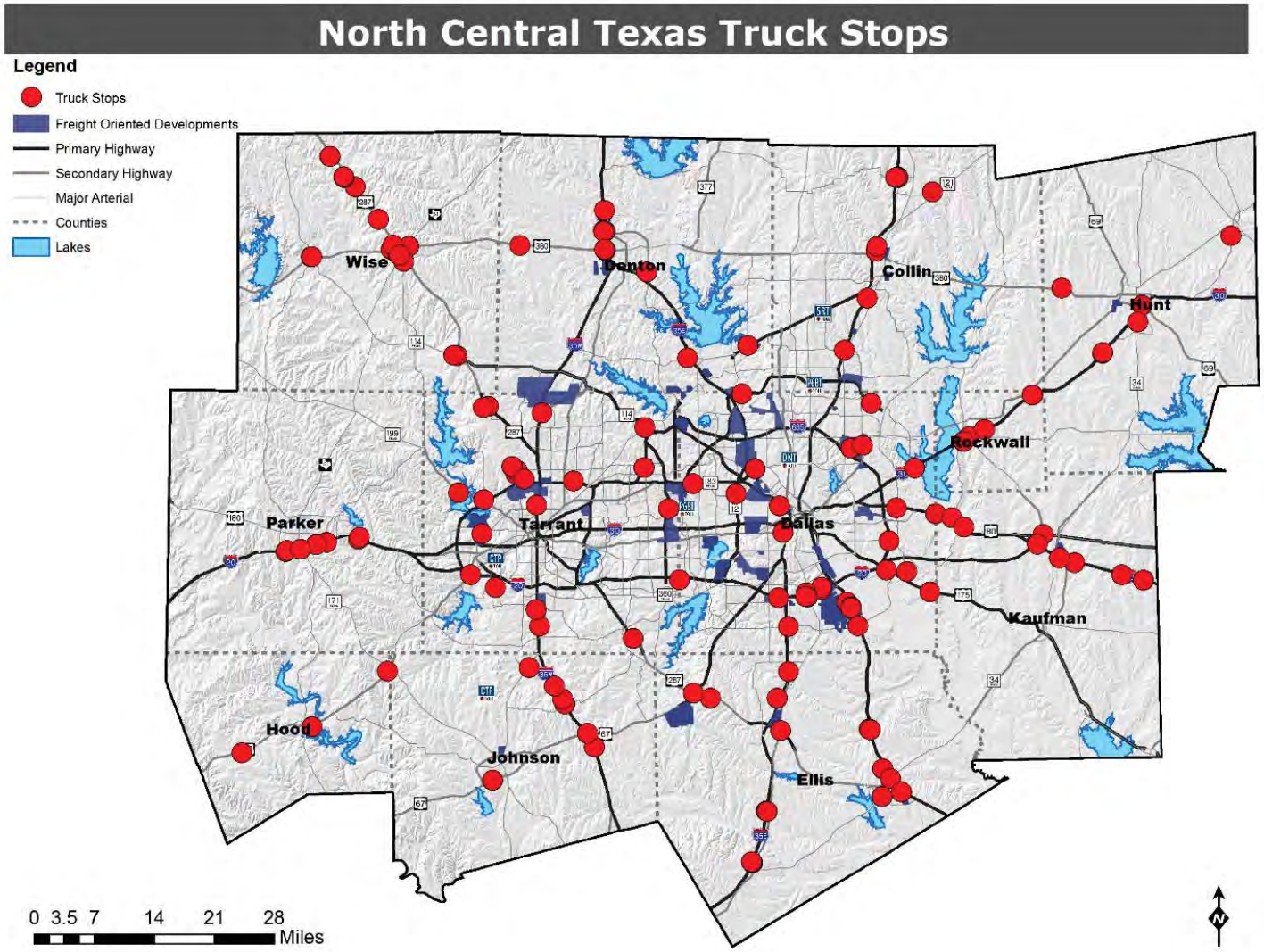
Hours of Service – Federal rules on Hours of Service

In-Region Travel Times – Series of maps and data that track travel times from specific areas across the region

Heavily Traveled Freight Corridors – Review of regional highways and the number of trucks that routinely travel these highways

Driver Survey and Stakeholder Outreach – Results from the "Truck Parking Study-Driver Survey" and stakeholder outreach meetings

DATA COLLECTION – TRUCK STOPS



ANALYSIS

The Following Analysis was Conducted:

Review of Driver Survey Results

Identification of Regional and State facilities – Review of underutilized public land

Corridors of Concern Criteria and Scoring – Six criteria to score the corridors against the collected data

Corridors of Concern – Corridors that have major freight activity while lacking sufficient truck parking

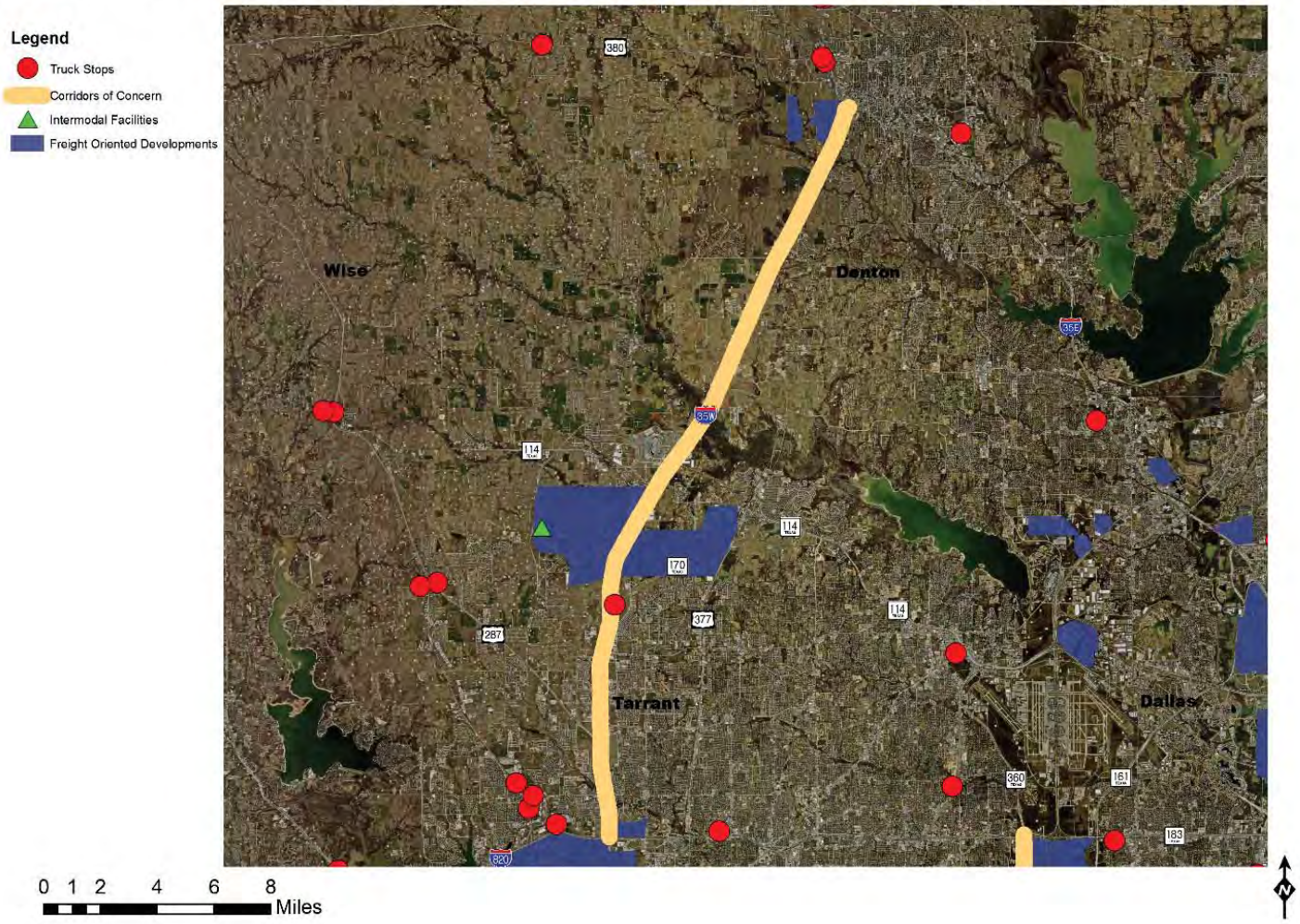
ANALYSIS

Corridors of Concern:

- Great Southwest Area - IH 30/SH 360
- South Dallas - IH 45 and IH 20
- North Fort Worth - IH 35W
- North Dallas - IH 35E and IH 635
- East Dallas County - IH 635
- Parker County - IH 20/IH 30

ANALYSIS

Corridor of Concern: IH 35W (North of Downtown Fort Worth)



RECOMMENDATIONS

State and Regional Recommendations – Short-term truck parking facilities could be located on underutilized public land.

Partnership Opportunities –The public- and private-sectors could collaborate to develop truck parking in specified areas through a mutually-beneficial incentivized plan.

Technology Enhancements and Applications – Dynamic Messaging Signs and other technologies may be implemented for notification of truck parking availability at facilities. Also, Air quality mitigation strategies should be pursued with existing and future truck parking locations.

NEXT STEPS

Continue updating data sets established in the beginning of the study.

Coordinate recommendations and plans with TxDOT with regard to underutilized land and new public facilities.

Leverage Public-Private Partnerships to increase the number of parking facilities.

QUESTIONS

CONTACT INFORMATION

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Regional Transportation Council Attendance Roster
September 2017-August 2018

RTC MEMBER	Entity	9/14/17	10/12/17	11/9/17	12/14/17	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18
Tennell Atkins (09/17)	Dallas	A	P	P	P	P	P	A	P	A	P	A	A	P
Richard E. Aubin (06/18)	Garland	--	--	--	--	--	--	--	--	--	--	A(R)	P	P
Sue S. Bauman (10/17)	DART	--	P	P	P	A	P	P	E(R)	P	E(R)	P	A	P
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	P	P	P
Carol Bush (01/15)	Ellis Cnty	E	P	P	P	P	E(R)	A	P	A	P	P	P	A
Loyl Bussell (05/17)	TxDOT, FW	P	P	P	P	P	P	P	E(R)	P	P	P	E	P
Rickey D. Callahan (09/17)	Dallas	A	P	E	P	P	P	E	P	P	P	P	A(R)	P
Mike Cantrell (1/07)	Dallas Cnty	P	A	E	P	P	P	E	--	--	P	P	P	P
George Conley (07/18)	Parker Cnty	--	--	--	--	--	--	--	--	--	--	--	P	P
David L. Cook (05/16)	Mansfield	P	P	E(R)	P	P	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	E	P	P	P	P	P	E	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	A	P	P	P	E	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	E(R)	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	A	P	P	P	P	E(R)	P
George Fuller (07/17)	McKinney	A	P	A	A	A	A	A	E(R)	P	E(R)	P	E(R)	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	E	P	P	P	P	P	A	E
Jim Griffin (06/18)	Bedford	--	--	--	--	--	--	--	--	--	--	P	P	E(R)
Mojy Haddad (10/14)	NTTA	P	P	A	A	P	E	P	P	A	E	E	P	A
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	E(R)	E	P	A(R)	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	E	E	P	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	E(R)	P	P	P	P	P	P	P	P	P	A	P	P
Jungus Jordan (4/07)	Fort Worth	E(R)	P	P	E(R)	P	P	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	E(R)	P	E	P	P	P	P	A(R)	P
Harry LaRosiliere (06/17)	Plano	P	E(R)	P	P	P	E(R)	P	E(R)	E(R)	P	E(R)	P	E(R)
David Magness (06/13)	Rockwall Cnty	P	P	E	P	P	P	P	P	P	P	P	E	E
Scott Mahaffey (03/13)	FWTA	P	E(R)	P	E(R)	P	P	P	E(R)	P	P	P	P	P
B. Adam McGough (07/16)	Dallas	P	P	P	P	P	P	E	P	P	P	A	P	P
William Meadows (02/17)	DFW Airport	P	A	P	E	A	E(R)	E	E(R)	P	P	A	P	A
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	P	P	P	P	P	P	E(R)
Cary Moon (06/15)	Fort Worth	P	E(R)	P	P	P	P	P	P	P	E(R)	E(R)	P	P
Stan Pickett (06/15)	Mesquite	P	P	E	P	P	P	P	E	E(R)	P	P	P	P
John Ryan (05/18)	Denton	--	--	--	--	--	--	--	--	--	P	P	A	P
Will Sowell (10/17)	Frisco	--	P	E(R)	P	P	P	E(R)	P	A	P	E(R)	A	P
Stephen Terrell (6/14)	Allen	P	P	P	E(R)	E(R)	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	E(R)	P	P	E(R)	A(R)	P	E(R)	E	P	P	E(R)	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

ELECTRONIC ITEM 12.1

Regional Transportation Council Attendance Roster
September 2017-August 2018

RTC MEMBER	Entity	9/14/17	10/12/17	11/9/17	12/14/17	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	--	--	--	--	--	--	--	--	--	--	--	--	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	E(R)	P
B. Glen Whitley (2/97)	Tarrant Cnty	A(R)	P	E(R)	E	E	E	P	E(R)	A	P	E	A	E(R)
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	E(R)	P	P	P	P	P	P	P	P	P	E(R)
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
July 2017-July 2018

STTC MEMBERS	Entity	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18
Joe Atwood	Hood County	--	--	--	--	--	--	--	--	--	--	--	P
Antoinette Bacchus	Dallas County	A	P	A	P	A	P	P	P	A	A	A	A
Micah Baker	Dallas County	A	A	P	A	P	A	A	A	A	P	P	P
Bryan Beck	Fort Worth	--	--	--	P	P	P	P	P	P	A(R)	P	P
Katherine Beck	Fort Worth	P	P	P	P	P	P	P	P	P	A	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	A	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	P	A	A	A	A	P	A	A	A	P	A
Dave Carter	Richardson	P	P	P	P	P	P	P	P	A	P	P	A
Curt Cassidy	Mesquite	--	--	--	--	--	P	P	P	P	P	P	P
Ceason Clemens	TxDOT, Dallas	--	P	A	P	P	A	P	P	P	A	P	P
Robert Cohen	Southlake	R	P	A	R	P	R	P	A	A	A	P	A
Kent Collins	Coppell	P	A	A	P	P	P	R	A	R	P	A(R)	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	A	P	P	P	P	P	P	P
Hal Cranor	Euless	R	P	P	A	P	P	P	P	P	P	A	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	R	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	R	R	A	R	R	R	R	R	A	A(R)	A(R)	A
David Disheroon	Johnson County	P	A	P	A	P	A	A	A	A	P	P	P
Phil Dupler	FWTA	--	--	--	P	P	P	P	P	P	P	P	A
Chad Edwards	DART	P	P	P	A	P	P	P	P	P	A	P	P
Claud Elsom	Rockwall County	A	P	P	A	A	P	P	P	P	P	P	A
Keith Fisher	Cleburne	P	A	R	P	P	R	P	A	A	A(R)	A	A(R)
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	P	P	P	A	P	P
Gary Graham	McKinney	R	P	P	P	R	P	P	P	P	A	P	P
Tom Hammons	Carrollton	A	A	P	A	A	A	P	P	A	P	A	A
Ron Hartline	The Colony	A	R	A	R	R	R	R	R	A	P	A(R)	A
Kristina Holcomb	DCTA	P	A	R	R	R	R	P	R	E	P	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	E	A	A	P
Kirk Houser	Dallas	P	P	P	P	A	P	P	P	P	P	A(R)	A
Terry Hughes	Weatherford	P	A	P	P	P	P	P	P	P	P	P	P
Paul Iwuchukwu	Arlington	P	P	P	A	P	P	P	P	P	A	P	A
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	A
Sholeh Karimi	Grand Prairie	P	P	A	P	P	P	A	P	A	A	A	P
Paul Knippel	Frisco	A	P	P	P	A	A	P	P	P	A	A	A
Chiamin Korngiebel	Dallas	P	R	R	A	A	P	A	A	P	P	P	A
Alonzo Liñán	Keller	P	P	P	P	P	P	P	P	P	P	A	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	P	R	R	P	P	A	P	P	P	P
Alberto Mares	Ellis County	P	A	P	P	P	R	P	P	P	P	A(R)	P
Laura Melton	Burleson	P	P	P	A	A	P	P	A	P	P	A	A

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency, jury duty, or business necessity)

ELECTRONIC ITEM 12.2

Surface Transportation Technical Committee Attendance Roster
July 2017-July 2018

STTC MEMBERS	Entity	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18
Brian Moen	Frisco	P	P	A	A	P	P	P	A	P	A	A	P
Cesar Molina, Jr.	Carrollton	R	A	A	P	P	P	P	A	A	A	P	A
Mark Nelson	Denton	P	P	R	P	P	P	P	P	P	P	P	A
Corey Nesbit	Mesquite	--	--	--	--	--	P	A	A	R	P	P	P
Jim O'Connor	Irving	P	P	A	P	A	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	A	R	A	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	P	P	P	P	P	P	P	P	P	P	A	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	A	P	P
Shawn Poe	Rowlett	P	P	P	P	P	P	P	P	R	P	P	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	A	A	P	P	P	A	P	P	P	P	P
Lisa Pyles	Addison	A	P	A	P	A	A	A	A	A	A	A	P
Bryan G. Ramey II	Duncanville	--	--	--	--	--	--	R	P	R	P	P	P
William Riley	Tarrant County	P	P	A	P	P	P	P	P	P	P	P	A
Greg Royster	DFW Int. Airport	A	A	A	P	P	A	A	P	A	P	P	A(R)
Moosa Saghian	Kaufman County	A	P	P	P	P	P	P	P	P	A	P	A
David Salmon	Lewisville	P	P	P	A	P	P	R	P	P	A(R)	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	--	--	--	--	--	--	P	P	P
Walter Shumac, III	Grand Prairie	P	A	P	A	A	P	P	P	P	P	P	P
Tom Simerly	Fort Worth	A	P	P	P	A	P	A	P	A	A	P	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	P	P	A	P	P	A	E	E	P	A
Chelsea St. Louis	Dallas	P	P	P	P	P	P	P	P	P	P	P	A
Caleb Thornhill	Plano	P	P	A	P	A	A	P	P	A	P	P	A
Matthew Tilke	McKinney	--	--	--	--	--	P	P	P	P	P	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	A	P	P	P	P	P	P	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	R	P	P	P	P	P	A	P	P	A	P	P
Daniel Vedral	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	P	P	P	A	P	P	A	P	A	A	A	A
Robert Woodbury	Cedar Hill	--	--	--	P	P	P	R	P	P	P	P	P
John Wright	Greenville	--	--	--	--	--	--	--	--	A	P	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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-- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
July 27, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 27, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, David Disheroon, Chad Edwards, Cheryl Taylor (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Kristina Holcomb, Matthew Hotelling, Terry Hughes, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Brian Moen, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, Jamie Patel (representing Greg Royster), David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Chasidy Allen Benson, Melissa Baker, Tom Bamonte, Berrien Barks, Carson Barwinkel, Carli Baylor, Natalie Bettger, Jason Brown, John Brunk, Ken Bunkley, Michael Copeland, Brian Crooks, Mitzi Davis, Ryan Delmotte, Pritam Deshmukh, Renee Esses, Marcos Fernandez, Brian Flood, Mike Galizio, Dorothy Gilliam, Christie Gotti, DJ Hale, Clifton Hall, Jeff Hathcock, Heather Houseman, Tim James, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, April Leger, Nancy Luong, Karina Maldonado, Mindy Mize, Antony Moffa, Johan Petterson, Chris Reed, Steve Salin, Russell Schaffner, Kelly Selman, Shannon Stevenson, Mitzi Ward, and Amanda Wilson.

Dan Kessler recognized Lloyd Neal for 18 years of service on the Surface Transportation Technical Committee.

1. **Approval of June 22, 2018, Minutes:** The minutes of the June 22, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.

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

   2.1. Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit: A recommendation for Regional Transportation Council approval to utilize previously authorized Regional Toll Revenue funds in an amount not to exceed $250,000 to bridge a funding gap for STAR Transit was requested. Details were provided in Electronic Item 2.1.

   2.2. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation: A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. Electronic Item 2.2.1 contained an overview of the call for projects, and Electronic Item 2.2.2 contained detailed project listings.

   2.3. $5 Million Loan to Addison for the Cotton Belt: A recommendation for Regional Transportation Council approval of a $5 million loan to the City of Addison for use towards its commitment on the Cotton Belt Rail Line was requested.

   A motion was made to approve the items on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **2017-2018 Blue-Green-Grey Application for New Ideas Round 2:** Emily Beckham presented staff recommendations for the 2017-2018 Blue-Green-Grey Application for New Ideas Round 2 funding opportunity. This initiative focused on three elements: water (Blue), environment (Green), and transportation infrastructure (Grey). The goal was to advance projects or programs that have innovative outcomes in the three elements, primarily to provide seed money for entities to develop ideas for full implementation. In addition, the effort focused on building partnerships and additional collaboration among the three sectors to implement projects in the region. Eligible applicants included universities, cities, counties, transit authorities, private firms, non-profits, and individuals with projects located within the 12-county Metropolitan Planning Area and that had an implementation schedule of one year. Each of the applications was evaluated against scoring criteria provided in Electronic Item 3.2. Applications were scored based on team qualifications, project impact, innovation, and applicability in other areas of the region. For this round, a total of eight applications were received and evaluated against the scoring criteria. Of the applications received, staff proposed three projects for award: 1) Amanda Popken Development, Retrofitting Neighborhood Commercial Green Bicycle Park for $38,500, 2) City of Watauga, Hightower Drive Bio-filtration Rain Gardens for $50,000, and 3) Huitt-Zollars, Micro-Detention Storage System for $50,000. Additional information on the application and scoring was provided in Electronic Item 3.1. A timeline for the effort was reviewed. Clarence Daugherty asked if the Huitt-Zollars project was associated with a local government. Ms. Beckham noted that private firms and individuals are required to coordinate with a jurisdiction. Prior to contracting, North Central Texas Council of Governments staff will confirm that the jurisdiction associated with the project is in agreement. A motion was made to recommend Regional Transportation Council approval of the projects recommended for award in Electronic Item 3.2. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

4. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan, Including Expediting Projects with Unobligated Balances from Other State Departments of Transportation:** Christie Gotti presented the status of project changes associated with the region's 10-Year Plan that is being updated through development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). She noted that all project-related changes are reflected in Electronic Item 4.1. In addition, staff has also resolved the carry-over costs associated with Fiscal Year 2017 and 2018 and have made adjustments based on funding allocations. Staff will continue to review projects and compare revenues that are allocated in the UTP and bring back the unprogrammed balances to the Committee and Regional Transportation Council in the future. Ms. Gotti also noted a partnership with the Texas Transportation Commission to swap Category 2 funds with Surface Transportation Block Grant Program (STBG) funds. Based on initial feedback, the Federal Highway Administration has identified excess balances of funding available for projects that could go to construction this year. The State would like to take advantage of the excess funds and let projects. Proposed projects on which STBG funds could easily be used included: 1) FM 156 from US 81/287 to Watauga Road ($32 million) and 2) US 377 from Johnson/Hood County Line to south of SH 171 ($32.8 million), and SH 121 from Glade Road to SH 183 ($25 million). North Central Texas Council of Governments (NCTCOG) staff has been assured that no other projects will be impacted or delayed due to this action. It has also been confirmed that instead of the Category 2 funding of $420 million on SH 183, the Texas Transportation Commission has approved Category 12 funding for this project. These actions would free up Category 2 funds for other purposes. Ms. Gotti noted that staff continues to work with TxDOT to determine how carryover funds for Regional 10-Year Plan projects for each fiscal year are identified in the UTP and how additional increments of funding are reflected. For 2017, the lettings from the Regional 10-year Plan totaled approximately $25 million leaving $1.3 million in carryover, which has been confirmed. Staff initially assumed approximately 10 percent of the total funding for the 10-year Plan may be

allocated for each year. However, the State looked at projects that are ready to proceed and did not front load 2017 since not as many projects would be ready in that year. In 2018, $608 million in projects let (including the $370 million change order on the DFW Connector and other projects), leaving approximately $36 million that will carry over into the 2019 UTP. She noted that it has been more difficult to identify the specific funding amounts by year and by category, but the total funding by year is increasing. A summation of the UTP allocated amounts by category was reviewed, as well as the totals in each year of the UTP. In the 2017 UTP, $5.36 billion was allocated. The lower amount is primarily due to the fact that TxDOT did not obligate all of the Category 12 Clear Lane funds. Approximately $7.1 billion is included in the 2018 UTP and approximately $7.2 billion in the 2019 UTP. A map showing the projects in Electronic Item 4.1 was highlighted, and the timeline for the effort was reviewed. Texas Transportation Commission action is anticipated August 30, 2018. For next years effort, Ms. Gotti noted that staff intends to begin project-level discussion earlier to allow more time to work through the process. Additional information on the overall effort was provided in Electronic Item 4.2. John Polster requested that a copy of the presentation be provided to members by email. Clarence Daugherty asked if there are projects in the TIP that are not in the Regional 10-Year Plan. Ms. Gotti noted yes, that the 10-Year Plan only focuses on the new Category 2, Category 4, and Category 12 funds received through this process. There is other funding in the TIP that is tracked separately. Mr. Daugherty also discussed project funding and asked if the amount of money shown in the 10-Year Plan is now the total amount needed for the projects to go to construction. Ms. Gotti noted that Electronic Item 4.1 contains notes for projects without sufficient funds. Staff will continue to refine funding through the planning process. Mr. Daugherty also asked if the estimated letting dates were based on when funding is available or by implementation schedule. Ms. Gotti noted that the 10-Year Plan has not been constrained based on when funding would be available. Since the State is allocating funds in the UTP in the year projects are ready, NCTCOG staff has done the same in its assignment of the fiscal year. A motion was made to recommend Regional Transportation Council approval of the final Regional 10-Year Plan project listings in Electronic Item 4.1. Action also included a recommendation for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

Dan Kessler discussed a related topic regarding the formula allocation of Category 2 funds by the State. He noted that the metropolitan planning organizations were charged with revisiting the formula for Category 2 funds and recently reached passage of a vote. The vote approved that the formula allocation of Category 2 funds will be weighted by 30 percent population, 30 percent congestion, 15 percent safety, and 50 percent truck vehicle miles traveled. Of the projected $11.5 billion over the next decade, the Dallas-Fort Worth region is expected to receive approximately 30 percent of the funding (approximately $3.5 billion). This is anticipated to apply beginning with the 2021 UTP, following the necessary rulemaking process and adoption into the transportation code.

5. **Transit Implementation in Three Areas of the Region:** Shannon Stevenson presented a follow up from last month's meeting at which staff provided a brief summary of three subregion transit requests that were received from Collin, Dallas, and Tarrant Counties. Ms. Stevenson noted that the slides in Electronic Item 5 had been updated to be less complicated. In the northern portion of the region, the Cities of Frisco, McKinney, Allen, Richardson, Wylie, and Plano have expressed a need for additional transit. Portions of those cities served by Dallas Area Rapid Transit (DART) were highlighted, as well as the Transportation Management Associations (TMA) located in Plano and Frisco. In Dallas County, the Cities of Cedar Hill, Duncanville, DeSoto, and Lancaster are requesting planning assistance to get employees to employers at the intermodal hub. Portions of the

county served by DART were highlighted, as well as a potential TMA. Cities within Tarrant County are also requesting transit outside the current Fort Worth Transportation Authority service area. The requests includes areas in which a pilot is currently funded for the Cities of Crowley, Everman, and Forest Hill, as well as other cities in Tarrant County. The requests for assistance in each of the three areas of the region are similar and include: internal and regional connections, focus on strategic implementation, near term implementation, increased transportation options, funding options, and private sector involvement. Dallas County is also interested in the movement of goods in addition to people. Entities are requesting an independent assessment through the Metropolitan Planning Organization planning process. A consultant will be necessary for this effort and the preliminary cost estimate is $2 million. Chad Edwards asked if the same consultant will be performing the assessment for all three areas at the same time. He noted that these are three areas with different needs and asked that staff consider splitting the assessments out when developing the scope of the project. Staff noted that this is expected to be a single procurement but that the scope will likely be different for each area. Mr. Edwards also asked if this was a precursor to another large transit authority. Dan Kessler noted that it was too early in the process to know. Clarence Daugherty noted that Collin County would be sending a formal request that the procurements be separated to address the service needs of each area, and that the procurements be conducted concurrently. A motion was made to recommend Regional Transportation Council approval of $2 million in Federal Transportation Administration, Regional Toll Revenue, and Surface Transportation Block Grant Program funds to support development of a comprehensive approach to planning and implementing transit services outside of transportation authority service areas. Action also included a recommendation directing staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include a comprehensive study in the three subregions. Randy Skinner (M); Clarence Daugherty (S). The motion passed unanimously.

6. **Metropolitan Transportation Plan Policy Bundle and Transportation Development Credits:** Dan Lamers presented the results from the second round of the Metropolitan Transportation Plan (MTP) Policy Bundle. In 2016 when the Regional Transportation Council (RTC) adopted Mobility 2040, the MTP Policy Bundle effort was included. This is a voluntary list of policies available for adoption by local agencies designed to encourage the development of alternative, strategic solutions to address transportation goals in the region. By voluntarily adopting 50 percent of the policies, participating agencies can receive Transportation Development Credits (TDC) to offset local funds for federally funded transportation projects. He noted that TDCs are available to small transit providers outside of this MTP Policy Bundle effort due to their limited capability to generate local funds for projects. Highlights from Round Two of the MTP Policy Bundle efforts were presented. All entities awarded in 2017 reapplied, met policy requirements for each entity type, and increased their number of policies in 2018. In addition, three new entities applied and met the policy requirements. One city who did not meet requirements in 2017 reapplied in 2018 and exceeded the policy requirement. Five entities that did not meet requirements in 2017 did not reapply in 2018. Mr. Lamers presented staff's proposal to allocate the available TDCs for 2018. All entities awarded in 2017 will keep their TDCs awarded in 2017, minus what has already be used for one additional year. He noted that staff has realized it is not realistic that the amount of federal funding will be available for the TDCs to all be used in a year's timeframe, so staff proposed that the Transportation Improvement Program (TIP) annually review federal funding availability for the upcoming year and determine the number of TDCs to be allocated to all new qualifying agencies. In FY2018, as a transition year, staff proposed to award 50 percent of the TDCs awarded last year to align with realistically available federal funding for projects using Policy Bundle TDCs. As in previous years: TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise, all TDCs not used by the end of FY2019 will be returned for future programing, and all

entities will be required to requalify each year. The agencies and the amount of policy requirements met by each agency were highlighted. In addition, the balance of TDCs from 2017 and the TDCs proposed to each agency in 2018 was highlighted, as well as the total TDCs available through FY2019. Details were provided in Electronic Item 6. Mr. Lamers noted that ideas for the next round of the MTP Policy Bundle were due to Brian Dell by August 31, 2018. TDCs must be used for new projects that are eligible for federal roadway or air quality funds. Proposed projects will be vetted against typical RTC selection criteria. Entities will have one year to get their projects added to the TIP. Once projects are selected for inclusion in the TIP, agencies have two years to meet the following requirements or TDCs will expire: 1) sign a TDC agreement with the Metropolitan Planning Organization (MPO), and 2) begin project implementation. For Round Three awards (FY2020), entities must submit new applications when the process opens (fall 2018) to be considered. Current entities will be required to resubmit. The submission form, as well as additional information, is available at www.nctcog.org/trans/plan/mtp/policy-bundle. The process for awarding TDCs as previously outlined will be followed. Bryan Beck asked staff to define project implementation. Christie Gotti discussed the State rules that require projects to have an agreement with the MPO within one year. Project implementation must begin within two years, which includes design, right-of-way, and others. Ms. Gotti discussed some issues entities have had with obtaining Texas Department of Transportation (TxDOT) approval for use of TDCs on projects. Staff has had preliminary conversations with TxDOT about the meaning of the goals under which TDCs can be awarded and anticipate a solution in the near future. Clarence Daugherty asked if there are other options for an entity to receive TDCs, other than those discussed regarding small transit providers. Ms. Gotti noted that there are six categories through which an entity can receive TDCs. One of the categories is Strategic Partnerships which are typically tied to a call for projects. A motion was made to recommend Regional Transportation Council approval of the proposed Transportation Development Credit allocation process and the entities and associated TDC awards for Round 2 of the Metropolitan Transportation Plan Policy Bundle effort. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

7. **Airport Transit Access:** Karina Maldonado provided an update on transit accessibility between the Dallas Fort Worth International Airport and the Trinity Railway Express (TRE) Centreport Station. In 2009, the Dallas Fort Worth International Airport was awarded transit funds to a implement TRE shuttle service from the CentrePort Station to the Remote South Parking Lot at the airport. The project was later awarded additional funding on two occasions through Transit calls for projects to continue the service. In March 2018, the Dallas Fort Worth International Airport notified the North Central Texas Council of Governments (NCTCOG) of its intention to discontinue service once the TEXRail service is fully operational. Related correspondence was provided in Electronic Item 7.2. NCTCOG staff will continue conversations with the airport and potentially partner with the Fort Worth Transportation Authority on the possibility of incorporating the service into its existing, nearby routes. As discussions continue, there may be future options to implement advance technologies such as electric vehicles or an automated transportation system (people mover) for this service. Additional details were provided in Electronic Item 7.1. Todd Plesko noted that the shuttle service from the CentrePort Station to the Remote South Parking Lot at the airport is operated through a three-party agreement among Dallas Area Rapid Transit, Trinity Metro, and the Dallas Fort Worth International Airport and was perceived as a regional service where the three agencies worked as a team. He added that due to enabling legislation, if the service was to be eliminated public hearings would be required. Ms. Maldonado noted that NCTCOG staff is working with the airport to ensure there is continued service. If public meetings are necessary, NCTCOG will work with all partners to ensure requirements are met.

8. **SH 161 Peak-House Shoulder-Use Lane: Texas Transportation Institute Before-After Study and Project Update:** Clifton Hall briefed the Committee on the before/after study of the SH 161 Peak-Hour Shoulder-Use Lane by the Texas A&M Transportation Institute (TTI). The project is a 6-mile long portion of SH 161 between two segments of the President George Bush Turnpike in the City of Irving. The left shoulder was repaved in this segment to allow cars to travel in the shoulder lane during the peak hour in each direction. TTI began collecting data in late 2013, prior to construction. The lane was opened to traffic in September 2015, and after-data collection began in May 2016. The North Central Texas Council of Governments (NCTCOG) funded a tow truck contractor to operate in the corridor during the peak hour to assist with expedited vehicle and debris removal. Beginning in 2016, the shoulder-use lane was opened for special events. Data collected from the before-after study was highlighted. After the peak hour became operational, traffic volume increased in all lanes through the portion of SH 161 between the two segments of the President George Bush Turnpike. TTI estimated approximately 44,000 vehicles per month were added to the lane during the peak hour, which increased mobility for the entire corridor. Faster speeds were observed after the opening of the lane, but as volumes increased speeds normalized. Violations in the lane occurred frequently with most occurring within 30 minutes of opening/closing the lanes and on weekends. Mr. Hall noted that the peak-hour shoulder use lane will remain open permanently once construction is completed on the ultimate section in December 2018. NCTCOG has extended its contract with United Road Towing Texas to continue peak-hour lane operations through 2018. NCTCOG will analyze the performance data from the towing agency and investigate areas of further application for peak-hour lane strategies such as US 75 and SH 121. A summary of the final report was provided in Electronic Item 8.1. Additional information was provided in Electronic Item 8.2. Mr. Hall noted that members can obtain a copy of the full report by contacting staff. Paul Luedtke asked if the ultimate project will be one or two additional lanes. Mr. Hall noted that the ultimate project is four lanes in each direction. The cost of project was discussed, including the operational costs of the shoulder-use lanes.

9. **Performance Measures Target Setting:** Dan Lamers provided an update regarding the schedule and process for Metropolitan Planning Organization (MPO) adoption of the federally required performance measure targets. Over the last decade, there has been an increased emphasis both at the State and national level on a performance-based planning process that leads to the selection of projects that help reach the goals and objectives of the national, State, regional, and local transportation systems. He noted the North Central Texas Council of Governments has been using performance-based planning for many years, and highlighted the process. The performance based planning process was highlighted. Regional goals should inform what performance to be measured and the targets for measuring the performance. Projects are then selected that help the region meet the established targets. Results help the region determine long-term and short-term solutions to meet the targets, or the need to readdress or change performance measures. In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and requires certain performance measures be included in the long-range metropolitan transportation planning process. The measures were established by a series of four rulemakings that explain and provide guidance on how to apply the performance based planning and the deadline for implementing the performance measures. Federally required measures include: 1) Safety (PM 1), the number and rate of both fatalities and serious injuries for both the highway and non-motorized systems; 2) Pavement and Bridge (PM 2), percentage of pavement of the interstate and non-interstate systems in good and poor condition and percentages of bridges classified in good or poor condition; 3) System Performance/Freight/Congestion Mitigation Air Quality (PM 3), the percentage of person-miles traveled on the interstate and non-interstate system that are reliable, truck travel time reliability, annual hours of peak-hour excessive delay per capita, percentage of trips that are not single occupancy vehicles, and the total emission reductions of the air quality projects;

and 4) Transit Asset Management (separate rulemaking issued by the Federal Transit Administration), percentage of non revenue or revenue vehicles, support service and maintenance vehicles that meet or exceed the useful life benchmark, percentage of track segments with performance restrictions, and percentage of facilities within a particular asset class that are below established ratings. The MPO target setting deadline, reporting period, and reporting schedule for each rulemaking were highlighted. Mr. Lamers noted that the process has been completed for Safety and Transit Asset Management. The target setting deadline for PM 2 and PM 3 is November 15, 2018. He added that the information would be presented in more detail in a Performance Measures Workshop scheduled for August 24, 2018, prior to the Surface Transportation Technical Committee (STTC). Mr. Lamers noted that as part of Mobility 2045, several Regional Transportation Council (RTC) members discussed additional performance measures they would like to see tracked such as specific modes of non-motorized transportation. Staff proposed that after the federal performance measures are reported, additional regional performance measures be implemented to tell the story of the region. He noted that federal requirements establish that reporting is included in the Metropolitan Transportation and Transportation Improvement Program whenever those documents are adopted. In addition, the region publishes an annual State of the Region report that includes major milestones and various performance measure targets of the region. The schedule for the effort was reviewed, which includes the workshop scheduled for August 24. Final approval will be requested from STTC on October 26 and the RTC on November 8 in order to meet the target deadline of November 15.

10. **Freight Safety Awareness:** Jeff Hathcock provided information on the Freight Safety Awareness initiative to help create awareness for safe driving habits near larger freight vehicles on the highway and at railroad crossings. It was noted that on average, there have been 151 truck crashes per month over the last five years and the monthly average has steadily increased during that time. In addition, at-grade rail crossing incidents have decreased since 2015. The goal of the safety awareness program is to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. Over the next two years, the goal is to reduce freight-related crashes by 10 percent by informing the public about driving conditions and safe driving practices around heavy-duty freight vehicles. For rail, the goal is to reduce rail crossing and trespassing incidents by 10 percent over the next 2 years by informing the public about safe rail crossing habits and practices. North Central Texas Council of Governments will target the general public about truck limitations with regard to stopping distance, sight line availability, strategies and simple adjustments for driving near large trucks, the importance of freight and its role in our daily lives. In addition, efforts will be to increase awareness about safe mobility practices at rail crossings and the importance of not trespassing on railroad land. Efforts focused to truck drivers will aim to educate them about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be present in this initiative. The various forms of proposed outreach were highlighted. Mr. Hathcock noted that additional information was available at www.freightntx.org.

11. **Freight North Texas Truck Parking Study:** Jeff Hathcock provided information about the Freight North Texas Parking Study. The Truck Parking Study is a comprehensive document that identifies innovative solutions to meet the growing truck parking needs in the region. Truck parking data was collected and analyzed for area-specific recommendations. Some data sets that were collected for the study included classification of freight infrastructure and major freight facilities, freight oriented developments, opportunities and challenges in other areas, review of rest areas in or near the region, truck parking availability and amenities, inventory of regional truck stop facilities number of spaces, overnight parking applicability, and others. Staff also looked at local truck parking ordinances, federal rules of hours of service, in region travel times, heavily traveled freight corridors, and conducted a truck

parking study driver survey and stakeholder outreach meetings. A map of the truck stop locations within the region was highlighted. Staff reviewed the data collected and identified underutilized public land and corridors of concern that have major freight activity while lacking sufficient truck parking. Corridors of concern were noted. State and regional recommendations from the study include short term truck parking facilities could be located on underutilized public land, partnerships with the public and private sectors to develop truck parking in specified areas through a mutually beneficial incentivized plan, and technology enhancements and applications such as dynamic messaging signs and other technologies that may be implemented for notification of truck parking availability at facilities. Staff will continue updating data sets established in the beginning of the study, coordinating recommendations and plans with the Texas Department of Transportation with regard to underutilized land and new public facilities, and leveraging public-private partnerships to increase the number of parking facilities. Chad Edwards asked if staff will be analyzing the air quality emissions that will be produced by idling for the additional parking areas for trucks identified. Mr. Hathcock noted that staff will be conducting that type of air quality analysis. Kevin Overton asked if staff has looked into any increase in use of idle air. Mr. Hathcock noted that when looking at locations, staff does look at associated air quality mitigation strategies and similar technologies to help mitigate those air quality concerns that have been identified in the study.

12. **Clean Air Action Day Recognition:** Whitney Vandiver provided an overview of Air North Texas' Clean Air Action Day, held on June 22, 2018. Air North Texas is a public awareness campaign conducted in partnership with regional organizations that aims to generate a consistent message about air quality. On Clean Air Action Day each year, the Transportation Department asks North Texans to do something to help air quality. This year, top actions from over 1,000 participants included taking lunch to work, maintaining their vehicles, driving efficiently, combining trips, and reducing idling. An option to participate remotely in the June 22, 2018, Surface Transportation Technical Committee (STTC) was offered to members, and 27 members participated remotely. In addition, Air North Texas partner organizations held Clean Air Action Day challenges. STTC Air North Texas partner entities were encouraged to participate, as well. As an incentive, the Regional Transportation Council approved up to 300,000 Transportation Development Credits to be awarded to three entities (100,000 each) to the top participants. Top participants included the City of Cedar Hill, City of Dallas, and City of Denton. Efforts by each organization were highlighted. Entities interested in becoming Air North Texas partners were encouraged to contact staff.

13. **Fast Facts:** Robert Hall noted that the North Central Texas Council of Governments (NCTCOG) launched its new website on June 29, 2018. The new website is organized by topics and provides a user-centered focus. Development of the website addressed improving mobile responsiveness, navigation, and making the site more user friendly. Details were provided in Electronic Item 13.1.

    Natalie Bettger provided an update on US 75 technology lanes. In June 2018, the Regional Transportation Council (RTC) approved staff to meet with the Federal Highway Administration in Washington about a new approach to accommodate high-occupancy users in the US 75 corridor through the use of a rewards program. If successful, this approach could be used in other corridors within the region. Staff will continue to provide updates to members.

    Rylea Roderick noted that the Transportation Improvement Program modification submission system is operational and members may now submit modifications for the November 2018 cycle. In addition, she noted the deadline to submit modifications has been extended to August 3, 2018, by close of business.

Nancy Luong presented current air quality funding opportunities for vehicles. She noted that the Texas Commission on Environmental Quality Light-Duty Motor Vehicle Purchase or Lease Incentive Program, intended for rebates on alternative fuel vehicles, has approximately $7.18 million remaining for vehicles purchased or leased in Texas. Additionally, the Emissions Reduction Incentive Grants Program that helps to replace, repower, or retrofit heavy-duty vehicles and equipment will close August 17. Additional information was provided in Electronic item 13.2.

Nancy Luong also highlighted upcoming Dallas-Fort Worth Clean Cities events, which included the upcoming biannual meeting and fleet recognition awards on August 21 and the National Drive Electronic Week event on September 8. Details were provided in Electronic Item 3.3.

Chris Klaus provided an ozone season update. Details were included in Electronic Item 13.4. He noted that as a result of low humidity and no rain, the region had experienced an exceedance day each day since July 19. He added that the region's design value was 75 parts per billion. Staff will continue to provide updates to members throughout the ozone season.

Anthony Moffa provided an update on the Regional Smoking Vehicle Program. The goal of the program is to inform individuals that their vehicle may be creating visible tailpipe smoke affecting health and air quality. NCTCOG has launched a new marketing campaign as well as a new website that will hopefully make reporting smoking vehicles easier. Information was provided in Electronic Item 13.5 and also available at www.smokingvehicle.net.

Bailey Muller provided information about National Drive Electric Week. The event is scheduled for September 8 at Grapevine Mills Mall from 10 am-1 pm. Additional information is available in Electronic Item 13.6 or at www.driveelectricdfw.org. Also available at the website is a free promotional tool kit and registration information.

Carli Baylor noted that the current Public Comments Report, provided in Electronic Item 13.7, contained general public comments submitted May 20-June 19. The majority of comments received were related to air quality and participation in Clean Air Action Day.

Dan Kessler noted that the North Tarrant Express project has been announced as the winner of the American Road and Transportation Builders Association 2018 P3 Project for the Year award.

The current Local Motion was provided in Electronic 13.8, and transportation partner progress reports were provided in Electronic Item 13.9.

14. **Other Business (Old and New):** There was no discussion on this item.

15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 24, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:20 pm.

A monthly update on activities of the Regional Transportation Council
and the North Central Texas Council of Governments Transportation Department

September 2018

Calendar

September 5, 8:30 am
TRTC
Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

September 7, 11 am
DRMC
North Texas Tollway Authority
5900 Plano Parkway
Plano, TX 75093

September 10, 2:30 pm
Public Meeting
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

September 11, 6 pm
Public Meeting
Meadows Conference Center
2900 Live Oak St.
Dallas, TX 75204

September 13, 1 pm
Regional Transportation Council
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

September 19, 6 pm
Public Meeting
North Richland Hills Library
9015 Grand Ave.
North Richland Hills, TX 76180

September 28, 1:30 pm
Surface Transportation
Technical Committee
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

North Central Texas
Council of Governments

Drive.ai launches AV pilot in Frisco

Automated vehicle company Drive.ai launched a six-month pilot in Frisco this summer, representing the first, on-street, standard-sized automated vehicle deployment in Texas.

The vehicles started with safety drivers and, by the end of the pilot, will transition to safety operators who will be tending to the cars from remote control consoles. The service area is a small footprint made up of Hall Park, Frisco Station and the Star. Its intent is to ferry workers and residents to dining, entertainment and offices throughout the day. During the daytime, the area has a population of about 10,000.

Arlington, which paved the way for AVs in North Texas with its Milo people-mover shuttle last summer, is launching two more deployments in the near-term.

First, delivery robots (roughly, the size of grocery carts) will be introduced and can traverse sidewalks. The second deployment is for on-street, standard-size vehicles provided by Drive.ai that will transport travelers throughout the Entertainment District. The Milo shuttles have operated on off-street paths in the area, not streets.

Arlington will also host the Texas Mobility Summit October 28-30, giving officials from across Texas the chance to learn from North Texas' AV deployments. The summit is organized each year by the Texas Innovation Alliance, an association of cities, agencies and universities working together to advance Texas' transportation future. The summit includes panels and breakout sessions, featuring industry experts, academics and elected officials.

The goal of the summit is to "address common mobility challenges, showcase active and shovel-ready projects, and open the door to public-private partnership opportunities," according to the summit webpage. For summit details and registration, visit https://ctr.utexas.edu/texas-mobility-summit/.

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.

Experience the future of electric vehicles Sept. 8

Electric vehicles are on the verge of changing the way North Texans travel. The annual Dallas-Fort Worth National Drive Electric Week event, which celebrates the growing popularity of this technology, will be held at Grapevine Mills on September 8.

The event, hosted by the North Central Texas Council of Governments and the Dallas-Fort Worth Clean Cities Coalition, begins at 10 am and is the second largest EV gathering in the country.

Experts, owners and enthusiasts will be in attendance to answer any questions and give visitors the chance to ride in or drive the vehicles. This experience will provide many with the opportunity to learn and explore these innovative vehicles.

The current market consists of 45 EV models, and a projected 55 percent of global car sales could be electric by 2040, according to the Bloomberg 2018 Electric Vehicle Outlook report. In North Texas alone, there has been a 2,000 percent increase in registered electric vehicles since 2011.

Given this increase in popularity of electric transportation, charging infrastructure is being added to ensure it can support these EVs and allow owners to travel longer distances without the fear of being stranded.

NDEW allows potential buyers to check out EVs without the pressure of a car dealership. However, for those who want to take the next step and purchase an EV, federal and State incentives are available.

NCTCOG is looking to build on last year's NDEW event, which resulted in a Texas record 155 EVs in one
location. Representatives from Oncor Electric Delivery will be in attendance to discuss future EV plans and the impact they have on the grid along with many other resources to educate residents about these evolving vehicles.

For more information on NDEW, how to register a vehicle and why North Texans should be involved, visit www.driveelectricdfw.org.

RSVP helps remove smoking vehicles from North Texas roadways

If you see a vehicle emitting excessive amounts of smoke from the tailpipe, you can do something about it and help the region breathe easier.

The Regional Smoking Vehicle Program is one of many efforts aimed at improving air quality in Dallas-Fort Worth. The RSVP program is designed to inform and help motorists when their vehicles produce excessive smoke and pollutants as well as allow North Texans to take an active role in helping the region comply with the federal ozone standard.

RSVP covers all 16 counties in the region, which includes Erath, Hood, Hunt, Navarro, Palo Pinto and Somervell in addition to the 12-county metropolitan planning area. The 12 counties are, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise.

You can anonymously report a smoking vehicle by calling 817-704-2522 or visiting www.smokingvehicle.net. NCTCOG has completed a fact sheet with additional details about the program. It is available at www.nctcog.org/trans/about/publications/factsheets.

BLUE-GREEN-GREY

RTC awards $138,000 to innovative projects

The Regional Transportation Council awarded $138,500 in July to three applicants as part of its blue-green-grey initiative to advance innovative projects related to water, the environment and infrastructure. The following recommendations were approved:

- $50,000 to the City of Watauga for the Hightower Drive Biofiltration Rain Gardens
- $50,000 to Huitt Zollars for a micro-detention storage system
- $38,500 to Amanda Popken Development for retrofitting a neighborhood commercial green bicycle park

The funding is intended to act as seed money to help develop ideas for full funding or implementation. To be eligible, the innovative projects had to be in the 12-county metropolitan planning area.

Applicants could include teams of individuals, private firms, and governmental agencies and could receive a maximum award of $50,000.

This was the second round of funding awarded through the initiative. In February, the RTC approved approximately $129,000 for three projects in the region.

Take advantage of EV incentives today

North Texans interested in purchasing electric vehicles may still be able to qualify for up to $13,500 in incentives.

The federal government continues to offer up to $7,500 for the purchase of a new qualified plug-in electric vehicle.

Additionally, Texas residents are eligible to receive up to $2,500 for qualified EVs.

For residents of the Dallas-Fort Worth area, the AirCheckTexas Drive a Clean Machine Program could provide more assistance. Individuals who meet program requirements can receive vouchers for up to $3,500 toward an EV up to three model years old.

Information on the program, including annual household income requirements, can be found at www.aircheckt exas.org.

Find more information on the electric vehicle incentives available to North Texas residents at www.dfwcleancities.org/evnt.

Rural officials to gather in San Antonio

Officials from cities with populations of fewer than 50,000 and counties with under 200,000 people are encouraged to register tor the Association of Rural Communities in Texas annual conference.

The ARCIT offers members a strong collective voice and resource to the Texas Legislature and various agencies to promote policies and programs that enhance the overall quality of life for rural Texans.

The conference will be held October 1-3 in San Antonio at the Hyatt Hill Country Resort & Spa.

This is an opportunity for attendees to meet with colleagues from across the Texas and discuss the important rural issues directly with State agencies and elected officials.

The event will include keynote speakers, agency roundtables, expert industry panels and networking opportunities.

Register online at www.arcit.org.

Transportation Resources

Facebook
Facebook.com/nctcogtrans

Twitter
Twitter.com/nctcogtrans

YouTube
YouTube.com/nctcogtrans

Instagram
Instagram.com/nctcogtrans

Publications
NCTCOG.org/trans/outreach/publications.asp

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Partners

Dallas Area Rapid Transit
DART.org

Denton County Transportation Authority
DCTA.net

North Texas Tollway Authority
NTTA.org

Texas Department of Transportation
TxDOT.gov

Trinity Metro
FWTA.org

By the Numbers

45

The number of electric vehicle models currently on the market.

PUBLIC Involvement

Public invited to provide input on transportation

Residents can earn about a proposal to improve bicycle-pedestrian access through the heart of Dallas-Fort Worth and other transportation-focused efforts during public meetings in September. NCTCOG staff will present information about the progress of a 53-mile Fort Worth-to-Dallas regional bicycle-pedestrian trail network and the Cotton Belt trail.

In addition, staff will discuss transit projects funded by the Federal Transit Administration through the end of Fiscal Year 2018.

These projects will be split among the following: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. Initiatives related to automated vehicles and transportation and air quality planning will also be discussed.

Staff will also deliver an update on the new Public Participation Plan. This plan will incorporate new legislative requirements and the increasing role of video in public input opportunities.

Finally, the September meetings will highlight information related to modifications to list of funded projects, electric vehicle incentives, Regional Smoking Vehicle Program and AirCheckTexas Drive a Clean Machine.

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		
September 10, 2018 2:30 pm	**September 11, 2018 6 pm**	**September 19, 2018 6 pm**
NCTCOG 616 Six Flags Drive Arlington, TX 76011	Meadows Conference Center 2900 Live Oak St. Dallas, TX 75204	North Richland Hills Library 9015 Grand Ave. North Richland Hills, TX 76180

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