

## AGENDA

**Regional Transportation Council  
Thursday, May 10, 2018  
North Central Texas Council of Governments**

**11:30 am      Legislation and Finance Partnership – Committee of the Whole**

**Bylaws Revision Subcommittee (Following the RTC Meeting, Metroplex Conference Room)**

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

**1:00 – 1:05    1.    Approval of April 12, 2018, Minutes**  
 Action       Possible Action       Information      Minutes:      5  
Presenter:      Rob Franke, RTC Chair  
Item Summary: Approval of the April 12, 2018, minutes contained in [Reference Item 1.1](#) will be requested.  
Background:      N/A

**Approval of April 19, 2018, Minutes**  
 Action       Possible Action       Information      Minutes:      5  
Presenter:      Rob Franke, RTC Chair  
Item Summary: Approval of the April 19, 2018, minutes contained in [Reference Item 1.2](#) will be requested.  
Background:      N/A

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

**2.1.    Metropolitan Planning Organization Planning Memorandum of Understanding**  
Presenter:      Ken Kirkpatrick, NCTCOG  
Item Summary: Staff will request Regional Transportation Council (RTC) approval of a memorandum of understanding (MOU) that outlines public-sector responsibilities in carrying out the metropolitan transportation planning process and associated performance measures.  
Background:      The metropolitan transportation planning regulations, under 23 CFR 450.314, require the Metropolitan Planning Organization (MPO), the State, and providers of public transportation to develop an agreement that addresses two areas: 1) mutual responsibilities in carrying out the metropolitan transportation planning process, and 2) the development, sharing, selection, reporting, and tracking of transportation performance measures and associated data. The first element is a historical requirement. [Electronic Item 2.1.1](#) is the previous planning MOU which has been used to satisfy the first element. The second element is a new requirement. The new MOU must be executed by

May 27, 2018. The Federal Highway Administration has developed a form of an MOU for use by MPOs that addresses both the metropolitan planning process and performance measure responsibilities of the affected parties. [Electronic Item 2.1.2](#) is the proposed MOU for RTC consideration.

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. Regional Transportation Council (RTC) Nominating Subcommittee Appointments (Chair Rob Franke)
2. RTC Member Representation at Events
  - B. Adam McGough and Lee M. Kleinman, April 18, 2018, Testimony at the House Transportation Committee Meeting
  - B. Adam McGough, April 26, 2018, Texas Transportation Commission (TTC) Meeting
  - RTC Chair Rob Franke, RTC Secretary Andy Eads, and Lee M. Kleinman, Meetings Directly with TTC Chairman J. Bruce Bugg, Jr.
3. Loyl Bussell, P.E., Texas Department of Transportation (TxDOT) Fort Worth District Engineer
4. Kelly Selman, P.E., TxDOT Dallas District Engineer Retiring
5. Update on Progress with Texas Central Partners: High-Speed Rail between Houston and Dallas
6. RTC New Member Orientation Held April 12, 2018
7. TxDOT Support for IH 35W:3C and the DFW Connector Projects
8. SH 360 Tollway Opening Event, May 11, 2018, 10:00 am ([Electronic Item 3.1](#))
9. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
10. Dallas-Fort Worth Clean Cities Events ([Electronic Item 3.3](#))
11. Volkswagen Settlement Update ([Electronic Item 3.4.1](#)) and Electrify America Comments ([Electronic Item 3.4.2](#))
12. Clean Air Action Day, June 22, 2018 ([Electronic Item 3.5](#))
13. East/West Equity Update ([Electronic Item 3.6](#))
14. Commercial Vehicle Enforcement Request for Proposals
15. Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program ([Electronic Item 3.7](#))
16. April Public Meeting Minutes ([Electronic Item 3.8](#))
17. May Public Meeting Notice ([Electronic Item 3.9](#))
18. High-Occupancy Vehicle Subsidy ([Electronic Item 3.10](#))
19. 2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships (Round 2) ([Electronic Item 3.11](#))
20. Autonomous Vehicle Showcase, See Agenda Item 11
21. Public Comments Report ([Electronic Item 3.12](#))
22. Recent Correspondence ([Electronic Item 3.13](#))
23. Recent News Articles ([Electronic Item 3.14](#))
24. Recent Press Releases ([Electronic Item 3.15](#))
25. Transportation Partners Progress Reports

1:20 – 1:30

4. **SH 183 Scope in Irving (10-Year Plan)**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: With the Trinity Parkway no longer being included in Mobility 2045, the current Regional Transportation Council (RTC) desire to extend the tolled managed lanes east towards Dallas is no longer feasible. The City of Irving has requested the Texas Department of Transportation (TxDOT) Dallas District and the RTC select a more appropriate component to the SH 183 corridor. This item will reprioritize funding to a different location and potentially trade funds between categories to maximize region wide improvements.

Background: The continuation of tolled managed lanes will be replaced with the construction of interchanges around the old Texas Stadium site. If approved, this would include interchanges at Loop 12 and SH 183, Loop 12 and SH 114, and SH 183 and SH 114. In December 2016, the RTC approved interim transportation funding for SH 183 and IH 635 East. Category 2 funds are better utilized on IH 635 East Phase 3 and Category 4 funds for the new interchanges on SH 183, Loop 12, and SH 114. In addition, the Texas Transportation Commission may be interested in placing its Category 12 funds on these interchange locations. This item will adjust the priorities in sequencing for the SH 183 project and give greater flexibility on how to fund IH 635 East Phase 3. It is anticipated that the dollar amount will be approximately \$420 million. [Electronic Item 4](#) indicates the locations of the three interchanges.

Performance Measure(s) Addressed:

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

1:30 – 1:50

5. **IH 635 East Phase 3: Partnership with the Texas Transportation Commission**

Action       Possible Action       Information      Minutes: 20

Presenters: RTC Chair Rob Franke, Mayor, City of Cedar Hill; Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) members will be updated on the latest progress on IH 635 East Phase 3. Closing the funding gap and developing transparency have been previously accomplished. The remaining consensus item pertains to the alignment of the Texas Transportation Commission (TTC) and RTC on tolled managed lanes. Staff has met with the Texas Department of Transportation (TxDOT) staff in Austin, and TTC Chairman J. Bruce Bugg, Jr. met with a selected group of RTC members. Correspondence from Chairman Bugg is provided in [Electronic Item 5.1](#).

Action will be requested on a proposal to the Texas Transportation Commission that the IH 635 East project proceed to procurement from US 75 to and including the IH 30 Interchange. Action includes support of [Electronic](#)

[Item 5.2](#) (cover letter), [Electronic Item 5.3](#) (resolution), and [Electronic Item 5.4](#) (funding table) and direction that staff no longer pursue implementation of IH 635 East with the North Texas Tollway Authority. A press release is scheduled following the meeting.

Background: Funding for IH 635 East has been discussed regularly over the past several months. RTC members and staff attended the January 25, 2018, TTC meeting to present the importance of the IH 635 East project proceeding to procurement. The following items lay out the recommendation to advance IH 635 East as soon as possible:

- [Electronic Item 5.1](#) contains correspondence from TTC Chairman Bugg (Attachment 1 of the resolution)
- [Electronic Item 5.2](#) contains the proposed cover letter from RTC Chair Rob Franke
- [Electronic Item 5.3](#) contains the proposed draft resolution
- [Electronic Item 5.4](#) contains the proposed draft funding table (Attachment 2 of the resolution)

Performance Measure(s) Addressed:

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

1:50 – 2:00

6. **2019-2022 Transportation Improvement Program Final Listings**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the 2019-2022 Transportation Improvement Program (TIP) project listings in [Electronic Item 6.2](#) and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents with TIP-related changes. If Agenda Item 5 is approved, the dollar amounts contained in [Electronic Item 5.4](#) will be included in the 2019-2022 TIP.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area.

[Electronic Item 6.1](#) contains an overview of the TIP development process, scope of programming, and schedule. [Electronic Item 6.2](#) contains the financially constrained project listings. Projects in FY2019-2022 will be included in the 2019-2022 TIP, and projects in FY2023 and later will be placed in the environmental clearance appendix of the TIP. The resolution contained in [Electronic 6.3](#) affirms the RTC's approval of the 2019-2022 TIP listings and will be used to transmit the document to TxDOT. On April 27, 2018, the Surface Transportation Technical Committee (STTC)

recommended the 2019-2022 TIP for RTC approval. Since that approval, staff has continued to make minor revisions from the public, local agencies, and the TxDOT districts. As such, there may be changes to the individual project listings since STTC made its recommendation to approve the listings.

Performance Measure(s) Addressed:

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

**2:00 – 2:10**

**7. Tire Recycling Program**

Action                       Possible Action             Information                      Minutes:    10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: The Dallas-Fort Worth region produces millions of tires that exceed their useful life. Staff will request Regional Transportation Council (RTC) approval to add language for the Tire Recycling Program into Mobility 2045 in anticipation of inclusion into the next Metropolitan Transportation Plan Policy Bundle. On April 27, 2018, the Surface Transportation Technical Committee approved the proposed request.

Background: During the March RTC meeting, the Council was briefed on incorporation of recycled tires into new products within the regional framework. Draft language describing the program has been added to Mobility 2045. Over the coming months, staff will work to engage the RTC to advance conversations with member governments for program implementation. An overview is provided in [Electronic Item 7](#).

Performance Measure(s) Addressed:

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

**2:10 – 2:20**

**8. Regional Transportation Council Legislation and Finance Partnership – Committee of the Whole Meeting Follow-up and Legislative Update**

Action                       Possible Action             Information                      Minutes:    10

Presenter: Jungus Jordan, Chair, Legislation and Finance Partnership – Committee of the Whole; Amanda Wilson, NCTCOG

Item Summary: Staff will provide a recap of the Regional Transportation Council (RTC) Legislation and Finance Partnership – Committee of the Whole meeting. In addition, an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area will be presented. Staff will request RTC approval on the following items:

- A letter supporting the work being completed by the State Comptroller's Office on research related to transportation revenue impacts associated with increased electric vehicle use and potential legislation on the topic.
- Support for the appropriation of the residual balance of previously collected LIRAP/LIP funds in the State Legislative Program.

- Engage State officials by hosting a lunch/workshop for legislators or their staff on anticipated transportation issues in the legislature.
- Advance communications with the Federal Railroad Administration's Office of the Administrator by holding a workshop to discuss federal transportation issues and project leveraging.
- Support for the continuation of the Department of Defense's Office of Economic Adjustment and its importance in the North Texas region.

Background: The RTC Legislation and Finance Partnership – Committee of the Whole are scheduled to meet prior to the RTC meeting. RTC members will discuss candidate federal and State legislative topics in advance of the upcoming legislative session and prior to the introduction of a new federal transportation authorization. The Texas Legislature is not in session but continues to hold hearings on interim committee charges. The 86<sup>th</sup> Texas Legislature will convene on January 8, 2019. The 2<sup>nd</sup> session of the 115<sup>th</sup> United States Congress convened on January 3, 2018.

Performance Measure(s) Addressed:

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

**2:20 – 2:35      9.      Mobility 2045 Update and Associated Transportation Conformity Analysis**

Action                       Possible Action       Information                      Minutes:      15

Presenters: Kevin Feldt and Jenny Narvaez, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045, and corresponding 2018 Transportation Conformity. Staff will present a brief overview of the progress to date and draft conformity analysis results. Staff will present information regarding:

- Recent revisions
- Public comments received
- Schedule for completion

The draft final document including:

- Draft roadway recommendations
- Arterial recommendations
- Public transportation recommendations
- Sustainable development recommendations
- Non-motorized transportation recommendations
- Transportation programs
- Transportation policies

The draft plan and the recommendations as identified graphically and in tabular format are available at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045).

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts.

The Clean Air Act (CAA) requires metropolitan planning organizations to perform an air quality analysis when a new metropolitan transportation plan is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB) established for the region. Per the CAA, staff has conducted a successful analysis for the required MVEB analysis year (2018), the MTP horizon year (2045), and interim years (2020, 2028, and 2037).

The RTC is expected to take final action on Mobility 2045 and 2018 Transportation Conformity in June 2018. Presentation material is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed:

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

2:35 – 2:45 10.

### **Air Quality Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide updates on items that pertain to efforts in complying with the National Ambient Air Quality Standards (NAAQS) for ozone.

Background: The 2018 ozone season began on March 1, 2018, and will continue through November 31, 2018, for the current 10-county nonattainment region. To assist in ozone awareness and communicate the many programs established by the Regional Transportation Council, staff has developed the Air Quality Handbook, Spring 2018.

On February 18, 2018, the United States District Court of Appeals for the District of Columbia Circuit vacated the Environmental Protection Agency's (EPA) 2008 Ozone Implementation Rule which revoked the 1997 8-hour NAAQS for ozone. The EPA responded with a Petition for Panel Rehearing on April 23, 2018. If the court's decision stands, potential impacts will include: reclassification to nonattainment under the 1-hour and 1997 8-hour NAAQS for ozone, State Implementation Plan requirements, and transportation conformity demonstrations.

On April 30, 2018, the EPA classified nine counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise) as "Marginal" nonattainment for the recent 2015 8-hour NAAQS for ozone ( $\leq 70$  ppb). Under this marginal classification, the region has until 2020 to reach attainment. EPA Administrator Scott Pruitt's letter to Governor Greg Abbott is provided as [Electronic Item 10](#).

Performance Measure(s) Addressed:

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

2:45 – 2:50

11. **Automated Vehicle Deployment in the Region**

Action       Possible Action       Information      Minutes: 5

Presenter: Thomas J. Bamonte, NCTCOG

Item Summary: This briefing covers upcoming automated vehicle deployment within the region and other announcements related to the North Central Texas Council of Governments automated vehicle program.

Background: One of the region's first major deployments of self-driving vehicles takes place May 7 in Frisco. A regional showcase event is set for May 10 that includes demonstration rides and a panel discussion with an informal question and answer session at a reception afterwards. This event is the forerunner to the self-driving vehicle company's six-month pilot program beginning later this summer.

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, June 14, 2018, at the North Central Texas Council of Governments.**

MINUTES

## REGIONAL TRANSPORTATION COUNCIL

April 12, 2018

The Regional Transportation Council (RTC) met on Thursday, April 12, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Tennell Atkins, Sara Bagheri, Paul N. Wageman (representing Sue S. Bauman), Carol Bush, John F. Cordary Jr. (representing Loyl C. Bussell), Rickey D. Callahan, David L. Cook, Theresa Daniel, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Chuck Branch (representing George Fuller), Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), David Magness, B. Adam McGough, Eddie Reeves (representing William Meadows), Steve Mitchell, Cary Moon, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Oscar Ward, Duncan Webb, Andy Nguyen (representing B. Glen Whitley), Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, John Baker, Melissa Baker, Arturo E. Ballesteros, Tom Bamonte, Berrien Barks, Tara Bassler, Bryan Beck, Natalie Bettger, Brandi Bird, Jonathan Blackman, Alberta Blair, George Blount, David Boski, Cal Bostwick, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, David Cain, Marrk Callier, Byron Campbell, Jack Carr, Angie Carson, Maribel Chavez, Derek Cheatham, Jim Cline, Nancy Cline, Michael Copeland, Hal Cranor, Brian Crooks, Mike Curtis, Bryan Danielsen, Clarence Daugherty, Lynn Davenport, Inga Dedow, Kim Diederich, David Dryden, Chris Dyser, Chad Edwards, Traci Enna, Kevin Feldt, Ann Foss, Tommy Foster, Bob Golden, Christie Gotti, Jim Griffin, Wade Haffey, Philip Hiatt Haigh, Clint Hail, James Hall, Matthew Hares, Victor Henderson, Rebekah Hernandez, Jodi Hodges, Ivan Hughes, Terry Hughes, Olin Jaye, Amy Johnson, Tom Johnson, Shannon Joski, Dan Kessler, Tony Kimmey, Daphne King, Ken Kirkpatrick, Mert Kurtulus, Dan Lamers, Rick L'Amie, Tracy LaPiene, Tom LeBreau, April Leger, Casey Lindsey, Eron Linn, Mark Lorance, Stephanie Lucero, Nelson Lucius, Paul Luedtke, Stanford Lynch, Norman Marquart, Kate Marshall, Curtistene S. McCowan, Steve McCullough, Brad McCutcheon, Keith Melton, Joel Michael, Cliff Miller, Craig Miser, Cesar Molina, Erin Moore, Michael Morris, Sterling Naron, Mark Nelson, Evan Newton, John Nguyen, Jerry Nickerson, Mickey D. Nowell, Donald Parker, Shawn Poe, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Dean Radeloff, Bo Ratto, Molly Rendon, Bill Riley, Rylea Roderick, Mike Rogers, Greg Royster, John Ryan, Holly Sadlowski, Steve Salin, Devin Sanders, Russell Schaffner, Andy Shaw, Walter Shumac III, Randy Skinner, Imelda Speck, Tom Stallings, Kathy Stewart, Carol Strainburk, Dean Stuller, Gerald Sturdivant, Vic Suhm, Don Szczesny, Steve Templer, Gary Thomas, Jonathan Toffer, Lauren Trimble, Dan Vedral, Mitzi Ward, B.J. Williams, Roy Wilshire, Amanda Wilson, Brian Wilson, Miles Wilson, Ed Wueste, and Brandi Youngkin.

1. **Approval of March 8, 2018, Minutes:** The minutes of the March 8, 2018, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Orientation to Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He flagged to members the format of the meeting agenda, which included items on the Consent Agenda and no items for information, allowing the meeting to primarily be focused on IH 635 East Phase 3. In addition, he

thanked B. Adam McGough for his attendance at the Texas Transportation Commission Workshop on March 28, 2018. Regional Transportation Council (RTC) Chair Rob Franke noted that the RTC Legislation and Finance Partnership Subcommittee would be a Committee of the Whole with Jungus Jordan as the Chair and Andy Eads as the Vice Chair. In addition, he noted members proposed for the RTC Bylaws Revision Subcommittee: Chair Duncan Webb, Vice Chair Carol Bush, Roger Harmon, Lee M. Kleinman, David Magness, Stan Pickett, Oscar Ward, Jeff Williams, and Ann Zadeh. He also noted that at the May 10, 2018, RTC meeting, members of the Nominating Subcommittee would be announced. An April public meeting notice was provided in Electronic Item 2.1, and March online public input opportunity minutes were provided in Electronic Item 2.2. Mobility Matters was distributed at the meeting. Information on the upcoming Traffic Incident Management Executive Level Course was provided in Electronic Item 2.3. Mr. Morris noted that the draft Mobility 2045 Plan was available for review at [www.nctcog.org/Mobility2045](http://www.nctcog.org/Mobility2045). The Public Comments Report was provided in Electronic Item 2.4, recent correspondence in Electronic Item 2.5, recent news articles in Electronic Item 2.6, and recent press releases in Electronic Item 2.7. Transportation partners progress reports were distributed at the meeting.

3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects:** Regional Transportation Council approval of the proposed projects to be funded under the Safety, Innovative Construction, and Emergency Projects Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program Funding Program, provided in Electronic Item 3.1.1, was requested. Additional details were provided in Electronic Item 3.1.2.
  - 3.2. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** Regional Transportation Council approval of projects recommended for funding in the Regional Traffic Signal Retiming Program and Minor Improvement Program Calls for Projects, provided in Electronic Item 3.2.1 and Electronic Item 3.2.2, respectively, was requested. Further information was provided in Electronic Item 3.2.3.
  - 3.3. **Next Steps on High-Speed Rail:** Regional Transportation Council (RTC) approval reaffirming that North Central Texas Council of Governments staff take the lead on advancing the three-station concept and environmentally clearing high-speed rail between Dallas/Arlington/Fort Worth was requested. Action also included approval for \$300,000 in Surface Transportation Block Grant Program funds to be matched with \$200,000 in non Dallas-Fort Worth funding for the conceptual evaluation of high-speed rail between Fort Worth/Waco/Temple-Killeen/Austin/San Antonio/Laredo.

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

4. **IH 635 East Phase 3: Proposed Partnership Tolling Certain Hours of the Day:** Regional Transportation Council (RTC) Chair Rob Franke highlighted recent discussions of the RTC regarding IH 635 East Phase 3. He noted that there were a number of questions provided to the Texas Transportation Commission (TTC) last month, and staff has worked

through those questions and the related impacts since the March 8 meeting. He noted that the goal of the meeting was to get all parties back on the same page, consolidate thoughts, and develop a path forward.

Michael Morris discussed the IH 635 East Phase 3 project, noting that the cost of the project increases by approximately \$5 million per month due to inflation. He noted that even though the Texas Department of Transportation (TxDOT) Dallas District cannot begin the procurement process, TxDOT is moving ahead to advance noise walls, utility relocation, and right-of-way acquisition. In addition, funding for Skillman/Audelia has been approved by the TTC, and the project will be integrated into the IH 635 East project. He highlighted three homework assignments from the March 8 RTC meeting. RTC members continue to engage State elected officials to get consensus on the best path forward. In addition, staff has gone through a risk/legal assessment of the potential funding options. Ken Kirkpatrick provided a response to Sara Bagheri's question at the March 8 RTC meeting regarding whether the TTC or its Chair have authority to compel or direct an action of the RTC. Mr. Kirkpatrick noted that the answer is no, and added that the responsibilities of the Metropolitan Planning Organization (MPO) Policy Board are outlined under federal law, specifically in Section 134 Title 23 of the United States Code. However, there is an element of shared responsibility in federal law between the MPO Policy Board and the State. For example, the RTC determines the projects in the long-range transportation plan, but it must be done in cooperation with the State. Mr. Morris noted the homework requested by the TTC Chair and discussed at the March 8 RTC meeting which was to close the funding gap, make the process transparent, and come to agreement with the State's position regarding tolling. Next, Mr. Morris discussed responsibilities in transportation planning of the RTC, the TTC, and Texas representatives and senators. He also noted that between now and 2045, there is expected to be a \$337 billion shortfall in funding for regional roadway needs. Recently, the Census Bureau estimated that the Dallas-Fort Worth-Arlington metro area experienced the largest growth in the United States from July 2016 to July 2017. However, it was noted that between 2013 and 2016, TomTom navigational data shows that congestion in the region has not increased. He discussed a proposal in Mobility 2045 to create a tolled managed lane system boundary. As currently proposed, tolled managed lanes in the region would be within a boundary that covers approximately 13 percent of the land area but that includes 79 percent of the region's congestion. Next, Mr. Morris discussed the inventory of funding options for the IH 635 East project which included 12 funding options within six families. Express lane alternatives for each of the families were highlighted. He noted that each of the other aspects of the project are the same for each option. Mr. Morris also highlighted the core issues regarding the TTC's request and highlighted potential areas of risk. The proposed option to fund IH 635 East must meet each of the following tests: consistency with the draft Mobility 2045 document, adherence to a Congestion Management Process since the region is in a nonattainment region, air quality conformity, RTC policy consistency, environmental clearance consistency, adherence to the no toll conversion restriction, State Implementation Plan consistency, and an existing tolled managed lanes on the IH 635 East project that was constructed using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Mr. Morris highlighted a scenario of hourly traffic volumes on a Friday and Saturday that would be expected on an IH 635 East-type project. He described how tolling of a project could be managed over time to meet funding needs such as repayment of a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, as well as tolling to manage congestion and to provide options to users. Loan repayment and congestion would dictate tolling on a corridor. He also highlighted the primary purpose for tolled managed lanes which is to manage congestion and increase mobility. He noted that a draft resolution outlining RTC action was provided to members in Electronic Item 4.1 and

that action would be to advance a family of funding options in order to advance the IH 635 East project to a design-build procurement. Options to fund the project were highlighted. The current project includes four lanes in each direction and a tolled managed lane in each direction. Option 1 is a no build option. Option 2 includes two non-tolled express lanes in each direction and was proposed by the Texas Department of Transportation (TxDOT) Headquarters. Options 3, 4, and 5 are similar and include postponing the express lanes with the median left open for future development. Options 6, 7, and 8 includes construction of the tolled managed lanes to Royal Lane/Miller Road. In this option, the tolled managed lanes could be constructed to Royal Lane/Miller Road with the remaining portion of the corridor to IH 30 including an open median for future development. Option 9 is to construct tolled managed lanes to Royal Lane/Miller Road and non-tolled express lanes from Royal Lane/Miller Road to IH 30. Options 10, 11, and 12 is the RTC's current position that is also proposed in the Mobility 2045 recommendations with tolled managed lanes from US 75 to IH 30. Electronic Item 4.4 contained a graphic representation of the options. Mr. Morris highlighted the detailed funding sheet provided in Electronic Item 4.2 that provides 12 potential options to close the funding gap for the project. The initial cost, potential savings, existing funding, potential revenues, Category 12 funds from the TTC, and other funding was identified for each option. He noted that depending on the funding option, there is a \$200 million-\$400 million savings. Regarding existing funding, approximately \$717 million has already been approved for the project. In addition, potential revenues were highlighted. These included re-adding \$115 million in Category 2 funds previously removed by the TTC, revenue from toll elements, potential funding from an Infrastructure for Rebuilding America (INFRA) grant for \$165 million and \$100 million of CMAQ funds to show innovation, \$200 million in preliminary engineering and right-of-way funding, \$50 million from reprogramming Trinity Parkway funding, additional funding from the 10-Year Plan through the 2019 Unified Transportation Program, and potential funding from the private sector. Next, Mr. Morris highlighted the legal/risk assessment for the families of funding options. A detailed assessment was provided in Electronic Item 4.3. In addition, the RTC Policy P17-01 in Support to Expedite IH 635 East Phase 3 from US 75 to and Including the IH 30 Interchange was provided in Electronic Item 4.5. A copy of the presentation was provided in Electronic Item 4.6. Correspondence from Representative Pete Sessions to the Governor of Texas was distributed at the meeting in Reference Item 4.7. Mr. Morris discussed the opinion of constituents in the region to advance this project, as well as the RTC's instruction to move forward with the project.

RTC Chair Rob Franke discussed recent conversations with Texas Transportation Commission Chair J. Bruce Bugg, Jr. The first conversation centered around three major items: 1) closing the funding gap, 2) transparency, and 3) removing tolling from the project. In more recent conversations, he noted the RTC and the TTC seem to be at an impasse. If the resolution were to be approved as currently written, the TTC has indicated it would have no option but to decline approval based upon language in Section 5 of the resolution. Through a series of conversations, alternatives were discussed. He noted that confirmation was received earlier in the day that there is potentially an approach that could bring resolution. RTC Chair Franke noted that he believed Chairman Bugg was sincere in wanting to deliver the project, and recommended that the RTC delay action on the IH 635 East project. RTC staff will work with TxDOT to reach an agreement on language that is acceptable. He proposed that the information will be presented at a specially called RTC meeting at 1:00 pm on April 19, 2018, in the Transportation Council Room. If agreement cannot be reached on language that is acceptable to both parties, then the RTC will have other decisions to make.

Lee M. Kleinman thanked colleagues for their focus on IH 635 East, and noted that recent discussions are not only about the IH 635 East project, but how the RTC manages projects in the region. He noted the effectiveness of the RTC's decision-making process, and how the process is being modeled across the country. He also discussed continued consensus that the revenue component and the congestion management component of tolled managed lanes are both important to the region. He added that he is supportive of delaying action on the proposed resolution to a specially-called future RTC meeting. Adam McGough discussed the cost of delay to the project, as well as the additional collisions, fatalities, and hours of congestion since the RTC began discussing the project. He noted that he will continue to advocate for the citizens in the region who use this corridor on a daily basis. He also noted his support for delaying action on the proposed resolution in order to reach consensus with the TTC on the project. He added that not building the project was not an option, and discussed the other options proposed. He noted that the suggestion to reduce the amount of tolling at certain times on the project was creative and that the RTC should encourage this option in all metropolitan areas across the State. Douglas Athas discussed the responsibilities that local elected officials representing entities directly impacted by the project have to represent their constituents' interest. He also discussed the importance of building a system that is compatible with future needs and expressed support for delaying action on the resolution. Andy Eads noted that he was supportive of the RTC Chair's suggestion to delay action for one week or whatever timeline is necessary to move the project to completion. Unless there was opposition, he added that he believed it is a unanimous decisions of the RTC to support the project and that Denton County is a supportive partner. Theresa Daniel noted the project is in her district in Dallas County, and that citizens in that area of the region are supportive of the project. In addition, she noted Dallas County was supportive of RTC action at a special meeting. Jungus Jordan noted the unanimous support for the project and the importance of standing together to get the project built for the region. Sara Bagheri noted that the City of Denton has passed a resolution in support of the IH 635 East project tolled component and in favor of moving forward. She discussed air quality in the region and the impacts of congestion that are beyond transportation. She asked staff to clarify the value of waiting one week to take RTC action. RTC Chair Franke discussed recent conversations with the TTC Chairman who has expressed that there is interest in reaching an agreement for the project. He added that he believed there is an opportunity to create language in the resolution that will allow the TTC to proceed with the procurement of IH 635 East and that does not exclude the opportunity for tolled managed lanes. It will allow staffs time to formalize the position to meet the objectives that have been established. Mr. Morris also noted that the TTC meets later in the month and will post its agenda on Wednesday, April 18. If the tone of the conversation indicates that the RTC is willing to work with the TTC, then staff believes there is a chance that the IH 635 East project would be posted on the agenda for the April 26, 2018, TTC meeting. He added that the RTC has a 40-year history with the TTC. While the project and system are important, he noted the relationship is also important and that hopefully one week will allow time for a resolution. Rickey D. Callahan discussed how Southeast Dallas is negatively impacted by the delay of the project, and noted he would like to make it clear in a resolution the unanimity of the RTC. He added that he believed it is prudent to delay RTC action for one week to ensure that the resolution is correct. David Magness noted that he initially intended to support the resolution and move forward, but supports the proposal to delay action for one week. Steve Mitchell discussed the impact of delays to the business community. He also discussed delays that occur at US 75 and IH 635 and the safety, air quality, and lost time associated with the delays. He expressed support for delaying action until the special meeting. Duncan Webb noted that he liked the concept set forth in Section 5 of the resolution that created hours of non-tolled operation on the project.

He added that he was supportive of taking no action for one week, but was not supportive of continued delays for the project or removing the tolled managed lane concept. Clay Lewis Jenkins discussed the RTC's relationship with the TTC and for the record wanted to make it clear that RTC members have the utmost respect for the TTC, Governor's Office, Lieutenant Governor's Office, senators, and representatives even though viewpoints of each group do not always align. He added that local elected officials represent the viewpoints of their constituents in the region who have expressed support for tolled managed lanes on the IH 635 East project. Mike Taylor noted that local governments have listened to their constituents who are in support of the tolled managed lane options for IH 635 East. He discussed the diversity of the RTC membership that is united as a group on the IH 635 East project. Oscar Ward discussed Phase 1 of the SH 183 project and noted that the City of Irving is looking forward to Phase 2. He noted the importance of having the State senators and representatives understand the use of tolled managed lanes not just for the IH 635 East project, but for other projects as well, and added that Irving is in support of the IH 635 East project. Gary Fickes noted that Tarrant County has several managed lanes projects and that its citizens appreciate the projects. He added that he believes that the RTC's unity is its strength and agreed that the project should move forward. Kathryn Wilemon noted that the City of Arlington was also in support of the IH 635 East project. Adam McGough asked if there was a designated group leading discussions with the Texas Transportation Commission, and what was the anticipated process between this meeting and the April 19, 2018, RTC meeting to reach consensus. In addition, he asked if NCTCOG staff has any assurance that the IH 635 East item will be placed on the TTC agenda. Mr. Morris noted that members will likely continue to engage State elected officials and the TTC Chairman. NCTCOG staff are engaged with TTC staff. The RTC Chair will likely engage with the TTC Chairman. An agenda for the April 19, 2018, RTC meeting will be provided to members, which will likely include one item, IH 635 East. In addition, staff will monitor whether or not the IH 635 East item is posted on the April 26, 2018, TTC meeting agenda. A motion was made to table the IH 635 East Phase 3 resolution. Douglas Athas (M); Lee Kleinman (S). The motion passed unanimously.

5. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 5.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 5.2, and the current Local Motion in Electronic Item 5.3.
6. **Other Business (Old or New):** There was no discussion on this item.
7. **Future Agenda Items:** There was no discussion on this item.
8. **Next Meeting:** A special meeting of the Regional Transportation Council is scheduled for Thursday, April 19, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.

MINUTES**REGIONAL TRANSPORTATION COUNCIL****April 19, 2018**

The Regional Transportation Council (RTC) met on Thursday, April 19, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Sara Bagheri, Sue S. Bauman, Loyl C. Bussell, Rickey D. Callahan, Theresa Daniel, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Sandy Greyson, Darrell Cockerham (representing Roger Harmon), Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), David Magness, Scott Mahaffey, B. Adam McGough, Williams Meadows, Steve Mitchell, Greg Noschese (representing Stan Pickett), Kelly Selman, Mike Taylor, Stephen Terrell, William Tsao, Oscar Ward, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, David S. Arbukle, Rick Aubin, Greg Baker, John Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Jonathan Blackman, Ron Brown, Mo Bur, David S. Cain, Marrk Callier, Maribel Chavez, Ceason Clemens, Michael Copeland, Leonidas Cossyphas, Jason Crawford, Brian Crooks, Mike Curtis, Inga Dedow, Kim Diederich, Chad Edwards, Kevin Feldt, Brian Flood, Garrett Gatewood, Matt Gauntt, Brooke Goggans, Philip Hiatt Haigh, Clint Hail, Phillip Hanley, Linda Harper Brown, Tony Hartzel, Rebekah Hernandez, Jodi Hodges, Ivan Hughes, Greg Janes, Dan Kessler, Daphne King, Ken Kirkpatrick, Ruben Landa, Russell Laughlin, April Leger, Ray Leszcynski, Casey Lindsey, Eron Linn, Ramiro Lopez, Paul Luedtke, Kate Marshall, Curtistene S. McCowan, Keith Melton, Craig Miser, Hotl Mitchell, Cesar Molina, Michael Morris, Jeff Neal, Evan Newton, Jonh Nguyen, Thua Nguyen, Jerry Nickerson, Mickey Nowell, Donald Parker, T.J. Patterson, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Gary Roden, Mike Rogers, Moosa Saghian, Steve Salin, David S. Sander, Devin Sanders, Russell Schaffner, Steve Schoehkase, Lori Shelton, Walter Shumac, Chelsey Smith, Carol Strainburk, Dean Stuller, Vic Suhm, Steve Templer, Mark Titus, Jonathan Toffer, Dan Vedral, Mitzi Ward, B.J. Williams, Amanda Wilson, Brian Wilson, John Wright, and Susan Young.

1. **IH 635 East Phase 3: Proposed Partnership Tolling Certain Hours of the Day:**

Regional Transportation Council (RTC) Chair Rob Franke presented an overview of recent efforts to reach agreement with the Texas Transportation Commission (TTC) on the IH 635 East project. Since the April 12, 2018, RTC meeting, he noted that the TTC has reiterated its desire for the project to advance. TTC Chairman J. Bruce Bugg, Jr. previously requested that any mention of tolled managed lanes be removed from the resolution. The proposed TTC position places the RTC in a difficult position of not meeting commitments made to the public through the environmental review process, to the long-range transportation plan, to previous RTC requests and policies, and to requirements under federal law and Congestion Mitigation and Air Quality Improvement Program (CMAQ) fund requirements. As a result, the April 19 RTC meeting was called in order to allow staff an opportunity to meet the requests of the TTC while still advancing the project. RTC Chair Franke noted that despite efforts to continue discussions with Chairman Bugg he had been unable to reach him to discuss a resolution and that he did not have TTC confirmation that the resolution distributed at the meeting in Reference Item 1.1 would meet the needs of the TTC. North Central Texas Council of Governments (NCTCOG) staff have proposed edits to the resolution to meet the intent of recent discussions with Chairman Bugg and to demonstrate a transparent process that closes the funding gap. As noted last month, the relationship with the Texas

Department of Transportation (TxDOT) and the TTC is more important than the individual issue and that it is important that communication is maintained with partners in order to find a common solution to advance the project and meet the obligations of the region.

Michael Morris highlighted reference material distributed at the meeting. Correspondence from Chairman Bugg to RTC Chair Franke was provided at the meeting in Reference Item 1.8. Correspondence from Judge Clay Lewis Jenkins to the Office of the Governor was provided in Reference Item 1.9. A City of Denton resolution on the IH 635 East project was provided in Reference Item 1.10. The correspondence from Chairman Bugg was received on April 18 and addressed two points: 1) the draft meeting material for the April 19 RTC meeting was the same draft items proposed at the April 12 meeting that if adopted by the RTC would only serve to document the impasse between the RTC and the TTC, and 2) the main focus of concern is regarding closing the \$1 billion funding gap. Mr. Morris noted that the resolution provided in the meeting mail out material was provided as the draft position from the April 12 meeting and was not intended to document an impasse. Revised language was distributed at the meeting in Reference Item 1.1. Related to closing the funding gap, the TTC Chairman indicated that the RTC has never provided a complete funding plan for the project, but instead has provided a myriad of draft funding options and a specific proposal was requested. He noted that proposed revisions to the resolution address this request for a specific option to close the funding gap. Mr. Morris highlighted a portion of the slides from Electronic Item 4.6, noting continued efforts for IH 35W 3C, the anticipated funding shortfall for the region, and the growth rate of region as the largest in the United State from July 2016 to July 2017. He also highlighted the draft tolled managed lane system boundary proposed as a policy in the draft Mobility 2045 Plan and the federal responsibilities and legal implications of potential funding options. Next, he highlighted the pricing policy to toll for the purposes of repayment of a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan or for traffic management and the related policy. He then highlighted graphics showing the existing project and the proposed project that will include four to six continuous frontage roads, ten general purpose lanes, and four tolled managed lanes that could be opened in the future.

Mr. Morris highlighted the draft correspondence and RTC resolution distributed to members at the meeting in Reference Item 1.1. He noted a sentence added in the draft correspondence encouraging members of the TTC and Governor's Office to drive the already completed section of IH 635 and the existing IH 635 East Phase 3 section. Proposed edits to the resolution were also presented. In the last "whereas" statement on Page 2 of the resolution, "and further alignment of advancing the IH 635 East project with both RTC and TxDOT as a non-tolled project" has been added to more accurately reflect Chairman Bugg's request. Next, Section 5 of the resolution was highlighted, which is the section that staff believed has not been in alignment with Chairman Bugg's request. "The RTC finds that the IH 635 East project should continue to include existing tolled managed lanes from US 75 to IH 30 consistent with RTC Policy P17-01. RTC proposes to align itself with the TTC by opening the IH 635 East project with no additional tolled managed lanes. The RTC instructs staff to develop a tolling policy for IH 635 East to minimize tolling for these purposes and to create non-tolled hours of operation." The section documents that there is an existing tolled managed lane in each direction on the project and that the project would be rebuilt with two to three lane frontage roads and five general purpose lanes in each direction. Tolled managed lane capacity of four lanes would be built, but the project would open with only one lane in each direction. This does not add additional tolled managed lanes when the project opens. Section 6 is new and indicates that the RTC wishes to partner with the Office of the Governor and the TTC by committing to the initiatives in

Attachment 1. In Section 8, a sentence was proposed that clarifies the Texas Transportation Commission does not need RTC approval to begin the procurement process. Section 10 of the resolution closes the funding gap as requested and proposed a "Complete Funding Plan" that includes \$2.4 billion in revenue for a projects estimated to cost \$1.6 billion consistent with the principles in the resolution and the implementation of a transportation system. Proposed revenues were provided in Attachment 2. Mr. Morris highlighted partnership opportunities provided in Attachment 1 to the resolution. Partnership opportunities include: 1) pursue federal discretionary funds to address funding equity concerns, 2) continue to evaluate substituting future toll roads for tolled managed lanes or un-tolled projects, 3) continue to evaluate substituting future tolled managed lane projects for un-tolled projects, 4) continue to pursue tolling of managed lanes for congestion pricing/reliability purposes, 5) continue to pursue a geography of less than 15 percent of the DFW region being considered for system tolling of managed lanes, 6) continue to pursue the "grandfathering" of this project due to staged history of 20 plus years, 7) continue to pursue an action plan for IH 635 East that does not halt air quality conformity and the ability to build transportation projects throughout the Dallas-Fort Worth region, 8) pursue a staged managed lane operation that opens the project to the existing on tolled managed lane in each direction or two reversible lanes, 9) if requested by TxDOT pursue a partnership with the North Texas Tollway Authority (NTTA) to operate tolled managed lanes in the IH 635 East corridor, and 10) if requested by TxDOT pursue the support of impacted State Senators to advance the strategic tolling approach of managed lane complements of the project. The proposed RTC recommended Complete Funding Plan in Attachment 2 of the resolution was also highlighted. The project has been estimated at approximately \$1.8 billion. TxDOT has also estimated a \$200 million savings in the project, bringing the approximately cost to \$1.6 billion. The Texas Transportation Commission has already approved \$720 million in funding for the project. Staff proposed to re-add the \$115 million in Category 2 funds that was removed from the project by the TTC in December. In addition, potential revenues include: \$200 million in preliminary engineering and right-of-way, \$50 million from the Trinity Parkway project, \$100 million in CMAQ funding to partner with other funding, \$150 million from the upcoming Summer 2018 Unified Transportation Program, \$400 million in pass through/unsolicited proposal funding, \$200 million from toll elements, \$165 million from a federal Infrastructure for Rebuilding America (INFRA) grant, and Commission consideration of \$300 million in Category 12 funds. Potential revenues total approximately \$2.4 billion on a \$1.6 billion project. A design-build contractor is needed to confirm the project cost, which is the RTC's request to the TTC.

Lee M. Kleinman noted that the proposed resolution did not seem materially different than the resolution that Chairman Bugg has asked not be sent to the TTC, and that he was challenged by the fact that the resolution still included tolling. Since the existing tolled managed lane on the project was originally a high-occupancy vehicle (HOV) lane, he asked if it could be converted back to an HOV lane or if there was any other option to remove the current tolled managed lane without negative implications related to CMAQ funding. Mr. Morris noted he was unaware of any option without negative implications. Mr. Kleinman also discussed the potential revenues for the project and noted that many seemed uncertain such as the INFRA grant and the unsolicited proposal. He also noted that he was interested in the partnership opportunities listed in Attachment 1 of the draft resolution. Specifically, he discussed the opportunity to pursue a partnership with the NTTA to operate tolled managed lanes in the IH 635 East corridor. He asked if NTTA originally had primacy in the entire IH 635 corridor. Mr. Morris noted that NTTA originally had primacy for the entire project. Mr. Kleinman noted that he believed before a resolution was provided to the TTC, the RTC should pursue conversations with stakeholders and the TTC Chairman to see if there is

interest in NTTA operating tolled managed lanes in the IH 635 East corridor. A motion was made to table the IH 635 East Phase 3 item and to direct the RTC Chair and staff to engage stakeholders regarding interest of the NTTA in providing some element of delivery of the project. Lee M. Kleinman (M); Andy Eads (S).

Douglas Athas noted that he was supportive of the motion to allow time to study other options and that he believed the proposed resolution does not meet the needs of the project. Sara Bagheri discussed the request from TxDOT of an affirmative action by the RTC repudiating the tolled managed lanes. She stated that Section 5 of the resolution states that there is alignment with the TTC's position that there would be no additional tolled managed lanes and that Section 8 states there are two tolled managed lanes in each direction. Mr. Morris noted that capacity for the four lane project would be built, but would not open more than the current number of lanes. Ms. Bagheri noted that she believed the resolution was well written, but that she did not know if the resolution would satisfy the TTC based on its request. She also noted that she shared the concerns of other members, but believed the proposed resolution was consistent with the RTC's position at the April 12 meeting and as a result she was uncertain that she could be supportive of the motion. Rickey D. Callahan noted the importance of passing a resolution that recorded the RTC's position in order to let the TTC know where the RTC stands. He expressed support for delaying a vote on the resolution, but that he would not be supportive of continued delays. Jungus Jordan noted his support for the resolution and discussed the unanimous opinion of the RTC that the project must move forward. Andy Eads noted that it was important for the action taken at the meeting to be fruitful and that he did not believe the resolution, as currently proposed, would accomplish that goal. He added that continued conversations were important and that it was Denton County's position that action on the resolution be delayed. Clay Lewis Jenkins commended the work of RTC staff. He noted that he did not disagree with the current motion, but wanted to be clear that support of the current motion should not be viewed as a lack of confidence in staff. He added that he believed bringing NTTA into the partnership may be a good option and that it was important to continue discussions. Steve Mitchell discussed the resolution as proposed at the meeting and noted that it reflected the discussion from the April 12, 2018, RTC meeting but did not meet the request of the Texas Transportation Commission. Adam McGough discussed recent efforts to reach a mutual position with the TTC, and that it seemed that despite efforts the RTC is not any closer to a resolution because the TTC has not provided any affirmation that the RTC is meeting the TTC's interest. He noted his appreciation to staff and his desire to meet the needs of his constituents. He offered his assistance to start a voter referendum for the City of Dallas to show the region's support for the project. He also noted his support to delay the vote for another month in order to continue working with partners to move the project forward. Sandy Greyson asked if staff expected NTTA to provide a quick answer if engaged by TxDOT. RTC Chair Franke noted that he would work to solicit any necessary conversation, but expected that due to the unique circumstances a quick response would not be expected. Mike Taylor encouraged members, whatever the outcome of the project, to consider implications to Texas' future especially considering the unique growth in the North Texas region. Theresa Daniel thanked staff for its efforts and noted that she was supportive of any action that moved the project forward and closer to the interests of the citizens and business communities directly impacted by the corridor. Kelly Selman noted that in conversations with the TTC Chairman, he has been very consistent about his statements of what it will take to release the Request for Qualifications (RFQ) and that whatever decision the RTC reached, he hoped it worked towards a discussion with the TTC Chairman to reach a compromise. He added that Loyl Bussell and he would be abstaining from the vote. Mr. Selman noted that until the RTC removes the tolling element, agrees to change the project in the Metropolitan

Transportation Plan, and agrees to reevaluate the environmental clearance the project will not move forward. David L. Cook suggested that the motion be bifurcated with one vote to table the item and another for the RTC Chair to communicate with TxDOT regarding interest in a partnership with NTTA. He noted he was supportive of the motion to table the item, but discussed how suggesting interest in NTTA building the tolled managed lanes when the TTC Chairman requested that the project be non-tolled seemed in opposition to the TTC's request. Mr. Kleinman noted that he did not see the benefit of bifurcating the motion. Mr. Eads added that he did not believe a formal letter was necessary to communicate with the TTC Chairman, and that the spirit of motion was to direct the RTC Chair to reach out and have conversations with TxDOT and NTTA. RTC Chair Franke clarified that he was not willing to circumvent TxDOT in any discussions. RTC Chair Franke restated the motion to table the IH 635 East Phase 3 resolution and direct the Chair initiate a discussion with stakeholders and the TTC, to whatever extent it is willing to participate, to gauge NTTA's interest in some aspect of the IH 635 East project. Progress will be reported to the RTC at the May 10, 2018, meeting. Andy Eads called the question. Kelly Selman and Loyl Bussell abstained from the vote. Sara Bagheri was opposed. The motion passed.

2. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, May 10, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 2:20 pm.

**MEMORANDUM OF AGREEMENT**  
**Between**  
**The DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION**  
**and**  
**The TEXAS DEPARTMENT OF TRANSPORTATION**  
**and**  
**The PUBLIC TRANSPORTATION OPERATORS**

It is the purpose of this agreement to make provision for cooperative mutual responsibilities in carrying out the metropolitan transportation planning process in the Dallas-Fort Worth Metropolitan Planning Area and to provide a single agreement among the State, the MPO, and the Public Transportation Operator(s) in accordance with current federal legislation.

WHEREAS the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) promulgated regulations 23 CFR 450.314, continued in Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS § 450.314 – Metropolitan Planning Agreements further requires that the MPO, the State, and the public transportation operator(s) cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in clearly identified written agreements between the MPO, the State(s), and the public transportation operator(s) serving the metropolitan planning area; and

WHEREAS it is recommended that to the extent possible, a single agreement among all responsible parties be developed to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) (§ 450.324), the Metropolitan Transportation Improvement Program (TIP) (§ 450.326), and development of the annual listing of obligated projects (§ 450.334).

NOW, THEREFORE, the parties do agree as follows:

- To cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.
- To make provisions for cooperatively developing and sharing information related to the development of financial plans that support the MTP and the TIP.
- That the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- To develop specific written provisions for cooperatively developing and sharing information 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 (see §450.306(d)), and the collection of data for the State asset management plans.
- And, that the Unified Planning Work Program (UPWP) will detail and document these responsibilities, deliverables and associated costs as part of this Metropolitan Planning Agreement in Appendix H of the Work Program.

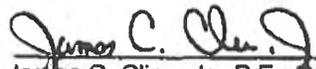
Signatory (page 1 of 2):

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS:**

  
Mike Eastland, Executive Director

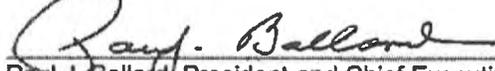
Date: 8/31/17

**DENTON COUNTY TRANSPORTATION AUTHORITY:**

  
James C. Cline, Jr., P.E., President

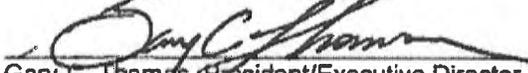
Date: 5 July 2017

**FORT WORTH TRANSPORTATION AUTHORITY:**

  
Paul J. Ballard, President and Chief Executive Officer

Date: June 30, 2017

**DALLAS AREA RAPID TRANSIT**

  
Gary C. Thomas, President/Executive Director

Date: June 29, 2017

**DALLAS FORT WORTH INTERNATIONAL AIRPORT**

  
Sean Donohue, Chief Executive Officer

Date: June 29, 2017

**REGIONAL TRANSPORTATION COUNCIL:**

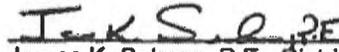
  
Michael Morris, Director of Transportation

Date: 9/6/17

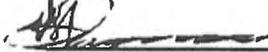
**TEXAS DEPARTMENT OF TRANSPORTATION:**

  
Loyl Bussell, P.E., Acting District Engineer, TxDOT Fort Worth District

Date: 7/24/17

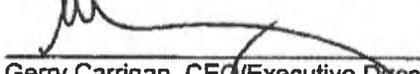
  
James K. Selman, P.E., District Engineer, TxDOT Dallas District

Date: 7/5/17

  
Noel Paramanatham, P.E., District Engineer, TxDOT Paris District

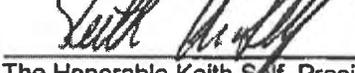
Date: 7/28/17

**NORTH TEXAS TOLLWAY AUTHORITY:**

  
Gerry Carrigan, CEO/Executive Director

Date: 7/1/17

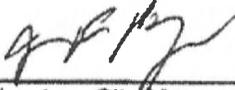
**COLLIN COUNTY TOLL ROAD AUTHORITY:**

  
The Honorable Keith Self, President

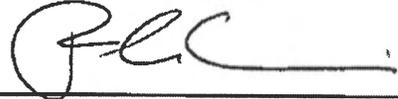
Date: 7/5/17

Signatory (page 2 of 2):

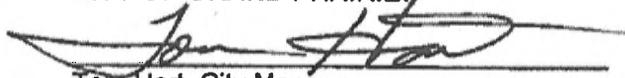
**CITY OF ARLINGTON:**

  
\_\_\_\_\_  
Trey Yelverton, City Manager  
James F. Parajon, Deputy City Manager  
Date: 7-19-17

**CITY OF MCKINNEY:**

  
\_\_\_\_\_  
Paul Grimes, City Manager  
Date: 7/20/17

**CITY OF GRAND PRAIRIE:**

  
\_\_\_\_\_  
Tom Hart, City Manager  
Date: July 6<sup>th</sup>, 2017

**CITY OF MESQUITE:**

  
\_\_\_\_\_  
Cliff Keheley, City Manager  
Date: 7-19-17

DRAFT

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
THE DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION (MPO),  
THE TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT), AND  
THE PUBLIC TRANSPORTATION OPERATORS**

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 Code of Federal Regulations (CFR) 450.314; and,

**WHEREAS**, the Metropolitan Planning Organization (MPO), the State, and the Public Transportation Operators are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process; and,

**WHEREAS**, these responsibilities shall be clearly identified in written agreements among the MPO, the State, and the Public Transportation Operators serving the Metropolitan Planning Area (MPA) ; and,

**WHEREAS**, to the extent possible, a single agreement between all responsible parties should be developed; and,

**WHEREAS**, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program (TIP), and development of the annual listing of obligated projects; and,

**WHEREAS**, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality-related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality-related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996; and,

**WHEREAS**, the federal regulations require that the MPO, State Department of Transportation (DOT), and the Public Transportation Operators shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information 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).

**NOW THEREFORE**, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provisions for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Dallas-Fort Worth MPA.

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The State of Texas acting through the Texas Department of Transportation (TxDOT), or the Regional Transportation Council, as the transportation policy body of the North Central Texas Council of Governments, serving together as the Dallas-Fort Worth MPO, and Public Transportation Operators agree as follows:

## **2. Responsibilities of all parties.**

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) and TIP.
- c. Ensure TxDOT, the Public Transportation Operators and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
- d. Ensure that the Unified Planning Work Program (UPWP) required to be developed by the MPO will detail and document these responsibilities, deliverables and associated costs. Each party will bear its own costs for activities associated with this MOU, unless the MPO allocates funding for such activity and is reflected in the UPWP.

## **3. Performance Based Planning and Programming.**

- a. Developing transportation performance data
  - i. TxDOT will provide the MPO with a subset for their MPA of the State performance data used in developing statewide targets.
  - ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
  - i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication.

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MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.

- ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

- i. TxDOT performance targets will be reported to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- ii. MPO performance targets will be reported to TxDOT.
  - 1. For each applicable target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
    - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
    - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
      - i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
    - c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution, meeting minutes, or other documentation evidencing approval of such targets.
- iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- iv. The MPO will include information outlined in 23 CFR 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.

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- v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
- d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
  - i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- e. The collection of data for the State asset management plans for the NHS
  - i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

#### **4. Responsibilities of the MPO.**

The MPO will:

- a. Work in consultation with Public Transportation Operators and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operators and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operators and TxDOT, update the MTP and TIP in accordance with State and federal laws.
- e. Invite Public Transportation Operators to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Dallas-Fort Worth MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

#### **5. Responsibilities of the Public Transportation Operators.**

The Public Transportation Operators, as applicable, will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit or other projects for inclusion in the MTP.

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- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit or other obligated projects with federal funds.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets, as applicable, and share with the MPO and other interested parties.

**6. Responsibilities of TxDOT.**

- a. Work in consultation with Public Transportation Operators and the MPO in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operators and the MPO in developing the financial plan for the TIP.
- c. Assist in the validation of data used as input into the transportation plan.
- d. Provide the MPO with the annual list of obligated projects.
- e. Serve on the MPO Technical Committee and Policy Board.
- f. Notify the MPO of changes to projects that would affect the MTP or TIP.
- g. In consultation with the MPO and Transit Authorities, update the MTP and TIP in accordance with State and Federal laws.
- h. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

- 7. Term.** This MOU shall become effective as to each Party when executed by such party. It shall remain in full force and effect until such time it is terminated in writing by one or all of the parties.

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8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.
9. **Governing Law.** This MOU shall be governed by the laws of the State of Texas.
10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

**(SIGNATURE PAGES TO FOLLOW)**

**DRAFT**

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

**METROPOLITAN PLANNING ORGANIZATION**

**Regional Transportation Council**

\_\_\_\_\_  
Michael Morris, P.E., Director of Transportation

Date: \_\_\_\_\_

**North Central Texas Council of Governments**

\_\_\_\_\_  
Mike Eastland, Executive Director

Date: \_\_\_\_\_

**PUBLIC TRANSPORTATION OPERATORS**

**Dallas Area Rapid Transit**

\_\_\_\_\_  
Gary C. Thomas, President/Executive Director

Date: \_\_\_\_\_

**Denton County Transportation Authority**

\_\_\_\_\_  
James C. Cline, Jr., P.E. President

Date: \_\_\_\_\_

**Fort Worth Transportation Authority**

\_\_\_\_\_  
Paul J. Ballard, President and Chief Executive Officer

Date: \_\_\_\_\_

**City of Arlington**

\_\_\_\_\_  
Trey Yelverton, City Manager

Date: \_\_\_\_\_

**City of Grand Prairie**

\_\_\_\_\_  
Tom Hart, City Manager

Date: \_\_\_\_\_

**DRAFT**

**City of McKinney**

\_\_\_\_\_  
Paul Grimes, City Manager

Date: \_\_\_\_\_

**City of Mesquite**

\_\_\_\_\_  
Cliff Keheley, City Manager

Date: \_\_\_\_\_

**Collin County Toll Road Authority**

\_\_\_\_\_  
The Honorable Keith Self, President

Date: \_\_\_\_\_

**North Texas Tollway Authority**

\_\_\_\_\_  
Gerry Carrigan, CEO/Executive Director

Date: \_\_\_\_\_

**Dallas Fort Worth International Airport**

\_\_\_\_\_  
Sean Donohue, Chief Executive Director

Date: \_\_\_\_\_

**STATE OF TEXAS, THROUGH THE DEPARTMENT OF TRANSPORTATION**

**Texas Department of Transportation**

\_\_\_\_\_  
Loyl Bussell, P.E. District Engineer  
TxDOT Fort Worth District

Date: \_\_\_\_\_

\_\_\_\_\_  
James K. Selman, P.E. District Engineer  
TxDOT Dallas District

Date: \_\_\_\_\_

\_\_\_\_\_  
Noel Paramanathan, P.E. District Engineer  
TxDOT Paris District

Date: \_\_\_\_\_



Connecting North Texas

Please join the  
**360 TOLLWAY PROJECT PARTNERS**  
 as we celebrate the opening of the newest  
 transportation connection in North Texas!



- **Friday, May 11**
- **9:30 a.m.**  
EVENT REGISTRATION
- **10 -11:30 a.m.**  
PROGRAM
- **LOCATION:** 360 Tollway  
main lanes - near the  
Holland Rd. bridge

**RSVP:** Please RSVP to [360T@ntta.org](mailto:360T@ntta.org) by **May 4.**

*Space is limited for this invitation-only event.*

**PARKING:** Parking will be available on the southbound main lanes of the 360 Tollway, south of Debbie Lane/Ragland Road. Accessible parking for guests with mobility limitations will be available.





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transportation

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## Air Quality and Transportation Funding & Resources

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

### FEATURED:

## Clean Fleets North Texas 2018 Call for Projects



Select Language ▼

### Funding for Vehicle Projects

Program / Incentive Description	Eligible Vehicles	Funding Amount	Eligible Applicants	Deadline
<a href="#">AirCheckTexas Drive a Clean Machine Program</a> Financial Assistance for Light-Duty Vehicles that Fail Emissions Testing or are over 10 Years Old	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until All Funds are Awarded
<a href="#">Clean Diesel Funding Assistance Program FY 2018 (DERA) NEW!</a> Grants for Diesel Emissions Reduction Projects: Replacements, Engine Repower, Upgrade, or Conversion, Cleaner Fuels and Additives, Idle Reduction, Retrofits, Aerodynamic Technologies, Exhaust Controls	Heavy-Duty Diesel Vehicles, Marine Engines, Locomotives and Nonroad Equipment	Varies by Project Type	Regional, State, or Local Agencies, Nonprofit Organizations * NCTCOG may apply on behalf of fleets in the region; if interested in applying through NCTCOG, contact <a href="mailto:aqgrants@nctcog.org">aqgrants@nctcog.org</a>	June 12, 2018
<a href="#">Clean Fleets North Texas 2018 Call for Projects NEW!</a> Grants for Replacement of Heavy-Duty Diesel Vehicles and Equipment	Heavy-Duty Diesel Vehicles and Equipment	45% for Electric 35% CARB Low NOx Engines 25% for All Others	Local Governments Private Entities that Contract with Local Governments	Next Interim Deadline: April 27, 2018
<a href="#">Federal Electric Vehicle Tax Credit</a> Tax Credit for Purchase of Electric Vehicle (EV)	EV Passenger Vehicles and Light Trucks	\$2,500 to \$7,500 per New EV Purchased	Varies	Phases Out Based on Market Sales
<a href="#">Fleets for the Future</a> Discounted Prices through Cooperative Procurement to Purchase Alternative Fueled Vehicles and Related Infrastructure	Light, Medium and Heavy Duty Vehicles	Varies	Public Fleets	Varies
<a href="#">IC Bus Grant Program</a> Grants for New Purchases of Propane-Powered CE Series School Buses	School Buses	\$5,000 per Purchase	School Districts	Until All Funds are Awarded
<a href="#">Low or No Emission Grant Program NEW!</a> Grants for the purchase or lease of zero-emission and low-emission transit buses, including required supporting facilities such as recharging, refueling, and maintenance facilities.	Transit Vehicles and Related Equipment or Facilities	Varies	State and Local Governments	June 18, 2018
<a href="#">Propane Council of Texas Incentives</a>	Light, Medium or Heavy-Duty	up to \$7,500 per Vehicle or Conversion	Private Companies	Until All Funds are Awarded

## Air Quality Funding Resources

Incentives to Purchase Propane Powered Vehicles or Convert Vehicles to Propane Power	Vehicles			
<a href="#">Texas Clean School Bus Program</a> Grants for the Replacement or Retrofit Older Diesel School Buses	School Buses	Up to 100% Retrofit Purchase and Installation Costs Up to 75% Incremental Replacement Costs	Public Schools, Charter Schools and School Transportation Providers	April 26, 2019
<a href="#">Texas Natural Gas Vehicle Grant Program</a> <b>NEW!</b> Grants for Replacement or Repower of Diesel or Gasoline Vehicles with Natural Gas or Propane	Medium or Heavy-Duty Vehicles	Determined by Maximum Grant Amount Tables	Individuals, Corporations, Organizations, Governments School Districts, or Any Other Legal Entity	May 31, 2019

## Funding for Other Strategies that Improve Air Quality

Program / Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
<a href="#">The Climate Trust Programs</a> Funding for New Innovative Projects that Offset Greenhouse Gas Emissions	Energy Efficiency	Varies	Public Private General Public	No Deadline
<a href="#">Database of State Incentives for Renewable and Efficiency (DSIRE)</a> Comprehensive Listing of Incentives and Policies	Energy Efficiency	Varies	Varies	No Deadline
<a href="#">Federal and State Incentive and Laws (Including Tax Credits)</a> Comprehensive listing of Federal and State Incentives related to Clean Vehicles and Fuels	Alternative Fueled Vehicles	Varies	Varies	No Deadline
<a href="#">New Technology Implementation Grant (NTIG) Program</a> Funding for Electricity Storage Projects	Energy Efficiency	Varies	Public Private General Public	May 1, 2018
<a href="#">North Texas Airport Emissions Reduction 2017 Call for Projects</a> Replace or Repower Diesel Ground Support Equipment	Airport Ground Support Equipment	25 - 40% of Incremental Costs	Public Private	Final Deadline September 29, 2018
<a href="#">Propane Council of Texas Incentives</a> Incentives to Purchase Commercialized Propane Mowers, both Dedicated and Dual Fuel	Lawn Equipment	\$1,000 per Propane Mower/ or Propane Conversion	Public Private	Until All Funds are Awarded
<a href="#">Rural Energy for America Program (REAP)</a> Loan Financing to Purchase or Install Renewable Energy Systems or Energy Efficiency Improvements	Energy Efficiency	Varies	Private	April 30, 2018
<a href="#">Take a Load Off, Texas Incentive Programs</a> Incentives for Energy-Related Retrofit Projects Provided by Oncor	Energy Efficiency	Varies	Public Private General Public	No Deadline
<a href="#">Texas Loan STAR Revolving Loan Program</a> Low-Interest Loans to Finance Energy-Related, Cost-Reduction Retrofit Projects	Energy Efficiency	Up to a \$8 Million Loan	Public	August 31, 2018

Already Received Grant Funding from NCTCOG?



Agreements &amp; Forms



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See what NCTCOG Has Already Funded and Sign Up for Email Updates!

 <p data-bbox="527 409 799 478"><b>Funding Opportunity Archive</b></p>	 <p data-bbox="1149 445 1367 514"><b>Sign-Up for Email Updates</b></p>
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Main Operator: (817) 640-3300 | Fax: (817) 640-7806



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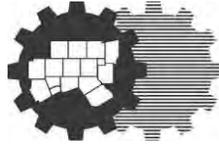
# DFW Clean Cities Meetings

## Upcoming

May 15, 2018	Grant Funding and Fuel Cost Savings Luncheon	<a href="#">Register Now</a>
May 23, 2018	Vehicle/Equipment Demo at <a href="#">Public Works Round Up</a>	11 am - 12:30 pm Grapevine Convention Center
June 14, 2018	Fleet Funding Workshop Series: School Bus Webinar <i>hosted by Alamo Area Clean Cities</i>	Registration Coming Soon
Date: TBD	DFW Clean Cities Bi-Annual Meeting and Fleet Recognition Awards	Registration Coming Soon
July 31, 2018	<a href="#">NAFTC - Texas Propane Autogas Technician Training</a>	<a href="#">Register Now</a>

## Past

March 27, 2018	Sustainable Landscaping Solutions Workshop	<a href="#">Meeting Presentations</a>
April 5, 2018	Clean Fleets North Texas CFP Workshop	<a href="#">Meeting Presentations</a>
April 24, 2018	National Drive Electric Week Planning Call	<a href="#">Agenda Presentations</a>



North Central Texas Council of Governments

April 16, 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: Input on Draft Mitigation Plan for the State of Texas

Dear Commissioner Niermann:

Congratulations to the Texas Commission on Environmental Quality (TCEQ) being named the Lead Agency for administration of Environmental Mitigation Trust (the Trust) funds for the State of Texas. The North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, submits the enclosed comments for the TCEQ to consider as it develops the Draft Mitigation Plan for the State of Texas. These comments are supplemental to input previously transmitted on behalf of the RTC and include elaboration on a few previous points, as well as additional feedback based upon staff recommendations.

**Leveraging Regional Agencies as Third-Party Administrators of Mitigation Trust Funds**

The NCTCOG reiterates the previous RTC recommendation that the TCEQ allow Council of Governments (COGs) or similar peer institutions be allowed to serve as third-party administrators of the Trust in their areas. Per previous comments, the most valuable use of funds varies across the state depending on local needs – both with regard to differences in the types of vehicles and equipment operating in a given area, as well as past access to other funding. For example, the Houston area has highlighted priority for marine and port drayage truck projects, which are less applicable in the DFW area. The Austin area has spoken extensively about interest in using VW funds for their transit fleets, whereas two of the three large transit agencies in DFW have already transitioned to natural gas and have few, if any, VW-eligible activities. This illustrates regional differences. The staffs of regional agencies serve as “boots on the ground” in each area and are in constant communication with local public and private fleets, and are familiar with the projects and priorities for which funds could be used. Thus, regional agencies are well-positioned to identify and fund projects which best meet region-specific needs and priorities.

Furthermore, three of the four Clean Cities Coalitions in Texas are housed within regional COGs; this includes the Clean Cities Coalitions serving the DFW, Houston/Galveston, and San Antonio areas (the Coalition serving the Austin area also works closely with their region’s COG). By serving as, or working with, the local Clean Cities Coalition, the COGs gain special staff expertise with regard to the latest available vehicle technologies on the market, as well as access to the national Clean Cities network of coordinators, national laboratories, and Department of Energy staff and contractors. This wealth of Clean Cities resources enables the COGs not only to be able to identify good projects at the outset of awarding funds, but also to troubleshoot any implementation challenges that arise.

By serving as third-party administrators, the COGs also serve as an extension of the TCEQ's resources, taking on tasks associated with processing reimbursements and monitoring project implementation. This is no less burdensome than awarding funds and is a great value-added service. Finally, it should be noted that NCTCOG possesses extensive financial and grant management resources to serve effectively as a third-party administrator of Mitigation Trust Funds. The NCTCOG has successfully served as a regional or third-party administrator to two major programs: the AirCheckTexas Drive a Clean Machine Program, and the Texas Emissions Reduction Plan (TERP). At the height of the AirCheckTexas Program, NCTCOG maintained administrative costs well below the 10 percent cap allowed at the time, indicating that NCTCOG would be able to administer Trust funds in an efficient manner. In addition, over the past few years, NCTCOG has returned to the TCEQ approximately \$1.8 million in third-party TERP funds which were recovered from under-performing projects. This underscores NCTCOG staff capability and commitment to proper stewardship of dollars intended for emissions-reduction projects.

#### **Minimizing Unnecessary Grant-Style Requirements**

The Trust presents a unique opportunity to fund worthy projects that may be ineligible for other funding due to grant constraints that are not present in the Consent Decree, or projects which are not submitted due to a perception that the grant program is "too hard". Thus, to ensure that the projects which are most effective at meeting the objectives of the Trust are funded, NCTCOG encourages the TCEQ to streamline implementation by providing a simplified online application opportunity, minimizing the amount of paperwork required, and avoiding addition of conventional grant-style requirements. These requirements, while well-intentioned, often drive away worthy projects. Examples include, but are not limited to, Buy America requirements, requirements regarding procurement process, ongoing reporting of vehicle/equipment use, or age limitations beyond those identified in the Consent Decree. If the TCEQ desires to monitor use of vehicles or equipment funded by the Trust, the NCTCOG recommends use of telematics or other GPS-based remote monitoring be paid for as part of the administrative cost, or that the TCEQ could utilize vehicle registration data to verify ongoing use and operation in Texas.

#### **Maintaining Eligibility for all Project Types Identified in Consent Decree**

In keeping with variations in regional priorities and best use of funds, NCTCOG encourages the TCEQ to structure the Draft Mitigation Plan to allow eligibility for all eligible mitigation actions identified in the Trust. For example, in the DFW region, NCTCOG and DFW Clean Cities staff have already identified fleet interest in the following eligible mitigation action categories:

- Class 8 Local Freight & Port Drayage Trucks
- Class 4-8 School Bus, Transit Bus, or Shuttle Bus
- Class 4-7 Local Freight Trucks
- Airport Ground Support Equipment
- Light-Duty Zero-Emission Vehicle Supply Equipment

### **Setting Aside Maximum Allocation for Electric Vehicle Supply Equipment**

Beyond merely making electric vehicle supply equipment (EVSE) an eligible project category for Texas' plan, NCTCOG encourages the TCEQ to set aside the full 15 percent (15%) allocation allowed under the Trust. This particular project type is eligible under few grant programs, giving the Trust an opportunity to facilitate expedited deployment of EVs. The need for expanded infrastructure is great in Texas – increased use of EVs is critical to continuing to reduce mobile source emissions that contribute to ozone nonattainment, particularly in the DFW area. Various market projections suggest that the population of EVs will grow to comprise approximately 30 percent of new vehicle sales by the year 2030. NCTCOG staff evaluated various reports from the National Renewable Energy Laboratory and Electric Power Research Institute and determined that in order to facilitate this market growth, the 10-county DFW ozone nonattainment area needs anywhere from 400-900 additional DC fast-charge EVSE sites. Assuming each new location costs approximately \$100,000, the needs of the DFW region alone would be enough to utilize the entire 15 percent allocation for EVSE.

In addition, as many industry stakeholders have indicated that the funding approach through the TERP Alternative Fueling Facilities Program, in which eligibility was based on highway corridors, NCTCOG recommends that a similar corridor-style approach be taken for implementation of any EVSE funding set aside to ensure statewide connectivity between major metropolitan areas. The NCTCOG suggests that the TCEQ work with the Texas Clean Cities Coalitions to develop a statewide EVSE deployment plan, and that funds for this specific eligible mitigation action may best be administered from the state level rather than through regions.

### **Selecting Projects**

After setting aside the 15 percent allocation for EVSE, NCTCOG recommends that the TCEQ or its third-party administrators select projects for funding based upon the following:

- Distribute funds geographically to allocate funds across the state. Please reference comments submitted by the RTC on December 7, 2017, for specific recommendations on geographic distribution.
- Consider cost per ton NO<sub>x</sub> reduced as a primary consideration.
- Consider local/fleet goals or priorities (e.g. a master plan to transition an entire fleet to electric vehicles) as well as the priorities reflected in the Trust itself.

For example, the Trust has been structured to place emphasis on zero-emission all-electric technology, and allows EVSE to be eligible along with the cost of a heavy-duty EV project. Once costs for both infrastructure and vehicles are totaled, these projects are likely to be less cost-effective than other fuel types where infrastructure cannot be included. The cost of EVSE needed for heavy-duty EVs may be substantially higher than previous EVSE costs, especially if the EVSE will be expected to support a large number of heavy-duty EVs in the future. Such costs are likely to include needed upgrades in transmission and distribution infrastructure as well as the EV chargers themselves. Thus, a project that reflects a commitment to transition a fleet to EV technology may be quite expensive per ton, but may nevertheless be well-aligned with the goals of the Trust and of local fleets. NCTCOG encourages the TCEQ to ensure that there is adequate flexibility in awarding of funds to allow for a compelling project that meets these goals to receive funding.

NCTCOG also recommends that the TCEQ or its third-party administrators consider whether submitted projects are already well-suited to receive funding under the EPA Clean Diesel or TERP funding programs. Trust funds should be used to fill gaps in cost-effective projects, not duplicate funding already available through more conventional sources.

### **Leveraging Funding to Accomplish the Most Good**

While the Consent Decree allows up to 100% funding for vehicle or equipment projects owned by governmental entities, NCTCOG recommends that the TCEQ set a nominal cost share requirement for government projects to help stretch these valuable Mitigation Trust dollars further and optimize the amount of projects that may be funded. For examples, the TCEQ may wish to consider the minimum cost share requirements of other major national funding programs:

- The Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program requires at least a 20 percent local contribution.
- The EPA National Clean Diesel Funding Assistance Program requirements vary across project types, but generally are at least 25 percent.

### **Structuring Funding Levels to Guide Interest Towards the Cleanest Available Technologies**

The Mitigation Trust clearly prioritizes zero-emission vehicle technology by setting a higher Trust Funding Limit for all-electric technologies. It is recommended that regardless of whether the TCEQ imposes a stricter (lower) reimbursement threshold than that allowed by the Trust, the highest reimbursement levels continue to be reserved for zero-emission vehicle technology. However, the Consent Decree did not distinguish between other fuels when setting funding thresholds for non-electric technologies. As availability of engines certified to meet voluntary California Air Resources Board (CARB) optional low-NO<sub>x</sub> emissions standards increases, it is recommended that the TCEQ set reimbursement thresholds in a way to also express prioritization for these technologies. Thus, there could be three different reimbursement rates for each Eligible Mitigation Action:

- Highest Funding Limit: All-Electric Technologies
- Middle Funding Limit: Technologies Powered by an Engine Certified to Meet CARB Low-NO<sub>x</sub> Standards
- Lowest Funding Limit: All Other Engines

### **Estimating Comprehensive Air Quality Benefits**

Building upon current TERP methodology, NCTCOG encourages the TCEQ to establish a quantification methodology for projects funded by the Trust that encompasses multi-pollutant air quality benefits so that the impact of these projects can be more comprehensively quantified. Estimated project benefits should be inclusive of reductions in emissions of NO<sub>x</sub>, particulate matter, carbon monoxide, hydrocarbons, and greenhouse gases, as well as reductions in gallons of diesel fuel consumed. NCTCOG also recommends that the TCEQ use a quantification approach that is available and recognized on a national level to facilitate an apples-to-apples comparison of the impacts of Texas' Mitigation Plan with that of other states. The National Association of State Energy Officials' Volkswagen Beneficiary Mitigation Plan Toolkit identifies several major nationally-available tools that the TCEQ may wish to evaluate:

- Greenhouse gases, Regulated Emissions, and Energy use in Transportation Model (GREET)
- Alternative Fuel Life-Cycle Environment and Economic Transportation (AFLEET) Tool
- Diesel Emissions Quantifier (DEQ)

The NCTCOG recommends that the TCEQ consider use of the AFLEET Tool for on-road vehicle projects as this tool enables total cost of ownership and lifecycle cost analysis, which is an important educational tool for helping stakeholders understand total impacts of various vehicle purchasing decisions such as multipollutant emissions impacts, long-term financial impacts, and fuel consumption. The TCEQ may wish to contact other state lead agencies to determine the most appropriate, commonly-used quantification methodology to inform a final decision.

Finally, NCTCOG stresses the importance of maintaining separate principles for Mitigation Trust funding, which is implementing projects to rectify Volkswagen's actions – versus those of TERP, which is implementing new projects to achieve emissions reductions above and beyond those already expected to have been accomplished through fleet turnover. Thus, the NCTCOG urges the TCEQ to continue seeking full appropriation of TERP during the legislative session, and not allow the one-time influx of Volkswagen funds to dilute the ongoing importance of TERP.

NCTCOG wishes to convey our commitment to partnership with regard to implementation of these funds. We look forward to collaborating with the TCEQ to maximize the opportunities that these funds bring to the State of Texas. We appreciate your consideration of these suggestions, and will be scheduling a meeting to discuss these points in the event you have any questions. In the meantime, feel free to contact me at (817) 695-9286 or [cklaus@nctcog.org](mailto:cklaus@nctcog.org).

Sincerely,



Chris Klaus  
Senior Program Manager

LPC:ch

cc: David Brymer, Director, Air Quality Division, TCEQ  
Joe Walton, Manager, Implementation Grants Section  
Steve Dayton, Technical Specialist, Implementation Grants Section

**Volkswagen Update - Electrify America Comments Submitted by  
NCTCOG/DFW Clean Cities**

On March 1, 2018, the North Central Texas Council of Governments (NCTCOG) and Dallas-Fort Worth Clean Cities Coalition (DFWCC) submitted comments to Electrify America, LLC, in response to the organization's call for comments. Electrify America is a subsidiary of the Volkswagen Group of America which has been charged with managing the Zero Emissions Vehicle (ZEV) Investment Plan. Under the ZEV Investment, a total of \$2 billion dollars will be spent nationally to support deployment of zero-emission vehicles.

Electrify America requested input regarding Cycle 2 of their National ZEV investment Plan, specifically related to local data or information regarding to infrastructure, outreach, and education. Comments were due March 1, 2018.

NCTCOG and DFWCC submitted comments responding to two topics: 1) Suggestions and Data Relevant to Cycle 2 Investments and 1) Education & Access Suggestions. A copy of the information submitted is attached as follows:

- **ATTACHMENT A** (Suggestions and Data Relevant to Cycle 2 Investments, pages 2-9 of this document)
- **ATTACHMENT B** (Education & Access Suggestion, pages 10-18 of this document)

This information is also available at the NCTCOG webpage about the Volkswagen Settlement, at <http://nctcog.org/trans/air/VWsettlement/>.

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

# ATTACHMENT A

## North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition Electrify America Cycle 2 ZEV Investment Plans Comments Submission

*Submitted on March 1, 2018*

**INPUT PROMPT:** Do you have any general or specific suggestions for how Electrify America should approach its Cycle 2 investment plan? Where possible, please provide specific data or evidence to support your rationale.

### INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) serves as staff to the Regional Transportation Council (RTC), which is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) metropolitan area and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area. NCTCOG also houses the Dallas-Fort Worth Clean Cities Coalition, which serves the North Texas region as the local branch of the national Clean Cities program. In conjunction with DFW Clean Cities, NCTCOG administers Electric Vehicles North Texas (EVNT), which is active in promoting/facilitating adoption of electric vehicles (EVs) in North Texas. Because of its role, NCTCOG is well placed to understand these and other challenges associated with EV readiness in the region.

### NORTH CENTRAL TEXAS INTRA-REGIONAL INFRASTRUCTURE NEEDS AND RECOMMENDATIONS

With more than 4,600 registered electric vehicles, the 12-county North Central Texas region accounts for approximately 40 percent of the state's registered EVs and ranks among the nation's top 15 metro areas, based on EV numbers. See Attachment 1 for a map of Texas showing registered EV count, by county. Since 2011, when the region began tracking EV registrations, the number of North Texas EVs have grown steadily, showing an increase of almost 2,000 percent. At the same time, North Central Texas is one of the fastest growing and most vehicle-centric metropolitan areas in the country, indicating that EV registration growth will continue. Despite this growth, EVs represent less than 1 percent of all registered light-duty vehicles in the region and might continue to make up a fraction of total vehicle registrations unless significant and strategic charging infrastructure investments are made.

North Central Texas requires a robust network of public electric vehicle supply equipment (EVSE) infrastructure, particularly Direct Current Fast Charging (DCFC) stations. Recent studies conducted by the National Renewable Energy Laboratory (NREL), the Electric Power Research Institute, and Pacific Gas & Electric provide recommendations on the minimum number of Level 2 (L2) and DCFC needed per 1,000 EVs. For example, NREL recommends 1.5 DCFC and 36 L2 chargers per 1,000 EVs. Currently, with the exception of the City of Dallas, the region's cities and counties are falling behind the recommended charger to EV ratio, and EVSE investment catch-up is needed. EVSE investment need is especially critical in some of the region's fastest growing counties, like Collin and Denton, where coincidentally the most

significant infrastructure gaps already exist. For example, Collin County contains 21 percent of the region's EVs but zero DCFC charging stations. Denton County fares slightly better with 15 percent of the region's EVs but less than 4 percent of the region's DCFC charging stations. The mismatch of EVs to chargers is particularly problematic as both counties' populations are expected to grow by 65 percent or more, by 2045. A chart illustrating the EV to charger imbalance is found in Attachment 2. Accordingly, it is recommended that Electrify America funding should focus on helping municipalities with such vehicle-to-charger-imbalance catch up. Simultaneous consideration, nonetheless, must be given to cities like Dallas where sustained EVSE investment will be needed. Based on a 30% growth rate, 39,000 EVs are expected in the City of Dallas by 2030 which would require at least 60 DCFCs and 1,418 L2 chargers; an increase of 52 DCFC and 1,249 L2 chargers proving that continued EVSE investment is needed in the region's leading EV cities.

Without more public charging options, the impressive EV growth in the region could stall. Thus, it is recommended that Electrify America invest in public EVSE in the Dallas-Fort Worth region, particularly DCFC, as a means of facilitating increased EV adoption in this rapidly-growing metropolis.

## INTER-REGIONAL INFRASTRUCTURE NEEDS AND RECOMMENDATIONS

In addition to needed infrastructure within North Central Texas, EVSE investments are required to improve travel outside of the region, especially to connect DFW with the state's other metropolitan areas of Houston, San Antonio, and Austin. According to the U.S. Department of Energy's Alternative Fuel Data Center (AFDC) Alternative Fueling Station Locator, there are currently 650 publically accessible (non-Tesla) EV charging stations in Texas. However, only 56 of these stations are DCFC and less than a dozen are located along state highways. Because of their reduced charging time, DCFCs are the most desired charger type for long distance highway trips. As seen in Attachment 3, a map showing the locations of Texas DCFC, few DCFC are available along these corridors. For example, along the I-45 roadway, connecting Dallas-Fort Worth to Houston, not a single DCFC is located outside of the urbanized area, making it practically impossible for an all-electric vehicle to make this trip. With similar gaps in DCFC access along all Texas corridors, significant investment is needed to create a seamless corridor for EV drivers. A map of the state's DCFC infrastructure is available as Attachment 3. NREL and the Federal Highway Administration (FHWA) have issued guidelines on the maximum distance allowed between DCFC chargers for a corridor to be considered EV-ready; 70 and 50 miles, respectively. It is recommended that Electrify America to follow these guidelines when highway and interstate investments are considered. A second FHWA recommendation is that EVSE should be located within five miles of the highway. Since FHWA's position is silent on proximity to a highway exit, it is suggested for Electrify America to clarify direction that EVSE should be located within five miles or a *highway exit*. This revision can help ensure that new infrastructure is, in fact, as accessible as intended.

A second critical corridor issue relates to access type. While the AFDC and other EV infrastructure mapping databases show certain stations as "publically available", in reality many stations have secondary use restrictions contingent upon the driver patronizing the business where the station is located (e.g., driver must be a hotel guest to use a charging station on hotel property). This misclassification of "public" stations has created unintended infrastructure gaps throughout the state. It is recommended for Electrify America to coordinate with the authors of these mapping databases to clarify use restrictions and prioritize future investment in truly publicly accessible charging stations in the region and the state.

## IMPROVING ACCESS FOR UNDERREPRESENTED AND EMERGING GROUPS

In addition to prioritizing EVSE investment based on current adoption trends, it is recommended for Electrify America to consider EVSE that could benefit underrepresented and emerging user groups. Individuals who lack access to home charging, for example, arguably have the greatest need for public charging. EVSE solutions such as on-street residential charging is essential to making EV ownership a viable option for this demographic. Similarly, the emerging use case of electric shared mobility transportation are forecasted to represent almost 30 percent of vehicle miles traveled by 2040, according to the 2018 BP Energy Outlook, and will be accompanied by different charging needs. Based on assumptions about their expected routes and applications, shared mobility EVSE should be cited at locations that are densely populated and walkable.

**INPUT PROMPT:** Does your jurisdiction or organization have plans, policies, or programs to encourage the deployment of zero emission vehicles or electric vehicle charging infrastructure?

## INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) serves as staff to the Regional Transportation Council (RTC), which is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) metropolitan area and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area. NCTCOG also houses the Dallas-Fort Worth Clean Cities Coalition, which serves the North Texas region as the local branch of the national Clean Cities program. In conjunction with DFW Clean Cities, NCTCOG administers Electric Vehicles North Texas (EVNT), which is active in promoting/facilitating adoption of electric vehicles (EVs) in North Texas. Because of its role, NCTCOG is well placed to understand these and other challenges associated with EV readiness in the region.

## PROGRAMS

### *Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program*

NCTCOG serves as Regional Administrator for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) for North Texas. LIRAP, which is also available in the Houston-Galveston and Austin areas, currently provides up to \$3,500 in assistance to repair or replace older vehicles, with the greatest amount being reserved to assist with the purchase of an electric vehicle. Financial assistance offered through this program has already contributed to the purchase of more than 550 low emission light-duty vehicles. With more than \$25 million of funds remaining, in \$3,500 increments, LIRAP can serve as a financial incentive to more than 7,000 North Central Texans interested in replacing an older vehicle with an EV. The LIRAP incentive can be coupled with federal and state incentives for significant savings on a new EV purchase. As new technologies and lower emitting vehicles become available, NCTCOG hopes to modernize the program to be inclusive of electric and autonomous vehicles on the market.

### *Texas Emissions Reduction Plan*

The Texas Commission on Environmental Quality administers the Texas Emissions Reduction Plan and offers two applicable funding opportunities, the Alternative Fueling Facilities Program (AFFP) and the upcoming Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDMVPLIP). The AFFP provides grants for the expansion or construction of alternative fueling stations, including electric charging. Grant funds can cover up to 50 percent of costs and all counties within the 12-county NCTCOG region are eligible. During the most recent legislative session, the LDMVPLIP was renewed making up to \$2,500 available towards the purchase or lease of a new light-duty EV. TERP incentives can be coupled with federal or private incentives to realize greater savings.

### *Congestion Mitigation and Air Quality Improvement Program*

For the DFW area in particular, NCTCOG is committed to facilitating opportunities for fleets and individuals to experience a zero-emission vehicle before they buy. A contract of \$500,000 in Congestion Mitigation and Air Quality Improvement Program funding is in place for NCTCOG to acquire alternative fuel vehicles, including electrified vehicles and technologies for a demonstration project in which vehicles would be loaned out to local fleets to increase their familiarity and comfort of these vehicles, with the intent of increasing their likelihood to purchase. These vehicles will also be taken to various “ride and drive” events around the North Texas region in partnership with Electrify America efforts.

## PLANS

### *Model EV Ready Construction Code language*

In response to interest from local governments, NCTCOG has commenced efforts to develop EV ready construction code model language that will make the installation of charging infrastructure less onerous and expensive for local municipalities and businesses in the near future. EV ready construction code model language will provide guidelines on elements including EV charging parking spots set-asides, the importance of laying adequate conduit in new construction, and sufficient electric panel capacity to handle the additional load created by EV charging. To date, NCTCOG has made progress, and gathered regional case studies, with a number of municipalities and employers, including Schneider Electric, Southwest Airlines, and DFW International Airport who chose to employ EV ready construction best practices. Additional local governments participating in the North Central Texas Stewardship Forum have expressed interest in developing EV ready construction template language for future deployment, and work is well under way along those lines. Sensitive to Texans’ occasional aversion to regulations and requirements, NCTCOG determined that creating voluntary EV ready construction language is the most appropriate approach for the region.

### *EV and EVSE Opportunities for Local Utilities*

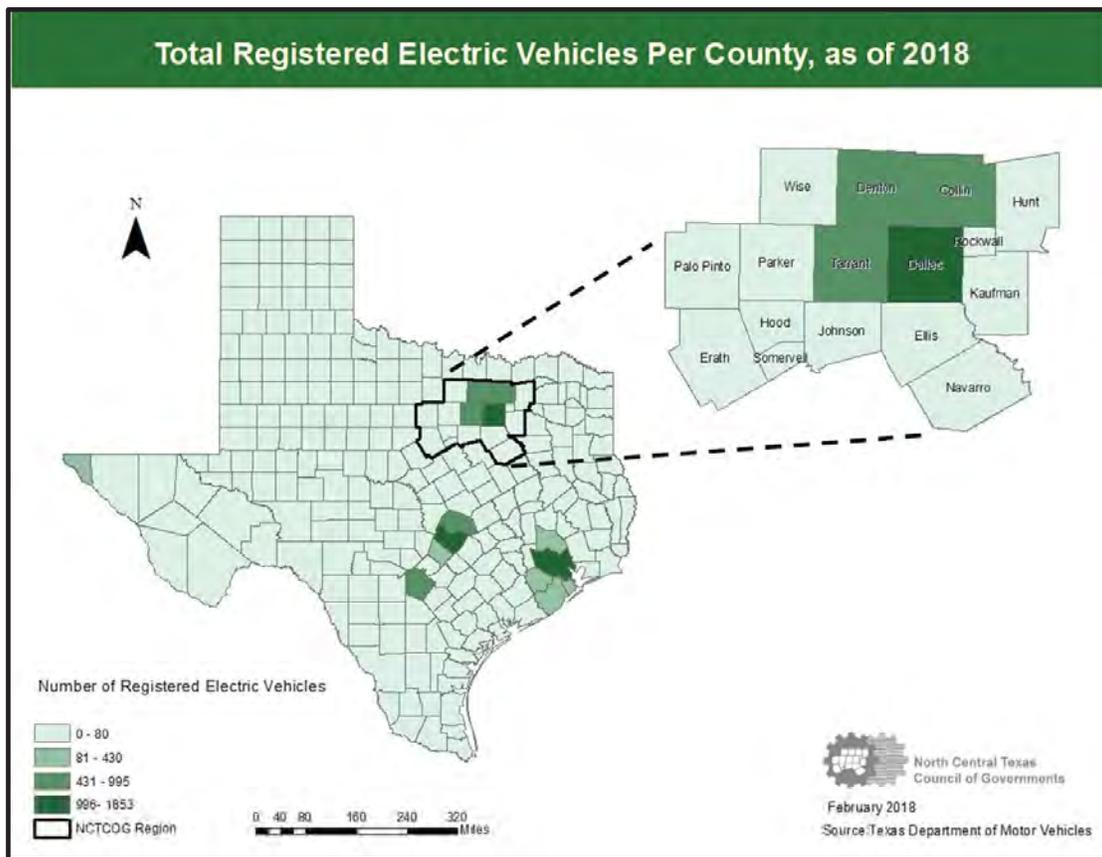
The NCTCOG region is home to eight municipally owned utilities, ten electric cooperatives, and one investor owned utility who could benefit from a better understanding of the opportunities that greater EV and EVSE deployment represents. For a utility, EV charging can result in greater electricity demand and revenue. According to Navigant Research, the gigawatt-hours of electricity consumed by electric vehicles is expected to increase over 13-fold by 2025, when compared to 2016 levels. Another benefit is that when strategically deployed, EV and EVSE can help manage existing resources and the growth of renewable power. Conversations with local utilities are occurring to share information about available incentives, such as the Texas Emissions Reduction Plan Alternative Fueling Facilities Program, and discussing the utility’s role in, and opportunity to capitalize on, EV growth. Utility efforts such as vehicle

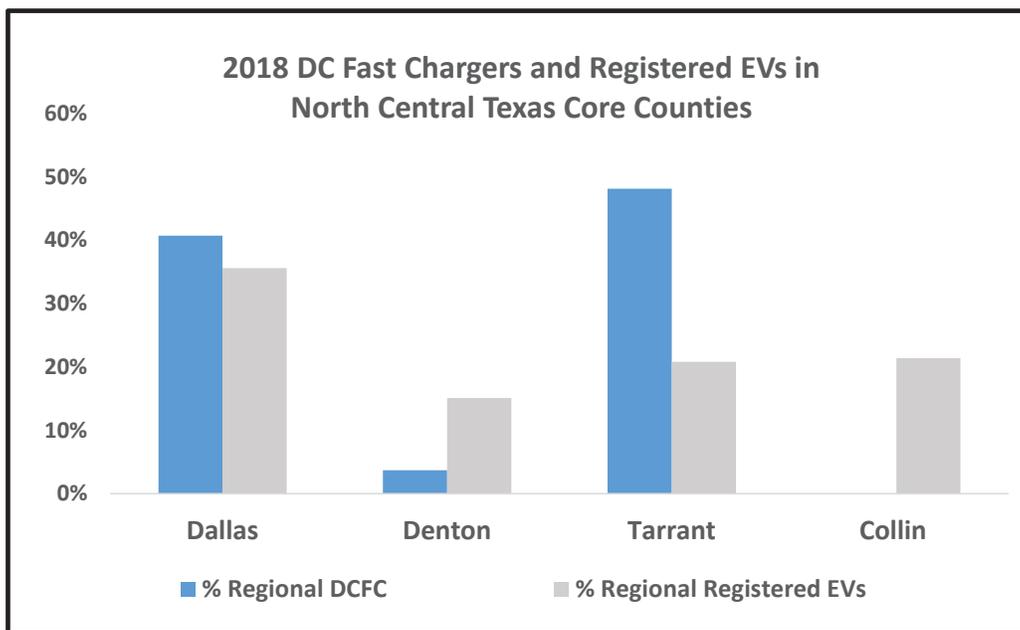
purchase incentives or charging station investment and ownership could open up access to EVs and much needed charging infrastructure.

## POLICIES

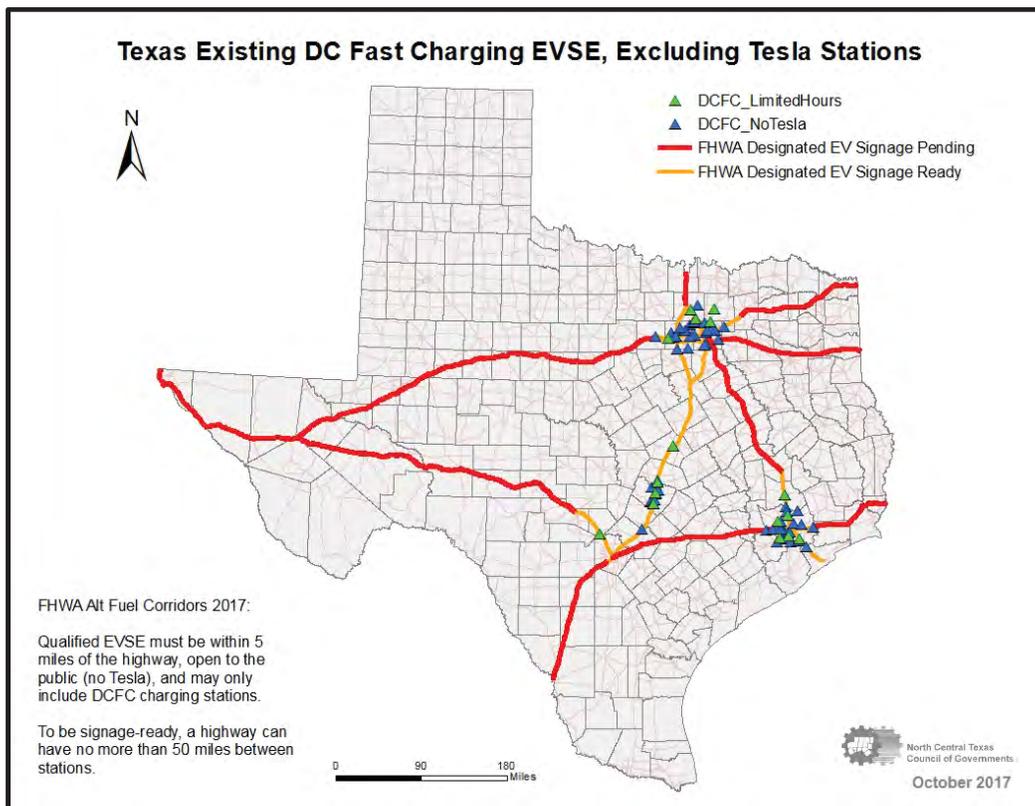
### *Clean Fleet Policy*

The region's Clean Fleet Policy provides guidance and incentives to local governments and private-sector entities committed to reducing petroleum consumption by choosing low-emissions, alternative fuel vehicles, for their fleets. As of February 2018, 65 entities have adopted the Clean Fleet Policy. Adoption of the policy ensures eligibility for clean vehicle funding made available through the Regional Transportation Council and fleet recognition from DFWCC.





Comparison of % registered EVs and % of regional DCFCs for Dallas, Denton, Tarrant, and Collin Counties



Prepared by NCTCOG in October 2017, the above map illustrates the shortage of DCFC along Texas corridors.

## North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition Electrify America Cycle 2 ZEV Investment Plans Comments Submission

*Submitted on March 1, 2018*

### **INPUT PROMPT: Education and Access**

#### EXECUTIVE SUMMARY

Serving as the North Central Texas Metropolitan Planning Organization and Clean Cities Coalition, the North Central Texas Council of Governments appreciates the opportunity to provide recommendations to Electrify America as it develops the Cycle 2 ZEV Investment Plans. To achieve increased ZEV adoption, NCTCOG and the DFWCC Coalition recommends for Electrify America funds and efforts to target the region's greatest barriers: 1) lack of education about the advantages of driving an EV including misconceptions about vehicle cost and range, 2) limited range of available vehicles, and 3) infrastructure deficiencies. Overcoming these barriers will require targeted education. Specifically, NCTCOG and the DFWCC recommend that a portion of the investment dollars are set aside to fund educational opportunities such as trainings and EV showcase events, and to address specific charging infrastructure needs. Detailed infrastructure recommendations can be found in NCTCOG's "Data Relevant to Cycle 2 Investments" comments. Moreover, it is recommended that these funds be directed through the national network of Clean Cities Coalitions, who can host events and trainings in a venue that is brand-neutral and unbiased, with the backing of the U.S. Department of Energy program. Clean Cities Coalitions are also well suited to manage the funds due to their familiarity with regional political climates available incentives, local EV advocacy groups, and region-specific population trends.

#### GENERAL EDUCATION AND SUGGESTIONS

The North Central Texas Council of Governments (NCTCOG) is pleased to submit these recommendations to Electrify America. NCTCOG serves as staff to the Regional Transportation Council, which is the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) metropolitan area and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area. NCTCOG also houses the Dallas-Fort Worth Clean Cities (DFWCC) Coalition, which serves the North Texas region as the local branch of the national Clean Cities program. In conjunction with DFWCC, NCTCOG administers Electric Vehicles North Texas (EVNT), which is active in facilitating adoption of electric vehicles (EVs) in North Texas. EVNT's work includes hosting events, facilitating workshops and trainings, developing EV-specific resources, providing assistance on funding opportunities, and building and maintaining relationships with industry stakeholders.

In part because of the foundations laid by EVNT, the region has experienced tremendous growth in the number of registered EVs. Between 2014 and 2017, registered EVs increased by almost 30 percent regionwide and as much as 150 percent in individual counties (see Attachment 1 for regional EV growth). State EV and electric vehicle supply equipment (EVSE) incentives contribute to a positive environment for increased EV deployment and a sound investment of Electrify America funds. The Texas Commission on Environmental Quality administers the Texas Emissions Reduction Plan and offers two applicable funding opportunities, the Alternative Fueling Facilities Program (AFFP) and the upcoming Light-Duty Motor Vehicle Purchase or Lease Incentive Program. Both provide substantial incentives to North Texas businesses and residents. NCTCOG is committed to facilitating opportunities for fleets and individuals to try a zero-emission vehicle (ZEV) before they buy. A contract of \$500,000 in Congestion Mitigation and Air Quality Improvement Program funding is in place for NCTCOG to acquire alternative fuel vehicles. This includes many EVs for a demonstration project in which vehicles will be loaned to local fleets to increase their familiarity and comfort with EVs, with the intent of increasing their likelihood to purchase. These vehicles may also be taken to various “ride and drive” events around the North Texas region in partnership with Electrify America efforts.

Despite available incentives and regional EV growth, EVs still represent less than 1 percent of registered light-duty vehicles in North Central Texas. Without additional investment, growth could stall. Increased adoption can only be achieved by addressing the region’s greatest barriers: 1) lack of education about the advantages of driving an EV including misconceptions about vehicle cost and range, 2) a limited range of available vehicles, and 3) infrastructure deficiencies. Overcoming these barriers will require targeted education. To this end, NCTCOG and the DFWCC recommends that Electrify America set aside a portion of the investment dollars to fund educational opportunities such as trainings and EV showcase events, and to address specific charging infrastructure needs. Detailed infrastructure recommendations can be found in NCTCOG’s “Data Relevant to Cycle 2 Investments” comments. Moreover, it is recommended that these funds be directed through the national network of Clean Cities Coalitions, who can host events and trainings in a venue that is brand-neutral and unbiased, with the backing of the U.S. Department of Energy (DOE) program. Clean Cities Coalitions are also well suited to manage the funds due to their familiarity with regional political climates available incentives, local EV advocacy groups, and region-specific population trends.

### *Education*

The aforementioned barriers can be addressed by education, in the forms of trainings and workshops. Training for automobile dealers could possibly increase the number and variety of EVs available for purchase. Dealer training is the most critical type of education needed in North Central Texas, as it is the dealers who currently limit the number and variety of EVs on the market. To a great extent, local dealers are ill-equipped, unprepared, and, at times, reluctant to sell EVs. Furthermore, less than half of local dealers representing EV-producing automakers carry a single EV model. Training dealer staff on the benefits of EVs for the Texas buyer (performance, smooth and quiet operation, safety, incentives, and cost savings) and for the dealership (exposure to a new market and incentives) is the first step towards increasing the number of EVs offered for sale.

Another audience that could significantly increase access to infrastructure and vehicles, if educated, are utilities. The North Central Texas 12-county region is home to more than a dozen utilities, municipally owned utilities, electric cooperatives, and one investor owned utility; all of which could benefit from a

better understanding of the opportunities that greater EV and EVSE deployment represents. For a utility, EV charging not only presents an opportunity for greater electricity demand and revenue but can also be used to more efficiently manage existing resources and the growth of renewable power. Conversations with local utilities are occurring to share information about available incentives, such as AFFP, and discussing the utility's role in, and opportunity to capitalize on EV growth. Utility efforts such as vehicle purchase incentives or charging station investment and ownership could open access to EVs and much needed charging infrastructure.

For the general public, education is needed to dispel common myths about EVs, especially those relating to cost and range. While EVs have historically cost more than their traditional counterparts and have given customers good cause to worry about range, both of these are changing today. Regarding initial cost, price parity will soon be realized as battery costs drop and as automakers continue to invest heavily in EV technologies. More affordable makes and models are expected in the near future. When cost is considered as total cost of ownership, price parity has already been achieved for EVs in the Texas market. This is due to reduced maintenance costs, incentives (federal in addition to the state's Light-Duty Motor Vehicle Purchase or Lease Incentive Program), and reduced fuel costs. At 11.4 cents per kilowatt-hour, the Texas average electricity rate is one of the lowest in the country, making fueling an EV an affordable option. In addition to reductions in battery cost, range has increased expeditiously. Mass-market EV models like the Nissan Leaf, Chevy Bolt, and Tesla Model S can all travel more than 150 miles on a single charge. NCTCOG/DFWCC have already developed and regularly disseminates handouts addressing EV costs, general concerns, and how to claim federal and state incentives. With Electrify America funds, these resources can be revised and marketed to suit dealer, utility, as well as general public audiences.

### *Access Activities*

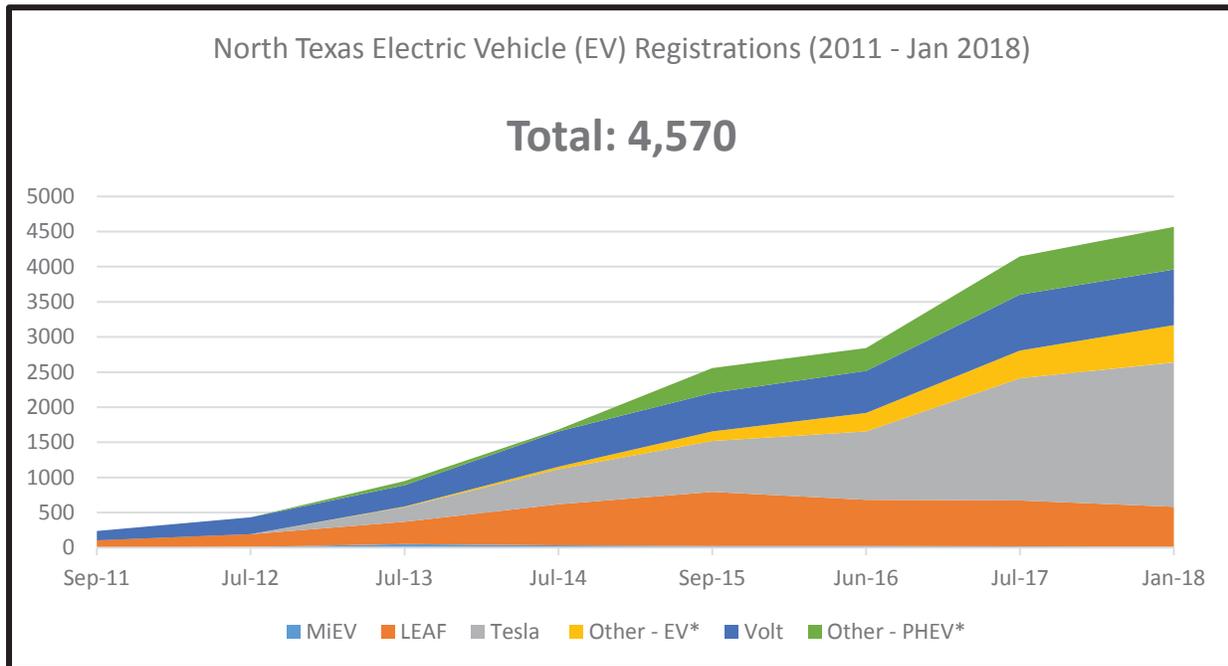
Large- to small-scale EV showcase events, modeled after the region's National Drive Electric Week (NDEW), can dramatically increase consumer exposure to EVs and represent important opportunities to educate a variety of audiences. NCTCOG/DFWCC annually hosts NDEW which gathers EV owners, enthusiasts, and potential customers with exhibitors to educate and foster enthusiasm for electric vehicle technologies. The North Texas NDEW event boasts one of the largest turnouts in the country, with only San Diego surpassing the North Texas event in terms of vehicles and attendees. A YouTube video showcasing some of the 2017 event's highlights is accessible from Attachment 3. This type of event is ideal for sharing information and addressing barriers to vehicle access by providing potential consumers the opportunity for vehicle ride-and-drives. Ride-and-drives are widely considered one of the most effective ways of overcoming poor public awareness and access to EVs. Hosting EV showcases at regional events, such as state fairs, auto shows, and sporting events is an especially good way to carry a redundant message and reach new audiences in slow EV-adoption markets in light of large population growth forecasts. Attachment 2 lists a sample of possible North Texas events.

Smaller scale events, at dealerships and workplaces, can be hosted as dealerships add EV models to their inventory or as workplaces install charging infrastructure. Testimonials from local employers who offer workplace charging, such as Schneider Electric, suggest that hosting "launch events" is a successful method of educating staff about the new resources.

Recognizing employers who offer workplace charging is also an important step in increasing access, especially to infrastructure. According to a recent DOE survey, workplaces represent the second most

common location for EV drivers to charge their vehicles, after their homes. For EV owners who lack home charging, their workplace will likely be their primary charge point. The same survey found that employees with access to workplace charging are 20 times more likely to drive an EV than those without access.

In summary, North Central Texas presents a tremendous opportunity for EV growth that would benefit from strategic investments. NCTCOG and the DFWCC appreciates the opportunity to submit these recommendations and looks forward to collaborating with Electrify America, as we work together toward greater EV adoption and cleaner air. If you have any questions, please feel free to contact Lori Clark, Program Manager, at 817-695-9232 or [lclark@nctcog.org](mailto:lclark@nctcog.org).



Date	MiEV	LEAF	Tesla	Other - EV*	Volt	Other - PHEV*	Total
Sep-11		104			135		<b>239</b>
Jul-12	9	185			239		<b>433</b>
Jul-13	51	318	206	9	306	57	<b>947</b>
Jul-14	35	584	497	36	504	26	<b>1682</b>
Sep-15	26	768	725	138	547	352	<b>2556</b>
Jun-16	23	660	974	260	601	323	<b>2841</b>
Jul-17	19	651	1742	396	795	542	<b>4145</b>
Jan-18	13	569	2054	533	791	607	<b>4570</b>
<b>% Change**</b>	<b>144%</b>	<b>547%</b>	<b>997%</b>	<b>5922%</b>	<b>586%</b>	<b>1065%</b>	<b>1912%</b>

\*PHEV= Plug-in Hybrid Electric

\*\*\*%Change is calculated from when first year model was tracked to present

**ATTACHMENT 2**

<b>Potential North Texas Events</b>		
<b>Event Type</b>	<b>Event Name</b>	<b>Estimated Attendance</b>
State Fair	State Fair of Texas	2,600,000
Auto Shows	Dallas Auto Show	388,000
	Fort Worth Auto Show	131,000
Public Festivals	Grapefest	250,000
	Earth Day Texas	50,000
	Fort Worth Stock Show and Rodeo	1,100,000
	Denton Fair and Rodeo	135,000
	Addison Oktoberfest	70,000
	Scarborough Renaissance Fair	200,000
Sporting Events	Dallas Cowboys regular season games	731,672
	Texas Rangers regular season games	1,250,000
	Dallas Mavericks regular season games	828,000
	Dallas Stars regular season games	711,000
	FC Dallas regular season games	15,000
	Frisco Roughriders Minor League Baseball Games	477,350
	Cotton Bowl	71,500
	Red River Rivalry game	91,000
<b>Total</b>		<b>9,099,522</b>



*You Tube video recap of the 2017 North Texas National Drive Electric Week Event is live and accessible at: <https://youtu.be/-SVC6aR4KvQ>*



# AIR NORTH TEXAS

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## CLEAN AIR ACTION DAY

On Friday, June 22, 2018, we invite you to join us for Clean Air Action Day by doing at least one thing to help improve air quality. All of the actions below make a difference in improving air quality. Tell us what you plan on doing by selecting your planned action(s) from the list below. On Clean Air Action Day, share how you celebrate with us on social media by using #CAAD2018 and tagging us, @NCTCOGtrans. You could win a prize!

For help learning how to implement some of these strategies, visit [here](#).

### Clean Air Action Day

What clean air choice will you make Friday, June 22?

- Carpool or vanpool
- Use mass transit
- Bike or walk
- Telecommute
- Attend meetings remotely
- Take lunch to work or summer activities
- Maintain consistent driving speed by avoiding quick accelerations and hard braking
- Reduce idling
- Combine trips or drive less
- Report smoking, polluting vehicles (#SMOKE)
- Confirm you are up-to-date on regular vehicle maintenance and state emissions and safety inspection
- Consider an electric or other alternative fuel lawn mower
- Switch to energy efficient light bulbs
- Pursue energy efficient home improvement projects
- Choose a clean vehicle option if purchasing a new vehicle (electric, hybrid, natural gas, propane, biofuels, SmartWay)
- Use a vehicle-approved biofuel in your car (i.e., E85 and B20)
- Call for an alternative-fueled or hybrid vehicle if you go to the airport or around town
- Buy local or at places where less driving is required
- Encourage someone else to make clean air choices on 6.23.17
- Tell a friend about Air North Texas and options that help improve air quality in the region
- Sign up for Air Pollution Alerts
- Commit to making clean air choices the entire ozone season



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## Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Updated FAST Act Equity Percentage Share as of March 2018				30.78%	69.22%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,408.40
Cumulative Percentage Shares	30.78%	69.22%
RTC Approved Target Shares	32%	68%

**Note:** There are no changes since the last presentation in February 2018.

**G4910-9X**

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary of Transportation**

**Notice of Funding Opportunity for the Department of Transportation's National  
Infrastructure Investments under the Consolidated Appropriations Act, 2018**

**AGENCY:** Office of the Secretary of Transportation, DOT

**ACTION:** Notice of Funding Opportunity

**SUMMARY:** The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) ("FY 2018 Appropriations Act" or the "Act") appropriated \$1.5 billion to be awarded by the Department of Transportation ("DOT" or the "Department") for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"). This program was previously known as the Transportation Investment Generating Economic Recovery, or "TIGER Discretionary Grants," program and is now known as the Better Utilizing Investments to Leverage Development, or "BUILD Transportation Discretionary Grants," program. Funds for the FY 2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact. The purpose of this Final Notice is to solicit applications for BUILD Transportation Discretionary Grants.

**DATES:** Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018.

**ADDRESSES:** Applications must be submitted through [Grants.gov](http://Grants.gov).

**FOR FURTHER INFORMATION CONTACT:** For further information concerning this notice, please contact the BUILD Transportation program staff via e-mail at

[BUILDgrants@dot.gov](mailto:BUILDgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants).

**SUPPLEMENTARY INFORMATION:** Many of the selection criteria of BUILD Transportation grants overlap with previous rounds of National Infrastructure Investments discretionary grants, though the program is refocused on infrastructure investment that will make a positive impact throughout the country. The FY 2018 BUILD Transportation program will continue to give special consideration to projects located in rural areas. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. Each section of this notice contains information and instructions relevant to the application process for these BUILD Transportation Discretionary Grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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- C. Eligibility Information
- D. Application and Submission Information
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H. Other Information

**A. Program Description**

The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) (“FY 2018 Appropriations Act” or the “Act”) appropriated \$1.5 billion to be awarded by the Department of Transportation (“DOT” or the “Department”) for National Infrastructure Investments. Since this program was first created, \$5.6 billion has been awarded for capital investments in surface transportation infrastructure over nine rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact.

The Department is committed to addressing the unmet transportation infrastructure needs of rural areas. Rural America is home to many of the nation’s most critical transportation infrastructure assets, including 444,000 bridges, 2.98 million miles of roadways, and 30,500 miles of Interstate highways. More than 55 percent of all public road miles are locally-owned rural roads. While only 19 percent of the nation’s population lives in rural areas, 49 percent of all traffic fatalities occur on rural roads (2015). In addition, Americans living in rural areas and on Tribal lands continue to disproportionately lack access to basic broadband service. The Department believes that underinvestment in rural transportation systems has allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the county. New investment is necessary to grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and

enhance health access and safety for residents. To address these rural transportation infrastructure needs, DOT intends to award a greater share of BUILD Transportation Discretionary Grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

## **B. Federal Award Information**

### **1. Amount Available**

The FY 2018 Appropriations Act appropriated \$1.5 billion to be awarded by DOT for the BUILD Transportation program. The FY 2018 BUILD Transportation Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. Additionally, the Act allows for up to \$15 million (of the \$1.5 billion) to be awarded as grants for the planning, preparation or design of eligible projects. DOT is referring to any such awarded projects as BUILD Transportation Planning Grants. The FY 2018 Appropriations Act also allows DOT to retain up to \$25 million of the \$1.5 billion for award, oversight and administration of grants and credit assistance made under the BUILD Transportation program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2018 Appropriations Act allows up to 20 percent of available funds (or \$300 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) program, if that use of the FY 2018 BUILD funds would further the purposes of the BUILD Transportation program.

## **2. Award Size**

The FY 2018 Appropriations Act specifies that BUILD Transportation Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the minimum BUILD Transportation Discretionary Grant size is \$1 million. There is no statutory minimum grant size, regardless of location, for BUILD Transportation Planning grants.

## **3. Restrictions on Funding**

Pursuant to the FY 2018 Appropriations Act, no more than 10 percent of the funds made available for BUILD Transportation Discretionary Grants (or \$150 million) may be awarded to projects in a single State. The Act also directs that not less than 30 percent of the funds provided for BUILD Transportation Discretionary Grants (or \$450 million) shall be used for projects located in rural areas. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

## **4. Availability of Funds**

The FY 2018 Appropriations Act requires that FY 2018 BUILD Transportation Discretionary Grants funds are only available for obligation through September 30, 2020. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. All FY 2018 BUILD funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2025. After this date, unliquidated funds are no

longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. No waiver is possible for these deadlines.

## **5. Previous TIGER Awards**

Recipients of TIGER Discretionary Grants may apply for funding to support additional phases of a project awarded funds in the TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has been able to meet estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

### **C. Eligibility Information**

To be selected for a BUILD Transportation Discretionary Grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

#### **1. Eligible Applicants**

Eligible Applicants for BUILD Transportation Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and also identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

## **2. Cost Sharing or Matching**

Per the FY 2018 Appropriations Act, BUILD Transportation Discretionary Grants may be used for up to 80 percent of a project located in an urban area<sup>1</sup> and the Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

For a project located in an urban area, the Federal share of the costs for which an expenditure is made under a BUILD Transportation grant may not exceed 80 percent. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a non-Federal source. Unless otherwise authorized by statute, State or local cost-share may not be counted as the non-Federal share for both the BUILD Transportation grant and another Federal grant program. The Department will not consider previously-incurred costs or previously-expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds.

## **3. Other**

### **i. Eligible Projects**

Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under

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<sup>1</sup> To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.<sup>2</sup> The FY 2018 Appropriations Act allows up to \$15 million for the planning, preparation or design of projects eligible for BUILD Transportation funding. Activities eligible for funding under BUILD Transportation Planning Grants are related to the planning, preparation, or design—including environmental analysis, feasibility studies, and other pre-construction activities—of surface transportation projects. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii. Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. Rural/Urban Definition

For purposes of this notice, DOT defines “rural area” as an area outside an Urbanized Area<sup>3</sup> (UA) as designated by the U.S. Census Bureau. In this notice, an “urban area” is defined as an area inside a UA as designated by the U.S. Census Bureau.<sup>4</sup>

The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. Costs incurred on an Urbanized Area border, including an intersection with an Urbanized Area, will be considered urban for the purposes of the

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<sup>2</sup> Please note that the Department may use a BUILD Transportation Discretionary Grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for BUILD Transportation Discretionary Grants to pay for the surface transportation components of these projects.

<sup>3</sup> Updated lists of UAs as defined by the Census Bureau are available on the Census Bureau website at [http://www2.census.gov/geo/maps/dc10map/UAUC\\_RefMap/ua/](http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/).

<sup>4</sup> See [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants) for a list of UAs.

FY 2018 BUILD Transportation Program. Rural and urban definitions differ in some other DOT programs, including TIFIA and the Nationally Significant Freight and Highway Projects Program (FAST Act §1105; 23 U.S.C. 117).

This definition affects three aspects of the program. The FY 2018 Appropriations Act directs that (1) not less than \$450 million of the funds provided for BUILD Transportation Discretionary grants are to be used for projects in rural areas; (2) for a project in a rural area the minimum award is \$1 million; and (3) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application

must demonstrate a relationship or connection between them. (See Section D.2.iv. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested BUILD Transportation funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

iv. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

v. Program of Projects

Applicants that demonstrate the ability to generate additional non-Federal revenue for transportation infrastructure investment as described in Section E.1.i.h. of this notice may apply for multiple projects, exceeding the three application limit, that collectively constitute a “program of projects”. A program of projects consists of independent

projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually. For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes a program. Each project application within a program of projects must meet eligibility criteria described in Section C of this notice, demonstrate independent utility, and individually address the merit criteria within this notice. DOT will evaluate each application within a program of projects in the same manner in which it evaluates individual project applications. Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State. Only applicants that generate additional non-Federal revenue as described in Section E.1.i.h. may submit applications exceeding the three application limit for consideration as a program of projects, and only one program of projects may be submitted by each eligible applicant.

#### **D. Application and Submission Information**

##### **1. Address**

Applications must be submitted to Grants.gov. Instructions for submitting applications can be found at [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants) along with specific instructions for the forms and attachments required for submission.

##### **2. Content and Form of Application Submission**

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the Project Narrative

follows. Applicants should also complete and attach to their application the “BUILD 2018 Project Information” form available at [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants).

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Merit Criteria	See D.2.iv.(1)
V. Project Readiness	See D.2.iv.(2) and E.1.ii

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant to supplement data in its application, but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman,

with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to an operating administration in support of a different DOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive file names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor, and, if applicable, how it will benefit communities in rural areas.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. If the project is located within the boundary of a Census-designated UA, the application should identify the UA.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. This budget should not include any previously incurred expenses. At a minimum, it should include:

- (A) Project costs;
- (B) For all funds to be used for eligible project costs, the source and amount of those funds;
- (C) For non-Federal funds to be used for eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application;
- (D) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds;
- (E) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; BUILD; and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each

phase. The budget detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2;

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

#### iv. Criteria

This section of the application should demonstrate how the project aligns with the Criteria described in Section E.1 of this notice. The Department encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested below, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Merit Criteria is in

Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Merit Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities among transportation users, or how the project will eliminate unsafe grade crossings or contribute to preventing unintended releases of hazardous materials.

(b) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(b) of this notice), including the project's current condition and how the proposed project will improve it, and any estimation of impacts on long-term cost structures or impacts on overall life-cycle costs. If the project will contribute to a state of good repair of transportation infrastructure that supports border security, the applicant should describe how.

(c) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(c) of this notice). The applicant

should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global economy, reduces burdens of commuting, and improves overall well-being. The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(d) Environmental Protection

This section of the application should describe how the project addresses the environmental protection criterion (described in Section E.1.i.(d) of this notice). Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, or achieve other benefits for the environment such as brownfield redevelopment.

(e) Quality of Life

This section should describe how the project increases transportation choices for individuals, expands access to essential services for people in communities across the United States, improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities, or otherwise addresses the quality of life criterion (described in Section E.1.i.(e) of this notice). If construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service, the applicant should describe those activities and how

they support quality of life. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

(f) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.i.(f) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

If an applicant is proposing to use SEP-14 or SEP-15 (as described in section E.1.i.(f) of this notice) the applicant should describe that proposal. The applicant should also provide sufficient information for evaluators to confirm that the applicant's proposal would meet the requirements of the specific experimental authority program.<sup>5</sup>

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<sup>5</sup> SEP-14 information is available at [https://www.fhwa.dot.gov/programadmin/contracts/sep\\_a.cfm](https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm). SEP-15 information is available at [https://www.fhwa.dot.gov/ipd/p3/tools\\_programs/sep15\\_procedures.aspx](https://www.fhwa.dot.gov/ipd/p3/tools_programs/sep15_procedures.aspx).

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

(g) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.i.(g) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

If an applicant generates additional non-Federal revenue (as described in Section E.1.i.(h) of this notice), this section should provide evidence of newly secured and committed revenue for transportation infrastructure investments and identify the source of the revenue. If new revenue for transportation infrastructure investments has not already been secured, the applicant should explain necessary steps to securing revenue and provide a timeline of key milestones leading to its commitment. To ensure new revenue does not supplant existing sources, applications should provide estimates of future revenue levels absent and, separately, with the new revenue. If applicable, this section should describe any fiscal or legal constraints that affect the applicant's ability to generate non-Federal revenue.

## (2) Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in Section E.1.ii of this notice. Applicants also should review that section when considering how to organize their application.

### (a) Technical Feasibility

The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the BUILD application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a

detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

(b) Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

(1) all necessary activities will be complete to allow BUILD Transportation funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 for FY 2018 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of BUILD Transportation funds, and that the grant funds will be spent expeditiously once construction starts, with all BUILD Transportation funds expended by September 30, 2025; and

(3) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary.

(c) Required Approvals

(1) Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies<sup>6</sup>, indicate the status of such actions, and provide detailed

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<sup>6</sup> Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.

(d) A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all

BUILD Transportation projects,<sup>7</sup> including intermodal projects located at airport facilities.<sup>8</sup> Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration.

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<sup>7</sup> Under 23 U.S.C. § 134 and § 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a BUILD Transportation grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive a BUILD Transportation grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction. Port planning guidelines are available at [StrongPorts.gov](http://StrongPorts.gov).

<sup>8</sup> Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

Because projects have different schedules, the construction start date for each BUILD Transportation grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(d) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants), for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

BUILD Transportation Planning Grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

### (3) Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio and calculating the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-discounted present values of these benefits to the project's estimated costs.

The primary economic benefits from projects eligible for BUILD Transportation Grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these

additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the BUILD Transportation program (see [www.transportation.gov/BUILDgrants/additional-guidance](http://www.transportation.gov/BUILDgrants/additional-guidance)).

### **3. Unique Entity Identifier and System for Award Management (SAM)**

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an

active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make a BUILD Transportation grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make a BUILD Transportation grant, the Department may determine that the applicant is not qualified to receive a BUILD Transportation grant and use that determination as a basis for making a BUILD Transportation grant to another applicant.

#### **4. Submission Dates and Times**

##### **i. Deadline**

Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018. The Grants.gov "Apply" function will open by June 4, 2018.

To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at [www.SAM.gov](http://www.SAM.gov);
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

ii. Consideration of Applications:

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

iii. Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact [BUILDgrants@dot.gov](mailto:BUILDgrants@dot.gov) prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number";
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;

- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and
- (6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After the Department reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

## **E. Application Review Information**

### **1. Criteria**

This section specifies the criteria that DOT will use to evaluate and award applications for BUILD Transportation Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. Projects will also be evaluated for demonstrated project readiness and benefits and costs.

#### **i. Merit Criteria:**

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider

any merit criterion more important than the others. BUILD Transportation Planning Grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2018 Appropriations Act allows funding solely for pre-construction activities, the Department will prioritize FY 2018 BUILD Transportation funding for projects which demonstrate the ability to move into the construction phase within the period of obligation. The selection criteria, which will receive equal consideration, are:

(a) Safety

The Department will assess the project's ability to foster a safe transportation system for the movement of goods and people. The Department will consider the projected impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the project's contribution to the elimination of highway/rail grade crossings, or the project's contribution to preventing unintended releases of hazardous materials.

(b) State of Good Repair

The Department will assess whether and to what extent: (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth; (3) the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs; (5)

maintain or improve transportation infrastructure that supports border security functions; and (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair. The Department will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth.

#### (c) Economic Competitiveness

The Department will assess whether the project will (1) decrease transportation costs and improve access, especially for rural communities, through reliable and timely access to employment centers and job opportunities; (2) improve long-term efficiency, reliability or costs in the movement of workers or goods; (3) increase the economic productivity of land, capital, or labor; (4) result in long-term job creation and other economic opportunities; or (5) help the United States compete in a global economy by facilitating efficient and reliable freight movement.

Projects that address congestion in major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in rural areas, and projects that attract private economic development, all support local or regional economic competitiveness.

#### (d) Environmental Protection

The Department will consider the extent to which the project improves energy efficiency, reduces dependence on oil, reduces congestion-related emissions, improves water quality, avoids and mitigates environmental impacts and otherwise benefits the environment, including through alternative right of way uses demonstrating innovative ways to improve or streamline environmental reviews while maintaining the same

outcomes. The Department will assess the project's ability to: (i) reduce energy use and air or water pollution through congestion mitigation strategies; (ii) avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or (iii) provide environmental benefits, such as brownfield redevelopment, ground water recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation.

(e) Quality of Life

The Department will consider the extent to which the project: (i) increases transportation choices for individuals to provide more freedom on transportation decisions; (ii) expands access to essential services for communities across the United States, particularly for rural communities; and (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities. Americans living in rural areas and on Tribal lands continue to disproportionately lack access and connectivity, and the Department will consider whether and the extent to which the construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service.

(f) Innovation

The Department will assess the extent to which the applicant uses innovative strategies, including: (i) innovative technologies, (ii) innovative project delivery, or (iii) innovative financing.

(i) Innovative Technologies

DOT will assess innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety

risks. When making BUILD Transportation award decisions, the Department will consider any innovative safety approaches proposed by the applicant, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative safety approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system.

Innovative technologies include: broadband deployment and the installation of high-speed networks concurrent with the project construction; connecting Intelligent Transportation System (ITS) infrastructure; and providing direct fiber connections that support surface transportation to public and private entities, which can provide a platform

and catalyst for growth of rural communities. The Department will consider whether and the extent to which the construction of the transportation project will allow concurrent broadband deployment and the installation of high-speed networks.

(ii) Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance.

The Department also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. The Department's objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery. While BUILD Transportation award recipients are not required to employ innovative approaches, the Department encourages BUILD Transportation applicants to describe innovative project delivery methods for proposed projects.

Additionally, DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or expedite project delivery by using FHWA's Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15). Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a

manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

When making BUILD Transportation award decisions, the Department will consider the applicant's proposals to use SEP-14 or SEP-15, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results. The Department is not replacing the application processes for SEP-14 or SEP-15 with this notice or the BUILD Transportation program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an BUILD Transportation award, the applicant would need to satisfy the relevant programs' requirements and complete the appropriate application processes. Selection for a BUILD Transportation award does not mean a project's SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs' processes on the appropriateness of a waiver.

(iii) Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

(g) Partnership

The Department will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and

local governments, other public entities, and private or nonprofit entities. DOT will consider rural applicants that partner with State, local, or private entities for the completion and operation of transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions, including neighboring rural areas, to achieve local or regional benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, housing, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

The Administration believes that attracting significant new, non-Federal revenue streams dedicated to transportation infrastructure investment is desirable to maximize investment in transportation infrastructure. The Department will assess the extent that applications provide evidence that the applicant will secure and commit new, non-Federal revenue to transportation infrastructure investment.

New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset

recycling, tolling, tax-increment financing, or sales or gas tax increases. New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds. The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018. Among otherwise similar applications, applicants that generate more new non-Federal revenue for future transportation infrastructure investment will be more competitive. The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects.

ii. Demonstrated Project Readiness

During application evaluation, the Department may consider project readiness to assess the likelihood of a successful project. In that analysis, the Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

### iii. Project Costs and Benefits

The Department may consider the costs and benefits of projects seeking BUILD Transportation funding. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio and net quantifiable benefits based on the applicant-supplied BCA described in Section D.2.vi.

### iv. Additional Considerations

The FY 2018 Appropriations Act requires the Department to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities when selecting BUILD Transportation projects.

## **2. Review and Selection Process**

DOT reviews all eligible applications received by the deadline. The BUILD Transportation grants review and selection process consists of at least Technical Review and Senior Review. In the Technical Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects based on how well the projects align with the selection criteria. The Senior Review Team, which includes senior leadership from OST and the operating administrations determines which projects to advance to the Secretary as Highly Rated. The FY 2018 Appropriations Act mandated BUILD Transportation grant awards by December 18, 2018. To ensure the Department meets the statutory deadline specified in the FY 2018 Appropriations Act, the Department may revise the evaluation process based

on the number of applications received. The Secretary selects from the Highly Rated projects for final awards.

### **3. Additional Information**

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.205. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

### **F. Federal Award Administration Information**

#### **1. Federal Award Notice**

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants). Notice of selection is not authorization to begin performance. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

#### **2. Administrative and National Policy Requirements**

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R. part 200, as adopted by DOT at 2 C.F.R. part 1201. Additionally, applicable

Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive BUILD Transportation Discretionary Grants awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply. For an illustrative list of the applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a BUILD Transportation project administered by the FHWA, please see

[https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/fy2016\\_gr\\_exhbt/index.htm](https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/fy2016_gr_exhbt/index.htm) For BUILD Transportation projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with BUILD Transportation Discretionary Grants funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply. For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with BUILD Transportation Discretionary Grant funds, other Federal funds, or non-Federal funds.

### **3. Reporting**

#### **i. Progress Reporting on Grant Activities**

Each applicant selected for BUILD Transportation Discretionary Grants funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the BUILD Transportation program.

#### **ii. System Performance Reporting**

Each applicant selected for BUILD Transportation Discretionary Grant funding must collect information and report on the project's observed performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the project. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes for an agreed-upon timeline, and will be used to evaluate and compare projects and monitor the results that grant funds achieve to the intended long-term outcomes of the BUILD Transportation program are achieved. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E. Performance reporting continues for several years after project construction is completed, and DOT does not provide BUILD Transportation Discretionary Grant funding specifically for performance reporting.

iii. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

**G. Federal Awarding Agency Contacts**

For further information concerning this notice please contact the BUILD Transportation program staff via e-mail at [BUILDgrants@dot.gov](mailto:BUILDgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants). To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties,

with questions. DOT staff may also conduct briefings on the BUILD Transportation Discretionary Grants selection and award process upon request.

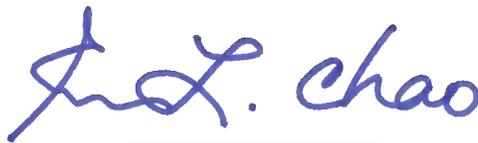
## **H. Other information**

### **1. Protection of Confidential Business Information**

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission “Contains Confidential Business Information (CBI)”; (2) mark each affected page “CBI”; and (3) highlight or otherwise denote the CBI portions. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

Issued On:

*April 20, 2018*



Elaine L. Chao

Secretary

**United States Department of Transportation (USDOT)**  
**Discretionary Grant Programs – TIGER/INFRA/FASTLANE**  
**Recent Project Submittals by NCTCOG**

**TIGER (Transportation Investment Generating Economic Recovery)**

<https://www.nctcog.org/trans/tip/TIGERApplications.asp>

Fiscal Year 2017 (October 2017):

1. Park Lane/Vickery Meadow Complete Streets Project –  
<https://www.nctcog.org/trans/tip/TIGER/documents/PLVM17-Nar.pdf>
2. East Lancaster Complete Streets Project –  
<https://www.nctcog.org/trans/tip/TIGER/documents/Narrative.pdf>
3. Regional Connection Through Technology and System Integration –  
[https://www.nctcog.org/trans/tip/TIGER/documents/RegionalConnectionThroughTechandSysIntegration\\_TIGERIX.pdf](https://www.nctcog.org/trans/tip/TIGER/documents/RegionalConnectionThroughTechandSysIntegration_TIGERIX.pdf)

**INFRA (Infrastructure for Rebuilding America)**

<https://www.nctcog.org/trans/tip/INFRA%20Grants/InfrastructureforRebuildingAmericaINFRAGrant.asp>

Fiscal Year 2017 (November 2017):

1. DFW Connector North Airport Interchange –  
<https://www.nctcog.org/trans/tip/INFRA%20Grants/DFWConnectorNorthAirportInterchange.pdf>
2. Interstate Highway 20 Y-Connection Upgrade –  
<https://www.nctcog.org/trans/tip/INFRA%20Grants/IH20-Y-ConnectionUpgrade.pdf>
3. Interstate Highway 635 LBJ East Project –  
<https://www.nctcog.org/trans/tip/INFRA%20Grants/635EastProj.pdf>

**FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies)**

<https://www.nctcog.org/trans/tip/2016FASTLANEGrants.asp>

Fiscal Year 2016 (April 2016):

1. DFW Connector North Airport Interchange –  
[https://www.nctcog.org/trans/tip/documents/Narrative\\_000.pdf](https://www.nctcog.org/trans/tip/documents/Narrative_000.pdf)
2. Interstate Highway 35E/35W Merge Interchange –  
[https://www.nctcog.org/trans/tip/documents/Narrative\\_001.pdf](https://www.nctcog.org/trans/tip/documents/Narrative_001.pdf)

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETINGS**

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

***Work Program Modifications***

***2019-2022 Transportation Improvement Program***

***Air Quality Update***

***Regional Bicycle Opinion Survey Results***

**Meeting Dates and Locations**

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

1. Monday, April 9, 2018 – 6:00 pm – Garland Police Administration Building (Garland); attendance: 32; moderated by Michael Morris, Director of Transportation
2. Tuesday, April 10, 2018 – 6:00 pm – North Richland Hills Library (North Richland Hills); attendance: 9; moderated by Chris Klaus, Senior Program Manager
3. Wednesday, April 11, 2018 – 2:30 pm – (Arlington); attendance: 20; moderated by Dan Kessler, Assistant Director of Transportation

**Public Meeting Purpose and Topics**

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Mobility 2045: The Long-Range Transportation Plan for North Central Texas – presented by Kevin Feldt
2. Work Program Modifications – presented by Vickie Alexander (Garland and North Richland Hills); Dan Kessler (Arlington)
3. 2019-2022 Transportation Improvement Program – presented by Adam Beckom (Garland); Brian Dell (North Richland Hills and Arlington)
4. Air Quality Update – presented by Bailey Muller (Garland); Chris Klaus (North Richland Hills); Jason Brown (Arlington)
5. Regional Bike Opinion Survey – presented by Kevin Kokes (Garland and North Richland Hills); Gabriel Ortiz (Arlington)

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

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

## **Summary of Presentations**

***Mobility 2045: The Long-Range Transportation Plan for North Central Texas presentation:***  
<http://www.nctcog.org/trans/outreach/meetings/2018/04/Mobility%202045.pdf>

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

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

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

Next steps include draft revisions and hosting public meetings in May. The RTC will take action on Mobility 2045 on June 14, 2018.

***Summary of Work Program Modifications presentation:***  
<http://www.nctcog.org/trans/outreach/meetings/2018/04/UPWP.pdf>

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

Most of the modifications presented address budget adjustments related to high-speed rail and regional aviation planning and education. There is also a modification proposing approximately \$1.5 million in funding for the City of Dallas to develop a Strategic Mobility Plan.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in May. Final modifications will be submitted to the Texas Department of Transportation on May 25, 2018.

***Summary of 2019-2022 Transportation Improvement Program:***  
<http://www.nctcog.org/trans/outreach/meetings/2018/04/2019-2022%20TIP.pdf>

The Transportation Improvement Program (TIP) is a funding document and inventory of transportation projects within the metropolitan planning organization (MPO) boundary. It is mandated by the federal and state governments and contains projects funded with federal, state and local sources. A new TIP is developed every two years and updated on a quarterly basis.

The development process includes reviewing existing projects and gathering information on additional locally funded projects, making needed revisions to existing project schedules, funding and scope, developing revised project listings and conducting mobility plan and air quality conformity review.

Focus areas of the 2019-2022 TIP are MPO milestone policy implementation, draft project information, Regional Toll Revenue (RTR) exchanges and closeouts, Mobility 2045 and 10-year plan projects.

Final project listings will be presented to the RTC for action in May 2018. Federal approval is anticipated in October/November 2018.

***Air Quality Update presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/04/AQ%20Update.pdf>

Ten counties in North Texas violate federal standards for having high concentration of ground-level ozone, according to EPA designations. This is called nonattainment. Ground-level ozone is not emitted directly from any emissions sources but is produced through a chemical reaction with other emissions, including area sources, point sources, oil, gas, non-road engines, off-road engines, on-road vehicles and biogenic sources.

To meet the federal ozone standard, it is necessary to address major contributing factors to mobile emissions. NCTCOG staff administers air quality programs, makes policy recommendations, participates in partnerships, educates the region and supports other stakeholders in their own emission-reducing activities. To help better understand how different activities aid air quality, NCTCOG and the RTC developed Air Quality Emphasis Areas: high-emitting vehicles/equipment, idling, hard accelerations, low speeds, cold starts, vehicle miles of travel and energy and fuel use.

All NCTCOG air quality programs address one or more of the emphasis areas. These programs include Dallas-Fort Worth Clean Cities, Electric Vehicles North Texas, Engine Off North Texas, AirCheckTexas, SmartWay, Clean Fleet Policy, Regional Smoking Vehicle Program, Regional Emissions Enforcement Program, Car Care Clinics and Go Solar Texas.

***Regional Bicycle Opinion Survey Results presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/04/AQ%20Update.pdf>

A statistically valid bicycle survey was conducted by telephone during the month of May in 2017. A total of 1,909 interviews were conducted with respondents over the age of 18. The survey questions captured the general public's view on frequency of bicycling, access to bicycling facilities, perceived barriers to bicycling, level of comfort and helmet use.

About 36 percent of all respondents had bicycled at least once in the past 12 months. Fifty-five percent of all respondents would like to bike more. Spring was the most popular time of year for bicycling and winter was the least. The closer respondents lived to bicycle facilities, the more likely they were to report riding a bicycle. A majority of respondents indicated there are "too few" bicycle facilities in their communities and considered improvements to increase bicycle access to be "essential" or "very important" for their community. The type of bike facility design, location and traffic volumes were significant influences on respondents' level of comfort bicycling.

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

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

**Frances Hiner, Citizen (Garland)**

A. LBJ East

*Comment:* I live four doors from LBJ East. I was there when it opened. We have people who have nowhere to go on LBJ East. There is not a day we are not in red. There isn't a day without an accident. You have been telling us for 30 years we're the next project you're going to work on and now you're pushing us back again. You have been working on IH 635 since 1967. We want our road repaired.

*Summary of response by Michael Morris:* This Thursday, April 12, the Regional Transportation Council will be asked to take action on LBJ East.

**Gail Belton, Citizen (Garland)**

A. Southern Gateway and LBJ East

*Comment:* Is the Southern Gateway a public/private partnership? Is LBJ East an inactive project?

*Summary of response by Michael Morris:* The Southern Gateway is a Design-Build project. LBJ East will also hopefully be a Design-Build project. There is not currently a consensus between the RTC and Texas Transportation Commission (TTC) on LBJ East. We think there should be a toll component on LBJ East, and we have to stand up and represent what is needed in 2045. The Census Bureau estimates that Dallas-Fort Worth added 150,000 people in one year. And no, the LBJ East project is not inactive. Noise walls are under construction and all right of way is under procurement. We close the \$700 million gap in the recommendation to RTC on Thursday, April 12.

**Kristy Myers, LBJ Now (Garland)**

A. LBJ East

*Comment:* I work with a group called LBJ Now. We are trying to fight on your side to give it attention and support.

*Summary of response by Michael Morris:* We had several meetings in this room to go over options for LBJ East. I think your resolution is having significant impact.

**Charlie Giddens, Citizen (Garland)**

A. Expansion of DART services

*Question:* What are we doing to expand DART service to cities like Wylie?

*Summary of response by Michael Morris:* Rowlett is having conversations with DART. And we're seeing a desire to expand rail to places like McKinney and Frisco. These conversations are critical.

**Camille White, Citizen (Garland)**

A. Funding for LBJ East

*Question:* How much funding is being used for LBJ East?

*Summary of response by Michael Morris:* Approximately \$1.4 billion is going to LBJ East. Additionally, you can access the Transportation Improvement Program (TIP) online for more information.

B. High Five

*Comment:* When heading north on IH 635 and exiting the High Five, it is always congested. It is very confusing.

*Summary of response by Michael Morris:* The High Five looks a little funny because two of the legs are being replaced. You're seeing an interchange waiting to receive two other directions and witnessing an interim solution.

**Howard Tubre, Citizen (North Richland Hills)**

A. Transportation's impact on water resources

*Comment:* I live in Haltom City. With continued development in this area, how does transportation planning affect water resources?

*Summary of response by Kevin Feldt:* We don't have land-use control, but we try to work with local governments on that. We also don't have control over water resources. Through our plan, we try to keep things as compact as possible, which allows for multiple transportation choices.

*Summary of response by Chris Klaus:* All of our projects also have an environmental impact statement, which has to be approved by the federal government. I know there are water assessments included.

**Bob Prejean, Citizen (North Richland Hills)**

A. IH 30

*Comment:* Our infrastructure was built at a time when they didn't really care about impacts. One of the recommendations in CityMAP was to reroute IH 30. We'd like to see IH 30 rerouted to another location to help preserve water.

*Summary of response by Kevin Feldt:* We don't have realignment of IH 30 in the plan this time, but we do have it as an area of need. Our goal is to really focus on it during the next go around. We also don't know what technology will do for our transportation needs. We're focusing on providing people with transportation choices.

**Councilwoman Nicole Raphiel, City of Desoto (North Richland Hills)**

A. STAR Transit

*Comment:* We recently expanded STAR Transit service in our area. I didn't see that in the Mobility 2045 Plan.

*Summary of response by Kevin Feldt:* They are part of the local transit piece of the plan. If you go through the draft, you'll see transit services included in the document.

**Thomas Hendricks, Citizen (Arlington)**

A. DART Green Line

*Comment:* I represent the Cleburne neighborhood, and an item on our wish list is an extension of the DART Green Line. It's included in the plan, but 25 years is a long way out. We have near-term objectives in mind. I would like to meet with someone so we can address these initiatives and make sure we understand the impact an extension would have.

*Summary of response by Kevin Feldt:* Extension of the Green Line would be completed by 2045, but I'm not sure about the exact date. What we have in our plan is also in DART's 2030 Plan. Sarah Chadderdon would be the best staff member to contact for more information.

*Summary of response by Dan Kessler:* As you approach decisions regarding construction and design of a project, our staff has less of a role. Partners who implement the actual projects would be able to provide more accurate information. We're happy to facilitate those conversations though.

**Kathryn Kososki, Citizen (Arlington)**

A. Transit in Collin County

*Question:* Have any routes changed for the bus and DART system in Collin county?

*Summary of response by Kevin Feldt:* We've added high-intensity bus service along Spring Creek Parkway in the plan. We have a certain pot of money, and the transit agencies devise the bus planning. From a rail standpoint, this plan is similar to Mobility 2040. The Cotton Belt Corridor is still consistent.

**Chad Edwards**

A. Transportation Network Companies in Mobility 2045

*Question:* What programs or policies have been developed in Mobility 2045 to address the Transportation Network Companies (TNC)?

*Summary of response by Kevin Feldt:* I'm not familiar with every single technology policy, but I know we are encouraging ride and data sharing. I would suggest going to the website and looking at the draft plan.

*Summary of response by Dan Kessler:* With all of the technologies we're seeing, it's too soon to tell.

**Air Quality Update**

**Councilwoman Nicole Raphiel, City of Desoto (North Richland Hills)**

A. Clean Fleet Policy

*Comment:* I'm concerned about all the trucks running through the City of Desoto, and I am interested in learning more about the Clean Fleet Policy.

*Summary of response by Chris Klaus:* We can definitely sit down with you and discuss our program initiatives.

**Nish Krishnamurthy, Florida State (Arlington)**

*Comment:* The Environmental Protection Agency (EPA) has proposed rolling back fuel efficiency standards. How do you anticipate that affecting nonattainment issues? Does it make it more difficult to combat ozone issues?

*Summary of response by Jason Brown:* We're continuing to work on meeting the current ozone standards and focus on NOx emissions.

*Summary of response by Dan Kessler:* Lower fuel efficiency standards don't necessarily help us. We've made huge strides on the vehicle technology side, but I would say there would be a minimal impact on air quality.

**Regional Bicycle Opinion Survey Results**

**Howard Maher, Bike Friendly Richardson (Garland)**

A. Access to bicycle and pedestrian facilities

*Comment:* I noticed on one of your slides you said weather is a big factor related to bicycling. There aren't a lot of trees on our bike paths. There also aren't a lot of areas where we can connect from one place to another. I ask you come up with a website or some other means to report bicycle access issues.

*Summary of response by Kevin Kokes:* Our survey results said a lot about what you're saying in terms of connectivity—other people are frustrated as well. We are paying more and more attention to closing those connectivity gaps. We have pieces of bike trails all over the region and so we're focusing on getting people safely from one location to another. We're developing a phone app and working with local cities like Fort Worth.

B. Bike lane for Cotton Belt

*Comment:* The Cotton Belt Rail Line is supposed to have a bike lane included. Can you confirm this?

*Summary of response by Kevin Kokes:* Yes, we are working on the Cotton Belt. We expect additional conversations with cities and with DART. We know it is critical to address certain sections of the Corridor since it would be difficult to come in later once there is an active rail line.

**John Ball, Citizen (Garland)**

A. Cars and bicycles sharing the road

*Comment:* Bike lanes and car lanes don't mix. Cars win every time because there is no protection. Separation between cars and bicycles is important.

*Summary of response by Kevin Kokes:* Your thoughts on bicycle and automobile lanes are also reflected in our opinion survey.

## **Other**

### **1. T.E. Sumner, Citizen (Garland)**

#### A. Toll signs and data utilization

*Comment:* We need to improve signage on all the toll roads so drivers can see costs before they use them. I would also like to see what data you're using.

*Summary of response by Michael Morris:* We do all the traffic forecasting, and we can provide that information to you.

### **2. John Ball, Citizen (Garland)**

#### A. Tolls

*Comment:* Motorcycles are personal vehicles, and you charge the same amount for motorcycles as you do for larger vehicles. NTTA takes advantage. It's real expensive for a motorcyclist.

*Summary of response by Michael Morris:* We don't set policies for the tollway, but I'm glad you brought up toll roads and NTTA. We've moved towards canceling future toll roads and want to make them toll managed or non-thoroughfare streets. LBJ East is being advanced as a toll managed lane to give everyone transportation choices.

### **3. Chad Edwards, DART (Arlington)**

#### A. Transportation plans

*Question:* How are the different transportation plans interconnected?

*Summary of response by Dan Kessler:* The Unified Planning Work Program (UPWP) is an administrative document. The Metropolitan Transportation Plan (MTP) is a 20-year plan and because we are nonattainment for air quality, we have to declare at what point in time projects will happen. As projects move closer to being funded, they end up in the Transportation Improvement Program (TIP), where we assign specific dollars to specific projects. It is a continuum. There are a whole lot of things that have to happen in the planning process.

**WRITTEN COMMENTS FROM PUBLIC MEETINGS**

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
John Ball	Citizen	Bicycle and pedestrian initiatives, NTTA	Attachment 1
Dhawal Kataria	City of Cedar Hill	Transit	Attachment 2
Kathy Stewart	Citizen	Construction on LBJ	Attachment 3
Howard T. Maher	Bike Friendly Richardson	Bicycle and pedestrian initiatives	Attachment 4
Charlie Giddens	Citizen	DART rail	Attachment 5
T.E. Sumner	Citizen	Data, toll roads and regional trail maps	Attachment 6
Ann Foss	City of Arlington	Mobility 2045	Attachment 7
Nish Krishnamurthy	Florida State	EPA fuel efficiency rollbacks	Attachment 8



### Public Meeting Comment Form

**Instructions:**

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

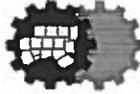
- I wish to make an oral comment at the public meeting
- I wish to submit a written comment at the public meeting
- I wish to make both oral and written comments at the public meeting

Name John Ball  
 Organization Sgt  
 Date 9 April 2018  
 Meeting Location Glenn SPD Station

**Please provide written comments below:**

1. Safe Bike Lanes that are separate from Auto  
 2. Cost of NCTA  
 3. When will the NCTA toll road be paid off No Toll  
 4. Spend so much money that they can't be paid  
 5. If you pay 1k to 2k for a bike secured is a problem  
 6. Very complicated between bike & car the car wins 100%

- ⑦ Lost to ride a Motorcycle  
on NITA TOLL
- ⑧ More meeting in Garbar  
PD Bealdin.
- ⑨ Access from Centerville  
to EAST Bound to 635



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

Name DHAWAL KATARIA  
 Organization CITY OF CEDAR HILL, TX  
 Date APRIL-11-2018  
 Meeting Location ARLINGTON, TX

### Please provide written comments below:

Smaller communities & especially in the  
southern region of DFW Metroplex are facing  
public transportation issues. There are  
small private agencies such as STAR Transit  
is providing the service instead of the  
local government.

Is there any resource available for the  
smaller communities to encourage para-transit  
agencies??

Can NCTCOG support these agencies to  
provide the public transportation in DFW  
Region??

Q.3. Is there anyway that the via service provided in Arlington can be provided to other smaller communities in the region.

Q.4. The provision of light Rail service will still not provide end-to-end service. What supporting system is NCTCOG planned for the end mile services. (especially considering affordability)?

Q.5. What is the difference between mobility 2040 & mobility 2045 plan?

Q.6 Any plans for affordable transportation?

SUGGESTION:

1. The public meeting ~~has~~ had many technical jargons that are not easily understood by common public. Kindly, please keep that in mind next time.



## Public Meeting Comment Form

### Instructions:

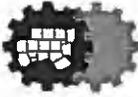
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- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name Kathy Stewart  
 Organization Lake Highlands resident  
 Date 4-9-18  
 Meeting Location Garland

### Please provide written comments below:

~~Given~~ Given LBJ becoming a political focus, how can this room be best supporting the recommendations of optional tolled managed lanes? ... if not OTML, then what can RTC give to ensure a shortened (3-5 yrs) construction time?



## Public Meeting Comment Form

### Instructions:

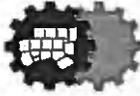
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 I wish to make both oral and written comments at the public meeting

Name HOWARD T. MAHER  
 Organization BIKE FRIENDLY RICHARDSON, BIKENFW, ETC  
 Date 4/9/18  
 Meeting Location CARLINA

Please provide written comments below:

- 1) WEATHER FOR CYCLING - PLANT TREES  
 2) CANT GET FROM HERE TO THERE AREAS  
- PERHAPS HAVE A WEBSITE TO REPORT THESE.



## Public Meeting Comment Form

### Instructions:

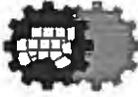
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 I wish to make both oral and written comments at the public meeting

Name @ Lorie S. D. East  
Organization PRIO  
Date 4/9  
Meeting Location garland

### Please provide written comments below:

Don't rail from Garland out Hwy 78 to ~~Wylie~~ Wylie  
still a go at some time



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

Name T.E. SUMNER TS@SUMNER-REACTY.COM  
 Organization \_\_\_\_\_  
 Date 4/9/18  
 Meeting Location GARLAND

### Please provide written comments below:

PLEASE MAKE PUBLIC DATA CONCERNING TRAFFIC ROUTES  
I.E. WORK COMMUTE, SHOPPING, SCHOOL

EVERY TOLLED ROAD SHOULD HAVE SERVICE ROAD, LIKE SRT(121)  
THAT IS FREE. I635 AND PG BT NEED SERVICE ROADS.

REGIONAL TRAILS MAP STOP BEFORE ROCKWALL. CAN YOU SHOW  
URBAN COUNTIES?

CAN YOU POST TOLL AMOUNTS FAR ENOUGH TO AVOID  
SIGNAGE





## Public Meeting Comment Form

**Instructions:**

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

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

Name Nish Krishnamurthy  
 Organization \_\_\_\_\_  
 Date 4/11/18  
 Meeting Location NCTCOG Headquarters

**Please provide written comments below:**

How do you anticipate the ~~the~~ EPA fuel efficiency rollbacks will affect the ozone attainment goals? If the rollbacks do occur, do ~~the~~ you anticipate increased funding for the <sup>various</sup> initiatives you mentioned

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

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

#### Email

##### 1. Dan Mingea

In reviewing past COG presentations, it was previously said by County Commish “no new taxes...**wink, wink.**” Of course, we knew this to be untrue. As I pointed out in one of your meetings, COG said we would need 18 cents in new taxes just to maintain status quo.



Now, I see COG proposes to enhance revenue by increased gas tax at the state and federal levels, as well as increases in registration “fees.”

<http://www.nctcog.org/trans/mtp/2045/documents/M2045RTC3.08.2018.pdf>

COG wants to put roads through my neighborhood, “acquire” my land, and raise my costs (not **taxes?**), let me pay the bill!

Just say NO!!

##### 2. Michael Veale

Following the link, I was surprised to see only maps and lists of projects as the content of Mobility 2045. The red text (below) from the graphic you included in your email manages expectations that the plan “defines a long-term vision”

#### **Mobility 2045: Metropolitan Transportation Plan for North Central Texas**

Mobility 2045 will define a long-term vision for the region’s transportation system ...

Will and when with NCTCOG be pushing all the appropriate and necessary context that creates the rationale for the “recommended maps and projects”? Without that, how that the recommendations be judged/evaluated by the public? All I found where a number of presentations

I checked numerous other COG sites and discovered all have significant documentation that drove their recommendations.

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

Mr. Veale

Thank you for your input regarding Mobility 2045. The full document draft will be available on the Mobility 2045 website beginning April 9: [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045).

If you have further comments or questions please don't hesitate to contact us.

### **Other**

#### **Email**

##### **1. Paul McManus**

Hello,

I watched the video archive of the transportation public meeting held at the NCTCOG headquarters last Wednesday (April 11). I thought the information was very well thought out and presented, and I wanted to make a few comments and suggestions regarding the information presented.

I live in the master-planned community of Lantana in Denton County and have lived here in the Dallas-Fort Worth Metroplex nearly all of my life, so I've seen how much the DFW area has grown over the years and continues to grow. I've also seen and have personally experienced how effective mass transit options, particularly the train and bus services that DART, Trinity Metro and DCTA provide, help reduce car traffic, road congestion, and the stress of having to drive. I also serve on DCTA's Citizens Advisory Team, and I'm also involved with the new Tarrant Transit Alliance (TTA), so I've seen the great work done by the transit agencies along with seeing how many people in DFW want mass transit improvements and expansion. As a result, I'd like to suggest that NCTCOG do everything possible to help these three transit agencies with promotion and logistics in order to move as many people as possible from driving cars to using mass transit options whenever feasible. Even though I think emphasis on road improvements and expansion is important as the DFW area continues to increase in population, I believe that emphasis on mass transit improvements and expansion is equally as important, if not more so. Additionally, I think if NCTCOG can help the three transit agencies attract large and rapidly growing cities in the DFW area to become member cities or contract for services with the transit agencies that are currently being underserved with mass transit options, including Arlington, Grand Prairie, Mansfield, Keller, Southlake, Cedar Hill, Mesquite, Rockwall, Frisco, Allen, McKinney and Flower Mound among others, that would be a terrific step towards improving regional mobility and relieving traffic congestion.

I was impressed while watching the video archive with NCTCOG's commitment to not only advancing mass transit options throughout DFW, but also bicycles and other non-motorized methods of transportation as well.

Since there are many places in DFW that are easily accessible by bicycles, along with the fact that bicycles can be transported on all area trains and buses, bicycles can also be an effective method of transportation for many people and can help improve regional mobility.

I have one question. Regarding the air quality portion of the public meeting, I believe that mass transit and non-motorized transportation options are also critical to helping improve air quality as well as regional mobility. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized transportation options to improve air quality?

Thank you very much for considering my comments and suggestions. Please let me know if you have any questions or need any additional information, and keep up the great work that the NCTCOG transportation dept. is doing!

## **2. Larry McFarland**

Questions for the board:

1. Why is the 360 /I30 interchange being built when both roads are so massively congested already?
2. Don't you see the problem is the roadways have too few lanes to handle the existing traffic load, even without consideration for future DFW growth?
3. Why is I30 being re-constructed again for the gazillionth time with only three lanes at 360?
4. Why was the interchange at I30 and George Bush created with only three lanes when it should have had six?
5. Why was 820 in North Richland Hills built with the same number of main lanes as when it was originally conceived about 50 years ago?
6. Why are we spending millions of dollars to replace roads with the same number of lanes as when they were created decades ago?
7. Why was the George Bush toll road constructed with two lanes instead of the reasonable number of 5 between I-20 and I-30?
8. Why does government road construction look like a death march in slow motion with projects requiring triple the amount of days to complete as should be required under professional management?

Comments for the board:

1. If you think spending millions of dollars of someone else's money to replicate the exact same traffic capacity as exists today, it might be time to step aside and let someone with better ideas do your job.
2. Its sad to see such big dollars being spent so poorly without significant measurable success.
3. Spin it any way you want, the time-in-traffic numbers speak for themselves.

### **Response by Dan Kessler, NCTCOG**

The IH 30/SH 360 interchange is one of the last remaining intersecting freeways without direction connections. By the time the project was warranted, we didn't have the money to build it. The interchange allows us to load traffic on and off the system.

We're always trying to balance resources. Our tax revenues have not kept up with our growth. The last gas tax increase was in 1991. Gasoline is also paid on a per gallon basis. The cost of building roads has also grown.

It would cost a lot of money to widen IH 820 in North Richland Hills. The North Tarrant Express has added express lanes, which have a dramatic impact in reducing congestion. We've redesigned that corridor to add additional capacity.

It takes a long time to build roads because you have a lot of steps to go through. They've come a long way in using incentives for contractors. It speaks to the complexity of the projects we're trying to build.



## PRESENTATIONS

### Mobility 2045: Metropolitan Transportation Plan for North Central Texas

Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that can reduce congestion and improve air quality. Draft recommendations will be presented. More information, [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045).

### 2018 Transportation Conformity

Transportation Conformity is a federal requirement in nonattainment areas to conduct air quality analysis on transportation projects, programs and policies. Conformity determinations must demonstrate consistency between ozone-causing emissions expected from the implementation of transportation plans and programs and requirements set by the state. Staff will present information regarding 2018 Transportation Conformity.

### Strategic Partnerships (Round 2)

The Strategic Partnerships Program awards federal funding to high-priority projects that leverage funds from local partners or are of strategic value to the region. Details on the program and the projects being proposed for funding will be presented for review and comment.

### School Projects Update

The goal of the Community Schools and Transportation Program is to advance coordination between cities and school districts, promote sustainable school siting decisions and improve transportation safety and alternative transportation options to schools. Staff will discuss a new school siting guidebook as well as Safe Routes to School plans.

## RESOURCES AND INFORMATION

- ACT Now! You could be eligible for up to \$3,500 for your older vehicle! AirCheckTexas: [www.airchecktexas.org](http://www.airchecktexas.org)
- Clean Air Action Day—June 22, 2018: [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday)

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

TUESDAY, MAY 8, 2018

6:00 PM

Tandy Lecture Hall  
Central Library  
500 W 3rd Street  
Fort Worth, TX 76102

TUESDAY, MAY 15, 2018

2:30 PM

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

WEDNESDAY, MAY 16, 2018

6:00 PM

Richardson Civic Center  
411 W Arapaho Road  
Richardson, TX 75080

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

To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the May 15 meeting: 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

**TRE** CentrePort/DFW Airport Station  
Arrival Options May 15

Eastbound Train 1:49 pm

Westbound Train 1:31 pm



NCTCOGtrans



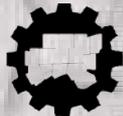
North Central Texas  
Council of Governments

# TOLL MANAGED LANE DATA MONITORING

Regional Transportation Council

May 10, 2018

Dan Lamers, P.E.



*North Central Texas Council of Governments  
Transportation Department*



# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – February 2018*

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

*\$2,159,492 as of February 2018*

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

*\$ 4,422 from October 2014 – February 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 – February 2018*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• <i>SH 183/121 from IH 35W to SH 121</i></li> <li>• <i>IH 35W from IH 820 to US 287</i></li> </ul>	\$860,122	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• <i>IH 635 from Preston Road to Greenville Avenue</i></li> <li>• <i>IH 35E from Loop 12 to IH 635</i></li> </ul>	\$1,299,370	Negligible	0
<b>DFW Connector</b> <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> <i>IH 35E from FM 2181 (Teasley) to LBJ</i>	N/A	Negligible	0

# 2017-2018 CMAQ/STBG\* FUNDING: STRATEGIC PARTNERSHIPS (ROUND 2)

Regional Transportation Council  
May 10, 2018

\* Congestion Mitigation and Air Quality Improvement Program/  
Surface Transportation Block Grant

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships**
  - Round 1
  - Round 2
  - Round 3/Intersection Improvements
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments**
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Program Partially Completed

= Pending STTC/RTC Approval

# STRATEGIC PARTNERSHIPS (ROUND 2)

- Purpose
  - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-RTC funds, and advance project development
- Selection criteria to be considered:
  - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.)
  - Project has multiple non-RTC stakeholders/contributors
  - Project is of strategic importance within/to the region

# PROPOSED FUNDING BY AGENCY (\$ IN MILLIONS)

**DRAFT**

PROJECT	PARTNERS	PROPOSED RTC FUNDING	PROPOSED NON-RTC FUNDING
East Bear Creek Rd. from IH 35E to Hampton Rd. – Widen from 2 to 4 lanes, add/widen sidewalks, intersection improvements	TxDOT Dallas, City of Glenn Heights, Dallas County	\$15.40	\$10.10
Merritt/Sachse Rd. from South of Creek Crossing Lane to Pleasant Valley Rd. – Reconstruct & widen 2 to 4 lane divided urban; Intersection, signal, & shared use path improvements along Merritt Rd.	City of Sachse, Collin County, Dallas County	\$10.00	\$5.0-\$10.0
SH 66 at Dalrock – Intersection improvements	City of Rowlett	\$2.15	\$2.77
IH 635/LBJ at Belt Line – Intersection improvements	City of Coppell, City of Dallas, City of Irving, TxDOT Dallas	\$3.20	\$1.80
	<b>Subtotal</b>	<b>\$30.75</b>	<b>\$19.67-24.67</b>

# PROPOSED FUNDING BY AGENCY (\$ IN MILLIONS)

**DRAFT**

PROJECT	PARTNERS	PROPOSED RTC FUNDING	PROPOSED NON-RTC FUNDING
Meandering Road from SH 183 to Gillham Rd. – Realign intersection, add traffic signal, & construct roundabout at LTJG Barnett; Reconstruct Meandering Rd. from 4 to 3 lanes & add sidewalks & bicycle lanes	City of Fort Worth	\$15.00	Transportation Development Credits (TDC)
Veterans Administration (VA) Hospital Ramp Relocations – IH 20 from Fort Worth and Western Railroad to Campus Dr.	TxDOT Fort Worth	\$1.12	\$0.28
SH 121 (DFW Connector) U-Turn Lane	TxDOT Fort Worth	\$3.20	\$0.80
	<b>Subtotal</b>	<b>\$19.32</b>	<b>\$1.08</b>
	<b>TOTAL</b>	<b>\$50.07</b>	<b>\$20.75-\$25.75</b>

# TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
STTC Information	April 27, 2018
<b>RTC Information</b>	<b>May 10, 2018</b>
Public Meetings	May 2018
STTC Action	May 25, 2018
RTC Action	June 14, 2018

# QUESTIONS?

**Christie J. Gotti**

Senior Program Manager

817-608-2338

[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

**Brian Dell**

Transportation Planner III

817-704-5694

[bdell@nctcog.org](mailto:bdell@nctcog.org)

## 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 Tuesday, March 20, 2018, through Thursday, April 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

#### Summary

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were non-project specific and included multimodal transportation in Dallas, regional population growth, toll road sentiments, highway repurposing trends, Car Care Clinics, outreach events and bluebonnet sightings.

### Alternative Fuels

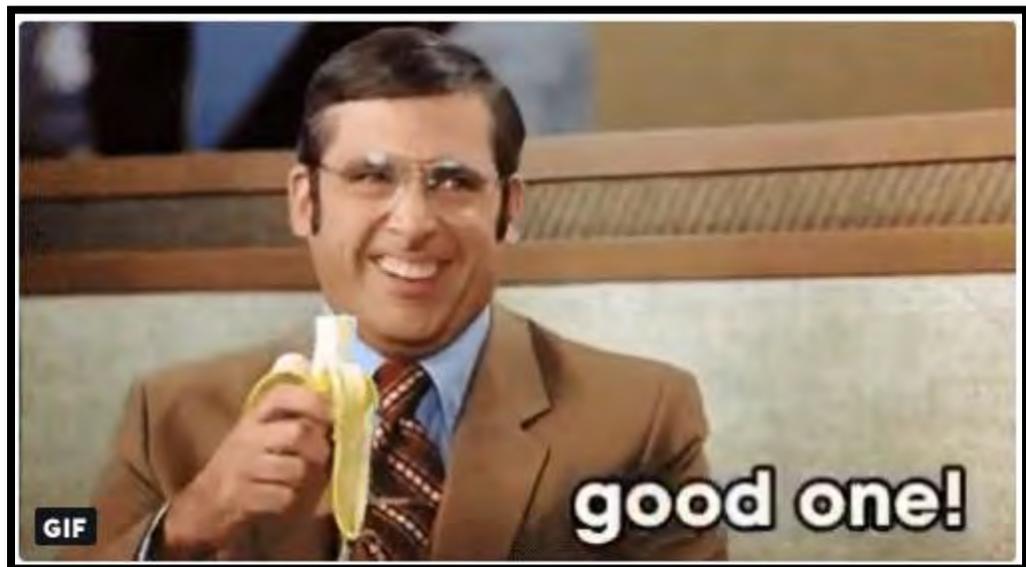
#### Twitter

1. Rep. Tony Dale, representing the Propane Education and Research Council and Propane Council of Texas, talking about propane benefits, resources and incentives. – NCTCOGTransportation (@NCTCOGtrans)





– Loren S. (@txbornviking)



– NCTCOGTransportation (@NCTCOGtrans)

2. NCTCOG Clean Fleets North Texas 2018 Call for Projects - Workshop & Webinar  
<https://conta.cc/2uRn2IB> More info on the program can be found here:  
<http://www.nctcog.org/trans/air/programs/schoolbus/index.asp> ... @TCEQNews  
@NCTCOGtrans @NCTCOGenv #regionalism – TARC (txregionalism)



3. RT @NCTCOGtrans Grants, Funding for projects that address air quality, such as clean vehicle projects, are available from a number of federal, state, local, and non-profit entities. – Marko Sakal (@markosakal)



**Facebook**

1. March is Texas #SmartScape Month! In honor of this, NCTCOG Transportation Department (DFW Clean Cities Coalition's) quarterly meeting on March 27th at the Plano Environmental Education Center will focus on sustainability in landscaping.

Stakeholders, city parks and landscapers can attend to learn more about going green in their landscaping operations including using #propane commercial mowers. Learn more at <https://www.dfwcleancities.org/.../march-dfw-clean-cities-mee...> – Propane Autogas: Fueling Texas

**Aviation**

**Twitter**

1. RT @NCTCOGtrans #Plano Mayor envisions #UAS traffic between #DFW and Legacy East and West

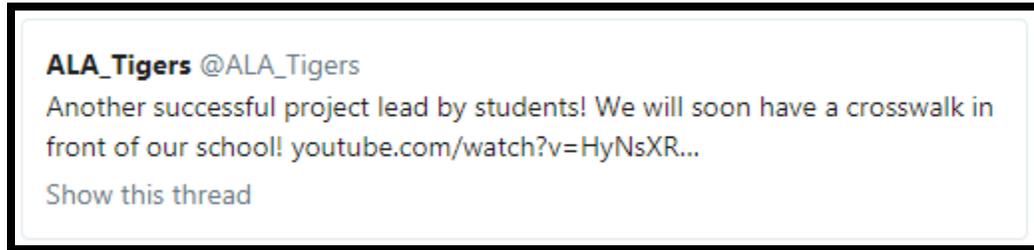
Clean Cites – Marko Sakal (@markosakal)



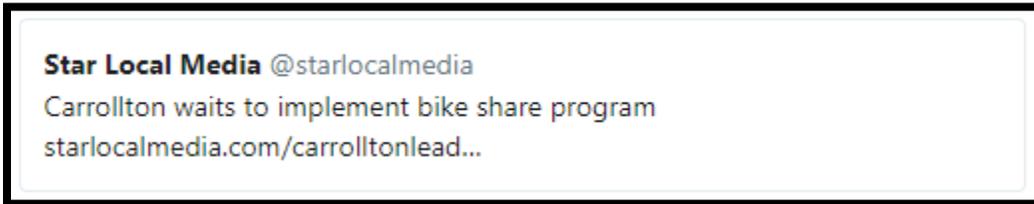
## Bike & Pedestrian

### Twitter

1. A group of my kiddos lobbied successfully for a crosswalk in front of our school. I'm so proud! HUGE thank you to the good folks at @NCTCOGtrans – plainy (@plainy)



2. @RedTexasyall @Danwhite7912Dan @NCTCOGtrans @BikeDFW @BikeTexas – Shawn Eric Gray (@ShawnEricGray)



3. @NCTCOGtrans great picture. The woman who is almost across the street is being blocked by the truck apparently making a right hand turn. How about working on traffic law enforcement and pedestrian right of way. It would be nice to safely cross the street in Plano – at Parker Road Station (DART Rail) – Evil\_Cyclist (@evil\_cyclist)



## **Facebook**

1. Walk Bike Safe Texas is focused road user safety in #DFW area - invite us to one of your community events! <http://ow.ly/M95u30jyxsk>

Bike East Dallas

Bike Friendly South Dallas

Dallas Regional Chamber

NCTCOG NCTCOG Transportation Department

BikeDFW – Walk Bike Safe Texas



2. Did you know?

From 2012 through 2016

Collin, Dallas, Denton, and Tarrant Counties have reported the following, combined, Bicycle statistics:

- Non-Fatal Bicycle vs Car Crash (2,340)

- Fatal Bicycle vs Car Crash (37)

David Oates and I are looking for your concerns and questions.

We are working to bring Tips for Bicycle Safety & Enjoyment to the Eagle tribe, as well as the citizens and visitors of the Denton community.

Below is our "first cut" of providing basic information.

As we are a little concerned about the walk-ability and ride-ability of our local community; especially with the Bicycle Ride-Shares moving in.

Key note of the above dates, Bicycle Share-Rides did not begin in Dallas until August 2017. These are statistics that would be reported on bicycle owners...

The main concern is the increase of non-commuter, non-proficient, riders renting these Ride-Shares without proper head protection. And that the Cities, Counties, States... may not be separating, identifying, them in the coming data/statistics (I.e. whether the rider is a owner or renter).

Please, help use by sending your correspondence via direct message, or leaving comments below.

Let us know how we can improve these videos to provide you, and others, with valuable information to minimize hazards as they pertain to our means of travel in our Uniquely City of Denton, TX - City Hall community.

Thank you to all who have contributed to this effort:

Gabe Velo Republic

Ivan University of North Texas

Cpl. Crawford University of North Texas Police Department

Chris & Trista UNT Transportation Services

Adam UNT New Media

Justin UNT Emergency Management

Daniel NCTCOG Transportation Department

Prof. Tapia UNT College of Health and Public Service UNT EADP – Nathan Robert



Today, a cyclist was hit by a vehicle on campus...

<https://www.facebook.com/NorthTexasDaily/posts/10156107472512349>

Please help us address interests and concerns buy DM or commenting below.

Thank you, – Nathan Robert

### **Collin County Strategic Roadway Plan**

#### **1. Chad Watson**

Thank you for asking for input. I am opposed to the John King/Alanis connector including the bridge over Lake Ray Hubbard. This is an environmentally sensitive area that should be left in its current state. I feel like the newly improved HWY 78 to the North and HWY 66 to the South fills the travel needs adequately and into the future.

#### **2. Krystle Jackson**

This wig is on Troy Rd do not want the proposed bridge to go over Ray Hubbard. We do not want the traffic, air pollution, and noise pollution. I did not pay premium prices for lake front property and to live in the country to then have major traffic end up down the street. It is bringing Rockwall traffic to us and dumping and bypassing Wylie businesses. Wylie shouldn't be saddled with the cost to help maintain it either. We already have 3 bridges over the lake and with the improvements on 78, it is a breeze to travel any time of day now. Would be great if the traffic survey for 78 could be a focus as proposed months ago.

### **High-speed Rail**

#### **Twitter**

1. Fort Worth and @NCTCOGtrans suggest HSR stop in Tarrant County at the Intermodal Transportation Center, the heart of Tarrant County and with dozens of bus connections and 2 commuter rail connections. This is the ideal location for HSR in Tarrant County. – Tarrant Transit Alliance (@TarrantTransit)



### **Innovative Vehicles & Technology**

#### **Twitter**

1. New @NASEMTRB E-Circular 232 now online: Automated Vehicles Symposium 2017 from San Francisco <http://www.trb.org/main/blurbs/177488.aspx> .... Featuring breakout sessions and panel discussions by researchers at @CTRUTAustin @TTI @TexasSouthern @SwRI @NCTCOGtrans @utarlington – CTR Library (@ctrlib)



2. REMINDER! Free Webinar Today! Incorporating #ElectricVehicles Into Your Fleet | Join F4F @ 2PM ET to learn about current opportunities, how to assess suitability for your #fleet, and more | <http://bit.ly/2E2hiEF> – FleetsForTheFuture (@Fleets4future)



## Project Planning

### Email

#### 1. Tanah Martin

You need to repair Finley Ct. It is in terrible condition.

## 2. Martin Kralik

Ten counties in the Dallas-Fort Worth area are designated as nonattainment for the pollutant ozone, and the transportation sector is a major pollution source.

I recently contacted the City of Dallas (311) about 3 troublesome traffic signals that appeared to not be sensing traffic correctly and are severely impeding major traffic flows:

- 2 signals are on Hillcrest just south of LBJ
- 1 signal is on Preston Rd just north of LBJ by the closed Valley View center

Traffic at all of these locations are needlessly stopped and idling traffic produces much more pollutants besides causing more traffic congestion and driver irritation.

After months of multiple complaints and calls to 311, I received a call back explaining that the signals at all of these locations AND 70% OF ALL OTHER SIGNALS IN DALLAS WERE NOT WORKING PROPERLY!!! And the current sensing equipment is slowly being replaced by new radar equipment. Meanwhile we have needless pollution and traffic congestion.

This is unacceptable. Dallas should expedite fixing all signals immediately.

### **Response by Natalie Bettger, NCTCOG**

Mr. Kralik,

Thank you for your comments and we appreciate your interest in transportation in the Dallas-Fort Worth Region. Through the Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program, NCTCOG will work with the City of Dallas to retime 106 traffic signals in Dallas and also provide \$860,000 to the City to address detection issues in some of the intersections. These projects are anticipated to start sometime this year after NCTCOG executes an agreement with TxDOT.

NCTCOG will also reach out to the City of Dallas regarding your feedback to continue working to improve traffic signal coordination within the region.

Thank you again for your comments and have a nice day.

## 3. Councilman Oscar Pearson, City of Aubrey

It seems that anything above Hwy 380 is stalled. We have bypass plans in place for Aubrey and it looks like it will be years before it is even looked at. We have north and south streets that are already overcrowded due to the influx of housing and little is being addressed in a timely manner from McKinney all the way to Denton. When is the North Texas Tollway north of Hwy 380 going to be completed? We have a serious safety issue in Aubrey that has never been addressed to my knowledge. Emergency vehicles have to wait on trains which delays them to respond in a timely manner. We have schools that are a mess in the morning and after school is out due to lack of streets and different choices to go to and leave from each school. FM 1385 and FM 2931 are both in dire need of widening today, not tomorrow. So much more could be discussed and shared. It is called being proactive and instead of reactive.

### **Response by Carli Baylor, NCTCOG**

Councilman Pearson,

Thank you for contacting the NCTCOG Transportation Department. Please find enclosed below and attached answers related to your comments/questions.

**When is the North Texas Tollway north of Hwy 380 going to be completed?**

We have two related TIP projects along DNT at/north of US 380. The project profiles for both projects are attached and both fully funded. The section of DNT from FM 428 to CR 60 (the Collin/Grayson County Line) is not funded.

There is also an NTTA fact sheet about this project, which can be found here:  
[https://www.ntta.org/newsresources/reports/projectprogressreports/Documents/current\\_cpr/CPR\\_DNT4\\_secure.pdf](https://www.ntta.org/newsresources/reports/projectprogressreports/Documents/current_cpr/CPR_DNT4_secure.pdf)

**We have a serious safety issue in Aubrey that has never been addressed to my knowledge. Emergency vehicles have to wait on trains, which delays them to respond in a timely manner. We have schools that are a mess in the morning and after school is out due to lack of streets and different choices to go to and leave from each school.**

The goods movement team was not aware of any rail crossing issues in Aubrey. We do understand there are three crossings located in the city, one at Main Street/FM 428, Elm Street and Plum Street. There are approximately 20 trains that pass through the town a day.

If there are safety concerns with emergency vehicles being able to respond in a timely manner, we would be happy to work with local officials to find some possible solutions for their concerns. If this is the case, please contact Jeff Hathcock at [jhathcock@nctcog.org](mailto:jhathcock@nctcog.org) or 817-608-2354. He would be happy to reach out to councilmembers to initiate the process.

**4. Tom Spencer**

I am writing to request that the RTC vote to fund the \$10,000,000 Shady Shores Bridges Project, a joint project between the NCTCOG, Denton County, the City of Lake Dallas, and the Town of Shady Shores on April 12, 2018. The flooding of South Shady shores Road frequently causes severe impairment in, out, and through the area and creates enhanced safety concerns for the citizens of the area. S. Shady Shores Rd. also provides some relief for traffic stoppages by accidents on I 35. We really are dealing with the effect of the 2018 population growth on 1960's infrastructure. Funding this project will help improve safety and mobility for the region. Thank you for your service to the Region.

**5. Glenda Rufer**

I am in favor of a bridge on Shady Shores Rd to eliminate road closures due to high water.

**6. Paul Brown**

Shady Shores has limited access into town during flooding events due to the elevation of South Shady Shores Road. It is imperative to address this elevation deficiency as soon as possible in our growing community. The long term benefit to our community cannot be emphasized enough. The engineers have outlined the problem, let's fix it.

## 7. Edward A. Sassone

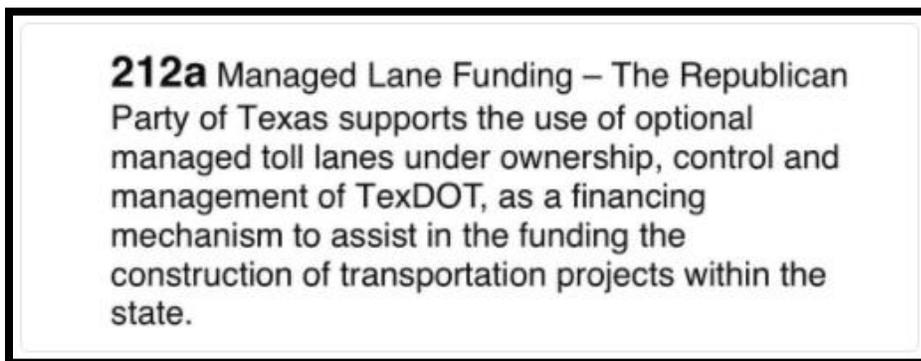
Regarding the South Shady Shores Bridges project. I am writing in support of this project When the Lewisville Lake conservation pool level was raised in 1987 when Lake Roberts was completed nothing was done at the time to address the effect that would have on South Shady Shores Rd. So this project is righting that oversight. When the road has flooded is has stayed in that state for matter of months. Alternate routes add to travel time and can impact neighborhood streets. Thank you.

### Twitter

1. Very important for @dartmedia D2 and @DtownDallasInc . Thank you @PeteSessions @RepEBJ @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



2. Language passed through BOTH #republican and #democrat Conventions today supporting option managed toll LANES! Now can we move?? @GovAbbott @DanPatrick @DonHuffines @SenatorBobHall #putinontheagenda @TxDOT @NCTCOGtrans @TxDOTCommission – LBJNow (@LBJ\_Now)



3. Participating in the SD16 Republican Convention, it was exciting to see all the support for passing resolution 212a. Optional toll managed express lanes are key to @GovAbbott 's congestion relief initiative. @DanPatrick @TxDOTCommission @DonHuffines @LBJ\_Now @NCTCOGtrans – Susan Morgan (@heysmorgan)

**212a** Managed Lane Funding – The Republican Party of Texas supports the use of optional managed toll lanes under ownership, control and management of TexDOT, as a financing mechanism to assist in the funding the construction of transportation projects within the state.

4. Thank you @PeteSessions for listening to your constituents. A little help from @GovAbbott @DanPatrick @DonHuffines @SenatorBobHall would be nice. @LBJ\_Now @NCTCOGtrans @CityOfDallas @TxDOTCommission @AdamMcGoughD10  
<http://www.quorumreport.com/Subscribers/Article.cfm?IID=27927> ... – Lee M. Kleinman (@LeeforDallas)

Sure would. This seems so easy. – LBJNow (@LBJ\_Now)

Which begs the question, why won't they? – Susan Morgan (@heysmorgan)

 – LBJNow (@LBJ\_Now)

Text of @quorumreport @LBJ\_Now – Lee M. Kleinman (@LeeforDallas)

**HARVEY KRONBERG'S QUORUM REPORT**  
 TEXAS POLITICAL REPORTING SINCE 1981  
 PO BOX 8 AUSTIN, TEXAS 78717  
 PHONE: 512.282.2187  
 FAX: 512.282.0885  
 EMAIL: HARVEY@QUORUMREPORT.COM

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April 11, 2018      6:12 PM

**GOP Rep. Sessions pleads with Abbott to reverse course on managed toll lanes in Dallas County**

Sessions puts pressure on Abbott after grassroots Republicans in Senate District 16, represented by Sen. Huffines, took the position that managed lanes should be an option for the area.

DALLAS – In a rare plea to state Republican leadership to rethink a position, Rep. **Pete Sessions**, R-Dallas, is asking Gov. **Greg Abbott** to reverse course on his opposition to managed toll lanes in North Texas.

Abbott, following the lead of Lt. Gov. **Dan Patrick**, has taken a hard stance against new tolled lanes, even in the case of **Interstate 635 East** where local support for the lanes is robust. It's an area of the state where local leaders and grassroots activists from both political parties have said drivers should have a choice on whether to pay tolls to speed up their commutes.

"I understand your general opposition to toll roads. However, in this case I fear Texas transportation officials are missing the mark," Sessions wrote in a letter to Abbott dated April 10.

"The key in this case is choice; based on current plans, no one will be forced to pay a toll to drive on this corridor," Sessions said.

"The IH-635 East Project will add both new non-tolled lanes and new managed toll lanes to this notoriously congested highway, improving mobility and safety for all users whether they choose to drive on managed toll lanes or on free lanes," Sessions said.

Rep. Sessions, a member of GOP leadership in Washington who faces political headwinds in this part of Texas which is trending more reliably Democratic, also noted that the project is environmentally cleared, has available funding, and enjoys the "strong, almost unanimous support of elected officials from all three corridor cities, adjacent cities, and of local residents."

"I urge you to reconsider your opposition to this critical project," Sessions concluded.

There was no immediate comment from Abbott's office.

As *Quorum Report's* **Kimberly Reeves** reported earlier this month, there is "simmering pushback" at the **Texas Department of Transportation** to the idea that voters have said no new toll lanes should ever be built.

And as of now, Abbott and Patrick are at odds with grassroots Republican activists in the area dealing with the traffic caused by inaction along the 635 corridor.

Republican and Democratic activists in **Senate District 16** in Dallas County, represented by Sen. **Don Huffines**, have said that managed lanes should be a tool in the toolbox.

A plank adopted by both Republican and Democratic senate conventions in that area on "managed lane funding" says the parties support "the use of optional managed toll lanes under ownership, control and management of TexDOT, as a financing mechanism to assist in the funding the construction of transportation projects within the state."

By Scott Brinkley

ID 27927

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## Public Meetings & Forums

### Twitter

1. Featured at #GT18: "A Taste of Future #Transportation Technologies in the Real World". Join panelists from @DowntownATXinfo @AustinEnergy @CapitalMetroATX @NCTCOGtrans as they discuss #AutonomousVehicles, #electricvehicles, & innovative transit solutions. – IEEE GreenTech 2018 (@ieeegreentech18)



2. DFW: Make your voice heard to @NCTCOGtrans as they craft a 2045 Transportation Plan!

Meetings will be held in April and online to help shape the DFW of tomorrow. Public engagement in this process is critical to achieving a sustainable, equitable future.

<http://campaign.r20.constantcontact.com/render?m=1102365104652&ca=16c3c3a9-6175-4598-8b9a-bd63337a5ba5> ... – FarmAndCity (@FarmAndCity)

3. .@NCTCOGtrans is seeking public input on transportation in our region. This week, they are holding meetings in Garland, North Richland Hills & Arlington. – Senator Jane Nelson (@SenJaneNelson)



**PRESENTATIONS**

**Mobility 2045: Metropolitan Transportation Plan for North Central Texas**  
 Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that can reduce congestion and improve air quality. Draft recommendations will be presented. More information, [www.nctcoq.org/mobility2045](http://www.nctcoq.org/mobility2045).

**Work Program Modifications**

The Unified Planning Work Program 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 modifications to the FY 2018 and FY 2019 UPWP will be presented.

**2019-2022 Transportation Improvement Program**

The Transportation Improvement Program (TIP) is a federally and state-mandated list of projects with committed funding for construction or implementation within a four-year period. Staff will present the draft list of projects to be funded between 2019 and 2022.

**Air Quality Update**

Ten counties in the Dallas-Fort Worth area are designated as nonattainment for the pollutant ozone, and the transportation sector is a major pollution source. Staff will present an overview of air quality improvements, recent ozone standard changes and a summary of local programs anyone can join to help improve air quality.

**Regional Bicycle Opinion Survey Results**

The 2017 bicycle opinion survey captures the general public's views on bicycling, including frequency of bicycling, perceived barriers to bicycling, access to bicycle facilities and helmet use. Staff will present an overview of the survey results.

**RESOURCES AND INFORMATION**

- ACT Now! You could be eligible for up to \$3,500 for your older vehicle! AirCheckTexas: [www.airchecktexas.org](http://www.airchecktexas.org)
- Clean Air Action Day—June 22, 2018: [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday)
- April Car Care Clinics: [www.nxcarcare.org](http://www.nxcarcare.org)
- Spring Outreach Events: [www.airnorthtexas.org](http://www.airnorthtexas.org)

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



**MONDAY, APRIL 9, 2018**

**6:00 PM**

Garland Police Administration Building  
 1891 Forest Lane  
 Garland, TX 75042

**TUESDAY, APRIL 10, 2018**

**6:00 PM**

North Richland Hills Library  
 9015 Grand Ave  
 NRH, TX 76180

**WEDNESDAY, APRIL 11, 2018**

**2:30 PM**

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

For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcoq.org](mailto:cbaylor@nctcoq.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@nctcoq.org](mailto:cbaylor@nctcoq.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 April 11 meeting: 817-608-2365 or [cbaylor@nctcoq.org](mailto:cbaylor@nctcoq.org).

**TRE** CentrePort/DFW Airport Station  
 Arrival Options April 11

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

4. We can't do this alone. We need YOUR help. Speak up and let @NCTCOGtrans know that improving Tarrant CCounty transportation INCLUDES improving public #transit! – Tarrant Transit Alliance (@TarrantTransit)



5. Huge crowd honoring @TxDOTCommission Former Commissioner Victor Vandergriff and his advocacy for our region @NCTCOGtrans @LBJ\_Now @AdamMcGoughD10 – at North Central Texas Council of Governments – Lee M. Kleinman (@LeeforDallas)



6. Michael Morris from @NCTCOGtrans showing the different roles of officials at today's RTC meeting. We're still waiting for a financing mechanism for 635E – at North Central Texas Council of Governments – Philip Hiatt Haigh (@philip\_inRL)



7. @AdamMcGoughD10 informs RTC members at @NCTCOGtrans of the 2nd fatality in the 635E area since Texas Transportation Commission denied funding mechanisms #LBJNow – Philip Hiatt Haigh (@philip\_inRL)

8. At the @NCTCOGtrans meeting @AdamMcGoughD10 said “My ten year old knows the difference between toll roads and optional tolled managed lanes”

Why don't our representatives? @GregAbbott\_TX @DanPatrick #txlege – Lynn Davenport (@lynnsdavenport)

#truth – LBJNow (@LBJ\_Now)

9. The tone at the @NCTCOGtrans today was one of unity and collaboration in support of #LBJNow. Constituent and local leader support spans the DFW metroplex. The politics is petty and Texans are over it. @LBJ\_Now #getmoving #txlege – Brad McCutcheon (@BMcCutcheon)

**RayDMN** @RayLeszcynski

With Sessions' support, regional transit officials lean toward Plan A: including tolled lanes on LBJ East [dallasnews.com/news/transport...](http://dallasnews.com/news/transport...)

10. DCTA will host a series of open house meetings this month and they want your feedback! Check here for times, topics and locations: <http://bit.ly/2qAl6Jj> – NCTCOGTransportation

(@NCTCOGtrans)



Thanks for sharing info on our upcoming open house meetings! – DCTA (@RideDCTA)

### **Facebook**

1. DCTA will host a series of open house meetings this month and they want your feedback! Check here for times, topics and locations: <http://bit.ly/2qAl6Jj> – NCTCOG Transportation Department

Thanks for spreading the word about our April open house meetings! – Denton County Transportation Authority (DCTA)

Of course! 😊 – NCTCOG Transportation Department

### **Transit**

### **Twitter**

1. Tomorrow morning @dartmedia opens route 84, connecting patients to #healthcare at @HealingHandsDal. Join us at 8am to celebrate...@KenKalthoffNBC5 @cbs11jack @CBSDFW @DMNOpinion @wfaa @NBCDFW @NCTCOGtrans <https://www.facebook.com/AdamMcGoughD10/posts/995801487238420> ... – Serve Dallas (@AdamMcGoughD10)

### **Facebook**

1. Words cannot express how excited I am to celebrate the opening of Dallas Area Rapid Transit (Official DART page) route 84! Over the last three years we have been working with Healing Hands Ministries to provide transit service to their patients. A decade in the making and

tomorrow the ribbon will officially be cut! Stop by the corner of Royal and Greenville, tomorrow morning, as we celebrate the access this grants thousands of people every single year!

#ALLinD10 #loveyourneighbor

NBC DFW, WFAA, The Dallas Morning News, Lake Highlands Advocate, Lake Highlands Residents, Pamper Lake Highlands, Lake Highlands Public Improvement District, Richland College, Lee M. Kleinman, NCTCOG Transportation Department, City of Dallas - City Hall, CBS DFW, KERA – Adam McGough, Dallas City Council, District 10



### Other

#### Twitter

1. @UrbanFortWorth @TrinityMetro @RideDCTA @Wylie\_H\_Dallas @WalkableDFW @Wylie\_H\_Dallas @txbornviking @Uber\_DFW @NCTCOGtrans @TexasCentral @Amtrak @McKinneyAveTX @limebike @ofobicycle @Zipcar @FluidMarket @BikeDFW @BikeTexas @VBikesTech – Shawn Eric Gray (@ShawnEricGray)



2. This is happening in spite of, not because of, @NCTCOGtrans

@BudKennedy @VoteGiovanni @KonniBurton – Jim Carson (@liberalsaremean)



3. Thanks @NCTCOGtrans for being a great partner and for giving @DallasCountyTx two vehicles for the @Dallas\_Sheriff to use to keep the roads safe and catch polluters! – Judge Clay Jenkins (@JudgeClayJ)



Wow that is most generous. And those SUVs look bad a\*\* (in a good way) to keep the roads safe. That is what supporting our people in uniform looks like! 🚓 – JBDallas (@JBDal)

4. New Census Bureau population estimates show Dallas-Fort Worth-Arlington has the largest growth in the United States: <http://bit.ly/2G10DTM> – NCTCOG Transportation (@NCTCOGtrans)



My commute from Northeast Tarrant to Fort Worth has doubled in the past two years: It takes nearly an hour to drive 22 miles. Please, everyone stop moving here. – Tracy Bristol (@TheTracyShow)

5. More Cities Are Banishing Highways Underground—And Building Parks on Top  
<http://www.routeifty.com/infrastructure/2018/04/more-cities-are-banishing-highways-underground-and-building-parks-top/147124/> ... via @routeifty @DallasParkRec @BobbyAbtahi @NCTCOGtrans @TxDOTCommission @TxDOTDallasPIO @DallasParkRec @scottgriggsdal @DwayneForDallas @DallasCityMgr @Mike\_Rawlings – Lee M. Kleinman (@LeeforDallas)



6. Free Car Care Clinics for Air Safety <http://www.nadallas.com/DAL/April-2018/Free-Car-Care-Clinics-for-Air-Safety/#.WsVHwUQGHdl.twitter> ... @NCTCOGtrans – Natural Awakenings (@NaturalDallas)



7. ICYMI: New TEXpress Lanes have opened on I-35W! Payment for driving on #TEXpress is easy. Pay electronically with a TollTag or pay-by-mail. <http://www.TEXpressLanes.com> – NCTCOGTransportation (@NCTCOGtrans)

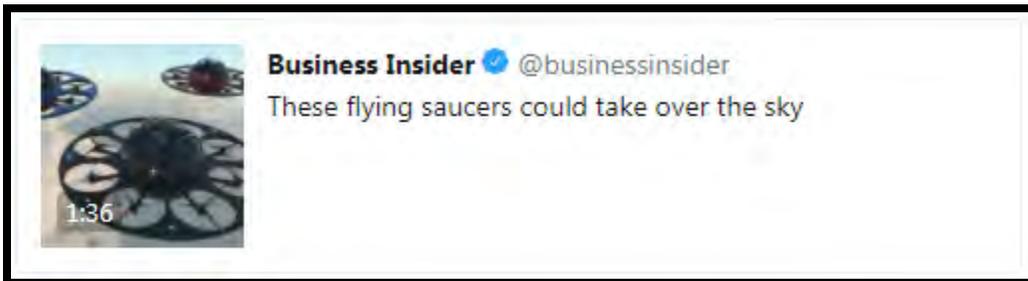


- J\_C.Alexander (@JYakburger)



– J\_C.Alexander (@JYakburger)

8. Traffic in North Texas is going to get REALLY complicated in the near future 😄  
@NBCDFWWeather @SDaviesNBC5 @NCTCOGtrans – Andrew A. Yeager (@aayeager)



9. We can't wait to celebrate UNT with all of you at University Day! Come check out our booth and learn about what we're doing to improve transportation and air quality in our region! #UNTUday18 – NCTCOGTransportation (@NCTCOGtrans)



Look for @UNT\_EM , @NCTCOGtrans We'll be tabling close to yall, I believe!!  
#GoMeanGreen #UNTUday18 – UNT Emergency Mgmt (@UNT\_EM)



– NCTCOGTransportation (@NCTCOGtrans)

**Facebook**

- 1. Bluebonnets have begun to bloom here in Arlington, TX!



#Protip: For everyone's safety, avoid taking photos of bluebonnets on highways and busy roads. – NCTCOG Transportation Department

Bluebonnet patches can be found in some Arlington parks. – Susan Schrock

Yes! A park is a great place to go! – NCTCOG Transportation Department

Does anyone know any parks that have the bluebonnets here in Arlington or Grand Prairie – Diana Munoz Montoya

How lovely! – Susan Schrock

Yay! Beautiful day!! – Julia M. Ballard

2. ICYMI: New TEXpress Lanes have opened on I-35W! Payment for driving on #TEXpress is easy. Pay electronically with a TollTag or pay-by-mail. [www.TEXpressLanes.com](http://www.TEXpressLanes.com) – NCTCOG Transportation Department

**PAYMENT IS** *Easy.* 

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**TOLLTAG**      **PAY BY MAIL**

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Toll Roads are unethical and evil. – Phil Neil

3. Free Car Care Clinics in April – Natural Awakenings Dallas Metroplex Magazine

	<p><b>Free Car Care Clinics for Air Safety</b></p> <p>The North Central Texas Council of Governments (NCTCOG) is partnering with local automotive repair shops to sponsor free Car Care Clinics in April to help North Texas drivers with vehicles that have the check engine light illuminated.</p> <p>NADALLAS.COM</p>
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The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

April 16, 2018

The Honorable Brandye L. Hendrickson  
Acting Administrator  
Federal Highway Administration  
East Tower, 8th Floor  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Acting Administrator Hendrickson:

Through the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the RTC implements a variety of emissions-reducing activities using Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds in its capacity as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area. Implementation of key emission-reducing projects in the ozone nonattainment area continues to be delayed due to a slowdown in the processing of Buy America waiver requests. On February 26, 2018, representatives from Transportation Energy Partners, NGV America, and various Clean Cities organizations met with you to discuss challenges associated with ongoing delays in the Federal Highway Administration (FHWA) issuing Buy America waivers for alternative fuel vehicle projects. While the RTC was not able to send representatives to participate in this meeting, NCTCOG staff provided information regarding pending waiver requests for RTC-funded projects to be included in this discussion.

The RTC, NCTCOG staff, and DFW Clean Cities, which is housed within the NCTCOG, stand in concurrence with, and support of, the enclosed correspondence recently submitted by Transportation Energy Partners and supporting organizations. We reiterate that Buy America was originally established to ensure use of domestic iron and steel for road and bridge projects, and that the application of 100 percent domestic content requirements to vehicles results in a situation where no vehicle project could ever be approved without a waiver. Coupled with the fact that the Fixing America's Surface Transportation (FAST) Act prioritizes cost-effective diesel retrofit projects, which includes heavy-duty vehicle replacement projects, this creates a conflict and disconnect between the stated priorities of the legislation and application of regulatory requirements.

Beyond the issues flagged in the enclosed letter, the RTC wishes to alert you of additional challenges and consequences. Enclosed are two letters previously transmitted to FHWA, which outline several concerns including air quality impacts and inability to move forward on projects that are prioritized by the Fixing America's Surface Transportation Act. We resubmit these for your consideration. The RTC notes that to resolve the negative economic and air quality consequences associated with the current backlog of projects, waivers must be released not only for alternative fuel vehicle projects, but also for new clean-burning diesel or gasoline vehicle projects. In addition to the abundance of clean vehicle projects which are pending or on

April 16, 2018

hold, there have been project delays associated with mobility initiatives in the DFW area such as data sharing programs, vanpool programs, and safety initiatives such as incidence response equipment used by first responders to document and quickly clear crashes from roadways. These projects are significantly delayed or stalled due to lengthy Buy America compliance review processes on Commercially Off-The-Shelf (COTS) products or an outstanding need for waivers for vanpool vehicles, respectively.

The RTC joins with Transportation Energy Partners and their supporters in seeking your assistance in immediately clearing the backlog of requested waivers. In addition, to avoid the ongoing need to review waivers for vehicle projects, we request that FHWA modify the Buy America requirement for domestic content of iron, steel, and protective coatings. Rather than requiring 100 percent domestic content, we request that FHWA adopt a lower threshold for manufactured goods, including vehicles, more in line with the threshold required by the Federal Transit Administration, coupled with the requirement for final assembly in the United States. This would enable realistic implementation of the cost-effective diesel retrofit projects emphasized by the FAST Act in a manner that also preserves Buy America goals. Alternatively, FHWA could reinstate a regular quarterly waiver processing schedule for all clean vehicle projects so that emissions-reducing projects can proceed.

Thank you for your support and consideration. If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241.

Sincerely,



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

LPC:ch  
Enclosures

cc: North Central Texas Congressional Delegation  
Elaine Chao, Secretary, U.S. Department of Transportation  
Edwin Okonkwo, U.S. Department of Transportation  
Jose Campos, Federal Highway Administration Texas Division  
Barbara Maley, Federal Highway Administration Texas Division  
Michael Morris, P.E., Director of Transportation, NCTCOG



March 31, 2018

Brandye L. Hendrickson, Acting Administrator  
Federal Highway Administration  
East Tower, 8<sup>th</sup> Floor  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: FHWA Buy America Compliance for Alternative Fuel Vehicle Projects**

Dear Acting Administrator Hendrickson:

We appreciated the opportunity to meet with you recently to discuss the Federal Highway Administration's (FHWA) implementation of Buy America compliance provisions under the Congestion Mitigation and Air Quality (CMAQ) program.

As we discussed, the undersigned business, local government, utility, and non-profit entities are very concerned about the FHWA's delay in granting final approval for the use of federal CMAQ funds to purchase efficient, American-made alternative fuel vehicles in dozens of communities across the country. We are aware of at least 133 projects in 27 states involving more than 1600 clean fuel vehicles that have been approved by state authorities and are waiting for final approval by FHWA (see attached list). Many of these projects have been waiting for FHWA approval for more than a year. Moreover, dozens of communities have additional clean vehicle purchases on hold as they wait for FHWA to determine how it is going to implement the Buy America provisions going forward.

The delay in approving these projects not only impacts local air quality by halting the replacement of older, polluting trucks and cars. It also impacts the local economies of communities where these American-made alternative fuel vehicles and engines are manufactured. Based on our research (see attached document), the vehicles impacted by the delay in approving these waivers are manufactured in 22 different states and include facilities that employ nearly 76,000 American workers.

We understand that the Department of Transportation (DOT) is currently reviewing its Buy America policies to determine whether any changes are necessary. As we discussed, we are happy to provide our expertise and input as you undertake this review.

In the meantime, however, we respectfully urge you to immediately eliminate the backlog and approve all pending alternative fuel vehicle projects, where the vehicles are assembled in the U.S. In addition, we request that you continue to use the existing process of approving CMAQ funding on a quarterly basis for all vehicles assembled in America until the new policies are implemented.

## Importance of FHWA Funding for Alternative Fuel Projects

Since its inception in 1992, the FHWA CMAQ Program has provided funding to help hundreds of communities across the country replace older, dirty motor vehicles with new, cleaner equipment often powered by alternative fuels. These include natural gas garbage trucks, propane powered school buses, plug-in hybrid electric delivery trucks and police vehicles, and more. These vehicles are all assembled in America and generally include American-made engines. The use of cleaner vehicles directly benefits these communities by alleviating harmful emissions of pollution and supporting investments in domestic alternative fuels like natural gas, propane, hydrogen, electricity and biofuels. The CMAQ program is the single largest source of funding provided by the federal government for clean air efforts and has been a key component of the national effort to advance the use of alternative fuel vehicles.

## Background on FHWA Buy America Requirements

As you know, the FHWA Buy America requirements, established in 1983, were written for iron and steel in roads and bridges, not for complex products like cars and trucks, with numerous component parts sourced from all over the world. As the FHWA indicated in its approval of four California alternative fuel vehicle projects in October 2017:

“Based on all the information available to the agency, FHWA concludes that there are no manufacturers that produce the vehicles identified in this notice in such a way that all their steel and iron elements are manufactured domestically. The FHWA's Buy America requirements were tailored to the types of products that are typically used in highway construction, which generally meet the requirement that steel and iron materials be manufactured domestically. In today's global industry, vehicles are assembled with iron and steel components that are manufactured all over the world. The FHWA is not aware of any domestically produced vehicle on the market that meets FHWA's Buy America requirement to have all its iron and steel be manufactured exclusively in the United States.” (See Federal Register, October 6, 2017: <https://www.federalregister.gov/documents/2017/10/06/2017-21567/buy-america-waiver-notification> )

Because there are no vehicles with 100 percent American iron and steel and it is impossible to track where all the iron and steel screws, bolts, brackets, wires and other components are made, the FHWA decided in 2012 to approve all motor vehicle projects, if the final assembly takes place in the United States. The FHWA processed those approvals on a quarterly basis. Prior to 2012, motor vehicles were exempted from the Buy America waiver requirements and state authorities did not have to request waivers for projects that used FHWA funding for vehicles.

## Impact on American Communities and American Workers and Jobs

The delay in approving these projects is not leading to the use of more American iron and steel in vehicles. Instead, it is hurting American plants and workers that are building the vehicle engines

and assembling the vehicles. If the concern is ensuring that the program dollars go to support American jobs, there should be no reason not to fund the pending alternative fuel projects because the vehicles are all assembled in the U.S. These vehicles include school buses manufactured in the U.S. by Blue-Bird, IC Bus, and Thomas-Built Bus, trucks made by Ford, Volvo, and Mack and cars made by General Motors and Nissan – all built by American workers in the U.S. The Ford vehicles for instance are manufactured in Kentucky, Michigan, Missouri and Ohio and upfitted with alternative fuel equipment at nearby facilities. Cummins Westport is the leading provider of new natural gas engines for trucks and buses; the engines are manufactured in North Carolina and New York. These vehicles and engines all burn domestic alternative fuels, and therefore support U.S. energy production jobs in addition to manufacturing jobs.

The delay in approving these projects affects the communities in which these vehicles will operate and impacts the communities where these American made alternative fuel vehicles and engines are manufactured. Based on our research, the vehicles impacted by the delay in approving these waivers are manufactured in 22 different states and include facilities that employ nearly 76,000 American workers. (See attached document listing the facilities.)

Delayed action also means delayed cleaner air. In addition, the delay is seriously jeopardizing the viability of many of the projects because these projects involve vehicle orders that could lapse or go unfilled. This is true in the case of projects involving vehicles that are upfitted or converted by secondary suppliers – these secondary suppliers must secure EPA approval to modify or convert vehicles to operate on alternative fuel. The certification these upfitters receive takes many months to secure and is limited to specific model years. If too much time goes by, these upfitters will no longer be able to acquire the appropriate model year vehicle to upfit and must start all over.

## Conclusion

Numerous projects involving cleaner-burning alternative fuel vehicles are now in jeopardy due to the failure to act on Buy America waiver requests that are pending with FHWA. As proponents of domestic alternative fuels, we understand the desire to ensure that this program and the Buy America process are protecting American jobs. However, we are greatly concerned that the inaction on these projects is jeopardizing American jobs in our industries.

Again, we respectfully request that FHWA act on these waiver requests and approve them so that these projects can proceed. In addition, we ask FHWA to continue to accept and process waiver requests on a quarterly basis for alternative fuel vehicles while the DOT considers changes to its Buy America policies.

For more information or to discuss our request, please contact Ken Brown with Transportation Energy Partners ( [ken@akbstrategies.com](mailto:ken@akbstrategies.com) or 202.674.7777) or Jeff Clarke with NGVAmerica ([jclarke@ngvamerica.org](mailto:jclarke@ngvamerica.org) or 202.824.7364).

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Sam Spofforth". The signature is written in a cursive style with a large, prominent 'S' at the beginning.

Sam Spofforth, President, Transportation Energy Partners

**On Behalf of:**

Jeff Clarke, NGVAmerica

Michael Calderera, National Propane Gas Association

Randall Essick, Waste Management, Inc.

Mitchell Pratt, Clean Energy Fuels Corp.

Bart Van Aerle, Cummins Westport Inc.

Todd Mouw, Roush CleanTech

Susan Alt, Volvo Group North America

Phil Horlock, Blue Bird Corporation

Trish Reed, IC Bus

Zachary Kahn, BYD Heavy Industries

Eric McCarthy, Proterra

Bonnie Trowbridge, Lightning Systems, Loveland, Colorado

Erik Neandross, Gladstein, Neandross, and Associates

Kris Kielty, Redmarket CNG Services LLC (Colorado)

Kent Meadows, NGV Solutions, LLC (Mississippi)

Jim Leonard, JR Leonard Construction Co. (North Carolina)

Pat Riley, Gibson County Utility District (Tennessee)

Karen Hamberg, Westport Fuel Systems, Inc.

Ian MacDonald, Agility Fuel Systems

Alan Garcia, NW Natural (Oregon)

Douglas D. Olenick, OPW Retail Fueling (Ohio)

Wayne Powers, Worthington Industries (Ohio)

Susan Shifflett, Texas NGV Alliance

Kelly Gilbert, Metropolitan Energy Center, Kansas City, Missouri

Dan Williams, City of Kansas City, Missouri

Richard Sapienza, North Carolina State University Clean Energy Technology Center

Sam Spofforth and Jason Phillips, Clean Fuels Ohio

William Murdock, Mid-Ohio Regional Planning Commission

Brian Rabe, Southwest Local School District, Harrison, Ohio

Tony Borton, Elmwood Local Schools, Elmwood, Ohio

Alleyn Harned, Virginia Clean Cities

Elizabeth McCormick, Virginia Propane Gas Association

Jonathan Overly East Tennessee Clean Fuels Coalition

Samantha Bingham, Chicago Area Clean Cities Coalition (Illinois)

Linda Urata, San Joaquin Valley Clean Cities Coalition (California)

Richard Battersby East Bay Clean Cities Coalition (California)

Tony Bandiero, Eastern Pennsylvania Alliance for Clean Transportation

Cc: Elaine Chao, Secretary, U.S. Department of Transportation



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

December 1, 2017

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I thank you for your leadership in transportation policy. The RTC requests your assistance in expediting a solution in Buy America waiver requests to alleviate significant delays in implementation of clean vehicle projects that are designed to reduce emissions and improve air quality as part of local efforts to attain the federal ozone standard in the DFW area.

Through the North Central Texas Council of Governments (NCTCOG), which serves as staff to the RTC, the RTC funds implementation of a variety of emissions-reducing activities using Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. Implementation of key emission-reducing projects in the ozone nonattainment area continues to be delayed due to a slowdown in the processing of Buy America waiver requests for clean vehicle projects, which NCTCOG understands is largely a result of the Executive Order on Buy American and Hire American, issued by President Trump on April 18, 2017. Additional details are outlined in the enclosed correspondence to US Department of Transportation (US DOT) staff. In follow-up to this letter, staff spoke with Mr. Okonkwo by phone and confirmed that the US DOT has received NCTCOG vehicle waiver requests, but could not provide a schedule for processing or approval.

Although the RTC applauds Buy America principles, the global nature of vehicle manufacturing is widely understood. The ongoing delays in receiving requested waivers has resulted in unintended consequences, including real-world air quality impacts due to prolonged use of high-emitting vehicles and delayed emissions reductions critical to attaining the ozone standard. In addition, projects were originally planned around typical annual vehicle procurement cycles to maximize opportunities for participation; the delays and lack of an estimated timeframe for resolution cause uncertainty that reduces the ability to leverage this schedule.

The Honorable Elaine Chao  
Page Two

December 1, 2017

The RTC requests your help in expediting the processing of pending waiver requests for clean vehicle projects so that emissions-reducing projects can proceed. If there are any conditions that must be met for waivers to be issued, clear communication regarding such conditions would be appreciated so that staff can properly design projects at the outset. If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241.

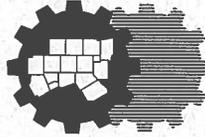
Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke", is centered below the word "Sincerely,".

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

LPC:ch  
Enclosure

cc: North Central Texas Congressional Delegation  
Jose Campos, Federal Highway Administration Texas Division  
Barbara Maley, Federal Highway Administration Texas Division  
Edwin Okonkwo, U.S. Department of Transportation  
Michael Morris, P.E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

September 12, 2017

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

Dear Mr. Okonkwo:

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

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

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

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

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

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

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

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

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

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

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

Mr. Okonkwo  
Page Three

September 12, 2017

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

Sincerely,



Michael Morris, P.E.  
Director of Transportation

LPC:ch

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



**The White House**

Office of the Press Secretary

For Immediate Release

April 18, 2017

# Presidential Executive Order on Buy American and Hire American

## EXECUTIVE ORDER

### BUY AMERICAN AND HIRE AMERICAN

By the authority vested in me as President by the Constitution and the laws of the United States of America, and to ensure the faithful execution of the laws, it is hereby ordered as follows:

Section 1. Definitions. As used in this order:

(a) "Buy American Laws" means all statutes, regulations, rules, and Executive Orders relating to Federal procurement or Federal grants including those that refer to "Buy America" or "Buy American" that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured goods.

(b) "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

(c) "Petition beneficiaries" means aliens petitioned for by employers to become nonimmigrant visa holders with temporary work authorization under the H-1B visa program.

(d) "Waivers" means exemptions from or waivers of Buy American Laws, or the procedures and conditions used by an executive department or agency (agency) in granting exemptions from or waivers of Buy American Laws.

(e) "Workers in the United States" and "United States workers" shall both be defined as provided at section 212(n)(4)(E) of the Immigration and Nationality Act (8 U.S.C. 1182(n)(4)(E)).

Sec. 2. Policy. It shall be the policy of the executive branch to buy American and hire American.

(a) Buy American Laws. In order to promote economic and national security and to help stimulate economic growth, create good jobs at decent wages, strengthen our middle class, and support the American manufacturing and defense industrial bases, it shall be the policy of the executive branch to maximize, consistent with law, through terms and conditions of Federal financial assistance awards and Federal procurements, the use of goods, products, and materials produced in the United States.

(b) Hire American. In order to create higher wages and employment rates for workers in the United States, and to protect their economic interests, it shall be the policy of the executive branch to rigorously enforce and administer the laws governing entry into the United States of workers from abroad, including section 212(a)(5) of the Immigration and Nationality Act (8 U.S.C. 1182(a)(5)).

Sec. 3. Immediate Enforcement and Assessment of Domestic Preferences According to Buy American Laws. (a) Every agency shall scrupulously monitor, enforce, and comply with Buy American Laws, to the extent they apply, and minimize the use of waivers, consistent with applicable law.

(b) Within 150 days of the date of this order, the heads of all agencies shall:

(i) assess the monitoring of, enforcement of, implementation of, and compliance with Buy American Laws within their agencies;

(ii) assess the use of waivers within their agencies by type and impact on domestic jobs and manufacturing; and

(iii) develop and propose policies for their agencies to ensure that, to the extent permitted by law, Federal financial assistance awards and Federal procurements maximize the use of materials produced in the United States, including manufactured products; components of manufactured products; and materials such as steel, iron, aluminum, and cement.

(c) Within 60 days of the date of this order, the Secretary of Commerce and the Director of the Office of Management and Budget, in consultation with the Secretary of State, the Secretary of Labor, the United States Trade Representative, and the Federal Acquisition Regulatory Council, shall issue guidance to agencies about how to make the assessments and to develop the policies required by subsection (b) of this section.

(d) Within 150 days of the date of this order, the heads of all agencies shall submit findings made pursuant to the assessments required by subsection (b) of this section to the Secretary of Commerce and the Director of the Office of Management and Budget.

(e) Within 150 days of the date of this order, the Secretary of Commerce and the United States Trade Representative shall assess the impacts of all United States free trade agreements and the World Trade Organization Agreement on Government Procurement on the operation of Buy American Laws, including their impacts on the implementation of domestic procurement preferences.

(f) The Secretary of Commerce, in consultation with the Secretary of State, the Director of the Office of Management and Budget, and the United States Trade Representative, shall submit to the President a report on Buy American that includes findings from subsections (b), (d), and (e) of this section. This report shall be submitted within 220 days of the date of this order and shall include specific recommendations to strengthen implementation of Buy American Laws, including domestic procurement preference policies and programs. Subsequent reports on implementation of Buy American Laws shall be submitted by each agency head annually to the Secretary of Commerce and the Director of the Office of Management and Budget, on November 15, 2018, 2019, and 2020, and in subsequent years as directed by the Secretary of Commerce and the Director of the Office of Management and Budget. The Secretary of Commerce shall submit to the President an annual report based on these submissions beginning January 15, 2019.

Sec. 4. Judicious Use of Waivers. (a) To the extent permitted by law, public interest

waivers from Buy American Laws should be construed to ensure the maximum utilization of goods, products, and materials produced in the United States.

(b) To the extent permitted by law, determination of public interest waivers shall be made by the head of the agency with the authority over the Federal financial assistance award or Federal procurement under consideration.

(c) To the extent permitted by law, before granting a public interest waiver, the relevant agency shall take appropriate account of whether a significant portion of the cost advantage of a foreign-sourced product is the result of the use of dumped steel, iron, or manufactured goods or the use of injuriously subsidized steel, iron, or manufactured goods, and it shall integrate any findings into its waiver determination as appropriate.

Sec. 5. Ensuring the Integrity of the Immigration System in Order to "Hire American." (a) In order to advance the policy outlined in section 2(b) of this order, the Secretary of State, the Attorney General, the Secretary of Labor, and the Secretary of Homeland Security shall, as soon as practicable, and consistent with applicable law, propose new rules and issue new guidance, to supersede or revise previous rules and guidance if appropriate, to protect the interests of United States workers in the administration of our immigration system, including through the prevention of fraud or abuse.

(b) In order to promote the proper functioning of the H-1B visa program, the Secretary of State, the Attorney General, the Secretary of Labor, and the Secretary of Homeland Security shall, as soon as practicable, suggest reforms to help ensure that H-1B visas are awarded to the most-skilled or highest-paid petition beneficiaries.

Sec. 6. General Provisions. (a) Nothing in this order shall be construed to impair or otherwise affect:

- (i) the authority granted by law to an executive department or agency, or the head thereof;
- (ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals; or
- (iii) existing rights or obligations under international agreements.

(b) This order shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This order is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

DONALD J. TRUMP

THE WHITE HOUSE,  
April 18, 2017.

# Thomas E. Hendricks

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

April 13, 2018

Governor Greg Abbott  
Office of the Governor  
P.O. Box 12428  
Austin, Texas 78711-2428

Dear Governor Abbot:

I am a resident of Northeast Dallas, severely impacted by the congestion on LBJ East.

Yesterday the North Central Texas Council of Governments, a body sanctioned by the State to plan for our region's transportation needs, met again on the LBJ East project. And for the Nth time expressed support for its execution with a tolled laneway program as a funding resource to allow the project to move forward in coordination with other needs in the region.

I can't fathom why there is resistance to this project as outlined in the press. I can't find anyone else who can explain such resistance. Anyone who advises you or the Transportation Commission to not allow it, as a statement of ideology, is incompetent, ignorant or insane or a combination.

As a conservative I understand and believe the best revenue economics to apply to any governmental project is to use fees or a mix of taxes and fees to tie the consumption of government services as close to the user and beneficiary of the service as possible. Obviously this does not apply to social services, but highways and streets are primarily an economic service. If I commute to a job or drive to a location for entertainment or drive a truck to haul freight the cost of transportation is a decision component of that economic activity.

It is a conservative bedrock belief that consumers/citizens/taxpayers are better off when they can freely exercise choice. When I choose to buy a car and fill it up with gasoline, paying taxes, I am freely agreeing to government providing the streets and highways on which I can freely drive to and from my destinations. I drive on LBJ West and routinely decide whether to avoid it altogether, use the "free" lanes or pay a toll to use TEXpress. I do not feel "cheated" when driving on the "free" lanes. I check for congestion and, if it would not interfere with the time I need, I'll use it, and not feel betrayed because people who choose to pay a toll to INCREASE the capacity of the "free" lanes we all choose to use.

I am a taxpayer and consumer of highway resources in NE Dallas. I and many, many voters, if not 90+%, WANT the toll support to fix the horrible problem we have now NOW.

Get it done.

Sincerely,



Thomas E. Hendricks  
TEH:abh

RECEIVED

APR 19 2018

TRANSPORTATION

CC:

John Colyandro, Senior Advisor and Policy Director  
Office of the Governor  
P.O. Box 12428  
Austin, Texas 78711-2428

J. Bruce Bugg, Jr. Chairman  
Texas Transportation Commission  
Texas Department of Transportation  
125 East 11th St.  
Austin, TX 78701

Darran Anderson, Director of Strategy and Innovation  
Texas Department of Transportation  
125 East 11th St.  
Austin, TX 78701

Senator Don Huffines  
8222 Douglas Avenue  
Suite 675  
Dallas TX 75225

Representative Jason Villalba  
10210 North Central  
Expressway, Suite 220  
Dallas TX 75231

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

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

# Thomas E. Hendricks

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

April 24, 2018

Lee M. Kleinman, Chair  
Mobility Solutions, Infrastructure and Sustainability  
Dallas City Council  
1500 Marilla St.  
Room 5FS  
Dallas, Texas 75201

Subject: Love Field/Car Rental Thoughts

Dear Councilman Kleinman:

I believe the proposal to study the consolidation of the Car Rental Agencies at Love Field is an opportunity for Dallas to correct a serious strategic misstep when it did not run the DART Orange Line under Love Field.

Disclosure: I am President of the Kleberg Community Development Corporation in SE Dallas/Dallas County with an interest in the Green Line, e.g. the SE extension.

Suggested Scope of Study should include:

1. Rename the Burbank Station the Love Field Station; rename the Inwood/Love Field Station simply the Inwood Station [Note: the Burbank Station does not have Public Parking].



2. Build an underground People Mover (using third rail power) between the Terminal and the current Burbank Station footprint [Note: this route is under the airfield and only requires simple cut and cover construction there and can swing northwest under Denton Drive South using cut and cover again, see yellow above].
3. At a stop of the People Mover along Denton Drive South (in an alignment and location negotiated with area neighbors if at all possible) build a high rise/multilevel basement building (see green above) with a People Mover Station at one basement level, Car Rental Reception optimally positioned with car service and storage on higher levels. Entrance and exit ramps *via* a new four-laned Regal Row stub (replacing Burbank), to north and south bound Denton Drive and Harry Hines and I-35, designed in.
4. At the northwest Terminus of the People Mover install escalators from the People Mover to the Burbank platform. Past that terminus build a ramped tunnel up to the existing DART line which can send People Movers to the DART Northwest Rail Operating Facility using a DART overhead powered tug engine.

Pros:

- a. Integrate the area's two public aviation centers with a better light rail connection.
- b. Attract more passengers using transit to Love Field.
- c. Significantly reduce pollution from sources such as the existing shuttle bus from the Burbank Station to the Love Field Terminal and the fleet of rental car buses currently in use or the foreseeable consolidated bus fleet.
- d. Dramatically reduce traffic and congestion on the only entrance/exit to the Terminal.
- e. Remove significant curbside traffic from the Terminal loop/parking lots.
- f. Remove traffic from arterial streets to downtown and points east by making use of I-35 more convenient.
- g. Free up on-airport areas now dedicated to rental car operations for higher valued development.
- h. Reduce vehicular traffic to the airport from Southwest employees and other operations along Denton Drive.
- i. All current operations would remain unchanged during construction; disruptions would be minimal in the terminal and the runway area. Cutover should be painless.
- j. If Dallas suggests the rental companies offer car pickup and return at this facility for DFW passengers, enough might take advantage of it to offer more benefits in all areas, while Dallas optimizes tax revenue.
- k. Future proofing.

Cons:

- A. Use of eminent domain along Burbank and Denton Drive South and for the expansion of Burbank to a "new" Regal Row.
- B. Funding. Although I am confident a positive Cost/Benefit will prove out, this approach is capital intensive.

I lived in/commuted to Downtown Chicago from Dallas for several years. I appreciated using the trains into both the O'Hare and Midway in-terminal stations.

Sincerely,



Thomas E. Hendricks  
TEH:abh

cc:

Rickey D. Callahan, Vice-Chair  
Mobility Solutions, Infrastructure and  
Sustainability  
Dallas City Council  
1500 Marilla St.  
Room 5FS  
Dallas, Texas 75201

Beth Harbin, Chairman-Elect  
North Dallas Chamber of Commerce  
c/o Sr. Director Communications, Southwest  
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Dan Kessler, Assistant Director of  
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Fletcher Clark, III, Transportation Planner  
Regional Transportation Council  
North Central Texas Council of  
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Arlington, TX 76005-5888

B. Adam McGough, Council Member  
Dallas Representative NCTCOG  
Dallas City Hall  
1500 Marilla St.  
Room 5FS  
Dallas, Texas 75201

## **Governments Increasingly Tax Uber and Lyft for Transit Revenue**

Ride-hailing services are crying foul. But cities and states say they're merely taxing services.

April 4, 2018  
by Liz Farmer  
Governing Magazine

New York joined a growing number of governments this week when it placed a fee on ride-hailing services such as Uber and Lyft. The state-imposed surcharge, which is part of New York's 2019 budget, is intended to raise money for mass transit.

The move comes on the heels of a similar one in Chicago, where late last year the city council slapped a 15-cent increase to its existing 52-cent fee for every ride-sharing trip. Mayor Rahm Emanuel pushed for the fee amid a growing body of evidence that the popular ride-sharing industry is worsening congestion in cities and taking potential customers away from public transit.

Last year, transportation researchers from the University of California, Davis, published a working paper that found that ride-sharing services in seven major urban areas were adding car trips to city and suburban streets, often at the expense of public transportation.

And a study released this year by Boston's Metropolitan Area Planning Council found that most ride-sharing passengers used the service in place of public transit, biking or walking.

In addition to New York and Chicago, cities in Massachusetts have also implemented or raised existing fees and taxes on ride-sharing services for transit funding. Washington, D.C., and Oakland, Calif., are considering doing the same; while an effort in Georgia to enact a statewide fee has recently been revived.

Unsurprisingly, the new taxes aren't popular with the ride-sharing industry. These services argue they're being unfairly targeted and that such charges would not only hurt consumers but also slow services. What's more, ride-sharing companies say they're developing new products that are specifically aimed at reducing congestion. In 2014, Uber launched a carpooling feature as part of CEO Travis Kalanick's goal to eventually make every ride shared. Now available in 32 cities, uberPOOL accounts for about 20 percent of Uber trips in those jurisdictions.

But from a tax policy point of view, these types of taxes and fees aren't new and shouldn't come as a surprise. The Urban Institute's Richard Auxier says that if a city has a track record of expanding its sales tax to services, ride-sharing is a natural target. "This is just taxing something that should have been previously taxed," he says.

For instance, the nation's capital already imposes sales taxes on services such as landscaping and gym memberships. A proposal in next year's budget would simply increase the tax rate paid by ride-hailing services from 1 percent to 4.75 percent. The proposal also calls for a sales tax hike from 5.75 to 6 percent. The \$18 million in new revenue that ride-sharing would contribute is part of a larger effort to step up funding for the region's aging rail system.

Conversely, New York's new fee charges \$2.75 per ride-sharing trip and an extra \$2.50 on taxi rides in the same zone. "That would be an example of a punitive tax on a disfavored entity," says Joseph Henchman, executive vice president of the conservative-leaning Tax Foundation.

He questions how much the state has done previously to discourage driving and encourage mass transit, adding that "if they're not serious about tackling some of those things, it seems like a way to grab revenue."

Still, despite Uber and Lyft's popularity, taxing the services won't result in a very large revenue boost for mass transit. Put in perspective, the \$18 million D.C. hopes to raise from its tax hike would represent just 10 percent of the city's annual payment into the region's metro rail and bus system. That's pocket change compared to the \$500 million the system hopes to receive annually from the District and surrounding states. Metro's annual budget for operating costs and capital improvements is about \$3 billion.

"Will it help fund Metro and does the state want that money? Absolutely," says Auxier. "But this is not going to solve any budget problems."

<http://www.governing.com/topics/finance/gov-states-cities-taxing-ride-sharing-services-transit.html>

## Tarrant County could allow driverless vehicles

April 4, 2018  
BY SANDRA BAKER  
Fort Worth Star-Telegram

FORT WORTH – Tarrant County is emerging as a hotbed for transportation innovation as new on-demand ride-share and autonomous vehicle businesses clamor to test their programs here.

Right now, Fort Worth is looking into a pilot driver-less vehicle program to operate on a 20-block grid on the Near Southside.

And a similar style shuttle program could be in the works for the Alliance corridor in far north Fort Worth, a partnership of Trinity Metro, the Denton County Transit Authority and Alliance developer Hillwood, to help workers with the first and last mile of their trek to work.

“It’s a steady stream,” said Russell Schaffner, Tarrant County’s mobility coordinator. “There’s an incredible amount of new technology innovations within transportation. We are getting solicitations regarding anything from in-car payment parking platforms to car sharing apps.”

One carmaker wants to pilot a shared-vehicle program whereby the company insures the car for an owner who would sell blocks of time for someone else to use, he said.

Fort Worth Mayor Betsy Price told a gathering of the county’s mayors Monday night that the city is looking into some programs that could quickly bring some of that innovation here. One program is Via, the on-demand van service currently running a pilot in Arlington.

The \$3-a-ride program has attracted about 14,000 passengers since it began in January, said Arlington Councilwoman Kathryn Wilemon.

“Innovative solutions ... will be the piece we have to pull together,” Price said. “As major cities downsize ... they’re not buying buses right now; they’re looking at innovative ways to deliver.”

The mayors met to approve a resolution asking the North Texas Council of Governments for their help determining how they can break barriers of programs that are now confined by city limits to create a countywide seamless transit system.

There was no timetable given for when the study could be completed. Tarrant County is comprised of 41 municipalities. The implementation study would consider the new technologies, finding the right-size services for communities, leveraging existing services, such as Fort Worth Trinity Metro bus service, and ways to pay for it, among other things.

“We’re so disconnected,” said North Richland Hills Mayor Oscar Trevino. “It seems every day a new project, new technology that comes out that shifts the paradigm. We have an opportunity as a greater Tarrant County community to capitalize on these changes, these opportunities.”

Trevino cited San Antonio’s recent approach to the Texas Department of Transportation suggesting a designated highway lane for autonomous vehicles.

Said Price, “Innovation is moving at us at a much faster pace than we can keep up with.”

<http://www.star-telegram.com/news/local/community/fort-worth/article207794959.html>

## Fort Worth warned that wealth and growth may push out regular folks

April 5, 2018  
BY GORDON DICKSON  
Fort Worth Star-Telegram

At its 36th annual luncheon, Downtown Fort Worth Inc. was told that it's important for cities to ensure they are adopting policies that encourage neighborhoods to grow in a diverse fashion — so that those areas can change with the times as one generation grows old and another is born.

The growth of downtown Fort Worth during the past several decades is by just about any definition a tremendous success story.

But is the city center getting too wealthy for its own good?

Downtown Fort Worth's ZIP code (76102) is the sixth most gentrified neighborhood in the United States, according to recently released research by the apartment finder RentCafe. The ranking was based on changes in home values, household incomes and ratio of college-educated residents in ZIP codes across the U.S. between 2000 and 2016.

Generally, gentrification occurs when affluent residents move into an area, displacing previous dwellers. It's a common occurrence in cities where rundown neighborhoods undergo improvements to buildings, sidewalks and other infrastructure.

Those improvements should be good things, but what often happens in cities that don't plan carefully is that property owners in a newly improved area smell an opportunity to jack up rental and ownership prices so quickly that some of the neighborhood's traditional residents are forced to move. Then out-of-town developers begin to see the area as an untapped market, and begin building more and more projects aimed at the high-income demographic.

The result can be neighborhoods filled with too many wealthy, childless households and not enough ethnically and economically diverse families — a combination that most urban planners agree is needed to ensure the neighborhood makes a smooth transition from one generation to the next without a period of decline (followed by the need for yet another urban renewal cycle).

Long-term, it's important for cities to ensure they are adopting policies that encourage neighborhoods to grow in a diverse fashion — so that those areas can change with the times as one generation grows old and another is born. That was one of the key messages delivered Wednesday to several hundred members of Downtown Fort Worth Inc., who attended the group's 36th annual luncheon meeting at the downtown Omni Fort Worth Hotel.

"I would encourage you to be deliberate about diversity and price points," said Brad Segal, president of Denver-based Progressive Urban Management Associates. "Make it a more welcoming environment, and create diversity."

Segal didn't specifically reference the RentCafe report in his keynote speech to Downtown Fort Worth Inc., but he urged area business owners and government officials to closely monitor housing costs in the downtown area to ensure that the area doesn't become too populated by high-income residents with no children. He also encouraged development of schools and green space, to ensure the area was attractive to families.

“Do we have enough two- and three-bedroom units, and not just one-bedroom and studios?” Segal asked the crowd.

Segal said Fort Worth was positioned to do well in attracting new residents to its downtown. He said many baby boomers are looking to move into downtown areas to “age in place” in their retirement years, and that young people under 35 have a strong desire to live in areas where they can run most errands without driving.

Only 60 percent of 18-year-olds in America have driver’s licenses, the lowest rate since the 1960s, Segal said.

RentCafe used the 2000 census and 2016 American Community Survey to compare data in 11,000 ZIP codes.

The report found that in Fort Worth, home values in 76102 had increased 323 percent during those 16 years. Also, household incomes among downtown residents more than doubled — going up 103 percent from 2000 to 2015. And finally, the ratio of residents with a college education increased 123 percent during that time.

The only ZIP codes where gentrification had outperformed downtown Fort Worth were:

- A 90014 in Los Angeles
- A 20001 in Washington, D.C.
- A 77003 in Houston
- A 19123 in Philadelphia
- A 10039 in New York (Manhattan).

The attraction of high-end apartments and hotels is continuing in downtown Fort Worth. Andy Taft, president of Downtown Fort Worth Inc., said 1,400 new apartment units are planned or under construction in the area, adding to the supply of 4,300 units that already exist.

Also, several new hotels are planned, adding 1,100 rooms, compared to the existing 2,900 hotel rooms today.

<http://www.star-telegram.com/news/local/community/fort-worth/article207801409.html>

## Traffic relief finally comes to this awful stretch of highway — at a price

April 5, 2018  
By Gordon Dickson  
Fort Worth Star-Telegram

Fort Worth – Motorists on Interstate 35W in north Fort Worth just got some sorely needed traffic relief, although if they want to take advantage of it they will have to pay a price.

Four miles of new toll lanes opened Thursday on I-35W, between Loop 820 and Northside Drive. With the opening of the four new lanes in each direction, it is now possible to take toll lanes nearly 10 miles from Northside Drive to Heritage Trace Parkway in far north Fort Worth, providing motorists with a toll option around one of Texas' most congested freeways.

Also, officials with North Tarrant Express Mobility Partners, the team of companies overseeing the \$1.4 billion makeover of the I-35W corridor, said they expect to be finished with the entire I-35W project by Sept. 30, and possibly weeks earlier. The main missing piece of the I-35W project is now from Northside Drive south to downtown Fort Worth and Interstate 30. Construction in that area, marked by a dizzying array of detours along Texas 121, U.S. 287, I-35W and I-30, has caused long delays for motorists trying to get in and out of the city center for more than two years.

About 10 a.m. Thursday, just before the four-mile stretch of new toll lanes — also known as TEXpress lanes — opened to the public, a caravan of elected officials and other dignitaries took a drive on the new toll lanes, stopping on a flyover ramp near the south end of the 820/35W interchange to take photographs and speak about the project.

Tarrant County Commissioner Glen Whitley used the opportunity to praise the contractors for getting the toll lanes completed about six months ahead of schedule, and he called for state leaders to sign the documents needed to extend the I-35W improvements north from Heritage Trace Parkway to Eagle Parkway near Alliance Airport. That piece of I-35W development has stalled because Gov. Greg Abbott and other state leaders have clamped down on the Texas Department of Transportation's participation in any future toll projects.

"We're wasting time," Whitley said. "We really believe I-35W is the backbone that runs from Mexico to Canada, and this is the area where it has been congested."

Already, businesses are taking advantage of the improved access to I-35W as well as Loop 820, said Brian Randolph, president off Mercantile Partners, which oversees huge swaths of industrial and office park developments around the 820/35W interchange and near Meacham Boulevard.

Just in the past four years since work on Loop 820 was complete, an additional 4 million square feet of commercial space worth potentially up to \$500 million has opened up in the Mercantile area, and improved access to the properties is the main reason for the business interest, Randolph said.

<http://www.star-telegram.com/news/local/community/fort-worth/article207795819.html>

## Transportation Tragedies Shine Light on Pedestrian Infrastructure Needs

Many advocates say the deadly bridge collapse in Florida and driverless car incident in Arizona show how poorly transportation networks handle pedestrians.

April 2, 2018  
By Daniel C. Vock  
Governing Magazine

Two transportation-related tragedies in recent weeks -- the collapse of a bridge in Miami and the death of a woman in Arizona who was struck by an autonomous Uber car -- have shined a light on the challenges of deploying new infrastructure technologies.

But the two incidents also highlighted something else, according to many safety advocates: the inadequacies of legacy designs when it comes to pedestrians.

And they come as pedestrian deaths have been climbing. The Governors Highway Safety Association estimates there were 6,000 pedestrian deaths in 2017. That's essentially unchanged from the year before -- but 2016 saw a higher level of pedestrian deaths than the country had seen in 25 years.

In Tempe, Ariz., an autonomous vehicle from Uber struck and killed a pedestrian while going 40 mph on a dark street on March 19. Most of the attention so far has been on Uber's driverless technology and whether the company was testing that technology responsibly. But some safety advocates have also questioned whether the design of the street itself played a role, because it gave pedestrians no convenient, safe place to cross.

The pedestrian, Elaine Herzberg, was walking her bike across the street when she was killed. Although there was a bike lane along the road, a brick path through the median was marked with a sign indicating pedestrians weren't allowed. The sign says "Use crosswalk," with an arrow pointing to an intersection 500 feet away, where two six-lane roads meet. The brick path with the no-pedestrian sign appears to be directly across the street from a dirt path.

Arizona has seen a recent surge in pedestrian fatalities. The number of walkers who died jumped from 197 in 2016 to 224 last year. In a one-week span shortly before the Uber crash, 10 pedestrians were killed in the Phoenix area. A recent report showed that Arizona had the highest pedestrian death rate, per capita, in the country.

The Uber death came just three days after the collapse of a pedestrian bridge in Miami killed six motorists. The Miami tragedy raised a different set of questions about pedestrian infrastructure, but with a similar underlying concern: Was the massive pedestrian bridge being built for the convenience of pedestrians, or for the motorists who traveled under it?

Florida International University chose a new technology, called accelerated bridge construction (ABC), to erect its \$15 million, 289-foot-long pedestrian bridge. The chief benefit of that approach is that it limits the amount of time the road below needs to be closed to traffic. But the pedestrian bridge itself would have also benefited motorists, because it would have limited the time cars had to sit at red lights waiting for walkers to cross.

The pedestrian bridge, though, would not have addressed larger concerns about the safety of Eighth Street, the arterial road that passed beneath it. Seventeen people died on a four-mile stretch of the road between 2007 and 2012, and one FIU student died there just last fall. But local planners were looking for ways to ease congestion -- in other words, speed traffic up even more -- on the major thoroughfare.

For many safety advocates, both situations appeared to be the result of transportation officials prioritizing the quick movement of cars over the safety of pedestrians.

“An effective approach to traffic safety would consider the dangerous conditions for pedestrians that led to the construction of the [Miami] bridge in the first place,” writes Angie Schmitt of Streetsblog, a site that advocates for less car-centric infrastructure. “If we don’t think critically about these systemic risks, our transportation networks will keep on failing at public safety.”

Victor Dover, a Miami architect who promotes “livable communities” over sprawl, says pedestrian bridges show planners’ concerns about cars and motorists.

“The thing is, ‘pedestrian bridges’ are not really about providing safety and delight to pedestrians,” he writes. “The real purpose of the bridge was to reduce the pesky crosswalks and speed up traffic, to minimize signal phases when motorists would have to wait for people to cross on foot. Meanwhile, the effect of such bridges is to permanently surrender the at-grade pedestrian experience.”

Dover and Kenneth García, a town planner with the same firm, even designed an alternative to Eighth Street’s current configuration to illustrate how the road could become more pedestrian friendly. It includes transit, but not the pedestrian bridge.

“The Eighth Street of the future should have multiple places to cross at intersections where pedestrians are on an equal footing with cars, matched up with multiple walkways over the canal to Sweetwater and other neighborhoods. In our illustration, there are more traffic signals, not fewer, with broad high-visibility crosswalks. And yes, traffic will move more slowly.”

Linda Bailey, the executive director of the National Association of City Transportation Officials (NACTO), says the public’s initial reaction to the autonomous vehicle crash in Arizona said a lot about how the American public, and even local leaders, view pedestrian deaths.

“It brought out all the things that we hear when a pedestrian is killed, especially because the pedestrian is not around to tell the story. We hear about how it was dark, the pedestrian came out of nowhere, that she was not in the crosswalk,” Bailey says. “It’s really indicative of how we treat pedestrian deaths in general. We are still focused on idea that people who died in traffic in the United States did something wrong. It’s pervasive. Most people don’t know anything else.”

Indeed, Sylvia Moir, the Tempe police chief, remarked after watching video of the crash taken by the Uber car that “it’s very clear it would have been difficult to avoid this collision in any kind of mode [autonomous or human-driven] based on how she came from the shadows right into the roadway.”

But Bailey says the crash also shows design flaws in how many roads are built.

"It does point out that the roadways there are designed for unsafe speeds for pedestrians. It's a remnant of the highway and mini-highway era, where engineers set speed limits as high as possible and pedestrian crossings are viewed as slowing down traffic," she says.

But that type of engineering doesn't reflect how non-motorists actually use the roads.

"We have to engineer for actual human behavior. There are no hardware or software upgrades for actual human beings."

NACTO has long pushed for autonomous vehicles to be limited to 25 mph or less in areas where pedestrians are likely to be present -- not just in downtowns. At that speed, pedestrians are much more likely to survive a crash with a vehicle, which is a major reason why many cities that have adopted the Vision Zero safety strategy have lowered their speed limits to 25 mph.

"People want to be able to hit the gas between red lights," Bailey says. "As transportation officials, we have to ask ourselves, are we designing a safe system or not?"

Of course, street design did not change overnight to suddenly imperil more pedestrians. And pedestrian deaths have not risen at the same rate on all roads.

Take Arizona, for example.

"Over the past five years, the total number of pedestrian-related crashes on the [Arizona] state highway system has remained consistent," the Arizona Department of Transportation told *Governing* in a statement. "An increase in pedestrian-related crashes has occurred on other roadways, including city streets and county roads. In Arizona, more than 80 percent of pedestrian fatalities occur on these other roadways." The Uber crash did not occur on a state road.

The state department will also fund projects to reduce fatal and serious-injury crashes as part of its highway safety improvement plan.

Alberto Gutier, the director of the Arizona Governor's Highway Safety Office, says the biggest change he's seen is just the sheer number of people on the road, whether they be drivers or pedestrians, as the state's population has grown.

But he also sees lots of problems in people's behavior.

"The problem is that people don't cross in the crosswalk. People looking at their stupid phones. They're crossing the tracks of the light rail [in the Phoenix area] after they get off, going between cars" in the middle of the block.

At the same time, though, drivers are often so eager to turn right when the light changes that they forget to look for pedestrians, Gutier says.

"We have dumb, stupid, idiot drivers."

Gutier's office recently secured funding to start "selective enforcement" actions in more than 20 cities in Arizona's major metropolitan areas. He wants cops on bikes, especially, to confront people who cross streets illegally, although motorists will also be included. The goal, he says, is to change people's behavior, not to give them tickets.

“I’m not promoting ticket, ticket, ticket, but I’m sure somebody will get a ticket.”

But Gutier says he is also impressed by the work of New York City, where he once lived, to prevent pedestrian deaths. New York City is one of the most aggressive in rolling out Vision Zero. Like other safety campaigns, Vision Zero relies on public education and aggressive enforcement of certain traffic laws. But the biggest difference is its emphasis on building safer infrastructure, so human error doesn’t lead to human deaths.

Better infrastructure sounds good to Gutier, and he’s encouraged by the state transportation department’s work on a pedestrian plan. “But it’s millions of dollars we don’t have in the highway safety office, and I don’t know if ADOT can get it,” he says.

Gutier has hung up print-outs of the New York projects in his office. But he says he hasn’t yet talked with his boss, Gov. Doug Ducey, about implementing those sorts of changes in Arizona.

<http://www.governing.com/topics/transportation-infrastructure/gov-miami-bridge-collapse-tempe-uber-pedestrian-autonomous.html>

## Greene: Arlington's public transit reputation is changing

April 6, 2018  
By Richard Greene  
Fort Worth Star-Telegram

Of all the reasons that Arlington has to be proud of its remarkable history, public services and economic achievements over the past six decades, one important thing that has remained unfulfilled is the need for transportation to serve all its people.

Recent changes in meeting that challenge suggests real progress that could lead to the removal of the distinction of being known as the largest city in the country without public transit services.

That's an especially disconcerting label considering the 15 million or so visitors who arrive in the city each year along with the nearly 400,000 residents who live here all the time.

Now, however, even CBS News has taken notice of progress in this vital area of Arlington's life. More about the national spotlight on the city in a couple of minutes.

But first, a little history for those who may be discovering this situation for the first time — newcomers or others who might have not previously taken notice.

Realizing that virtually any kind of mass transportation requires some degree of public funding, three proposals to use sales taxes for that purpose have been put before voters since 1980.

On every one of those occasions, the majority vote against doing so increased with each successive election. That was notwithstanding that the measures had the full endorsement of city councils, school boards, University of Texas at Arlington senior officials, and other civic leaders across the city.

Now two methods of moving people throughout the central part of the city and around the entertainment district city have gained that all important media attention and, more importantly, ridership that portends a possible breakthrough.

"CBS This Morning" recently aired an almost three-minute segment of their popular show complete with full screen graphics introducing the report that featured the city's trial Via ride-sharing program with what the anchor characterized as a cost-saving innovation.

The network's reporter Kris Van Cleave visited Arlington for the feature allowing for a view of a big city working to solve the needs of those without cars or — as one resident testified — those who just don't want to drive.

He described how the Uber era of getting around had spawned the Via initiative that uses 10-passenger luxury Mercedes-Benz Vans to pick up passengers within a block or two of their place of origin and delivers them to their destination for \$3 a trip.

The on-demand ride share service is activated by a customer using the Via app on their smartphone or by calling Via from a telephone for help in setting up an account to book a ride.

The city's Via website provides complete information about how the service works, answers the frequently asked questions, and displays a detailed map of where Via is currently available and when it will expand in weeks to come.

Reports of increases in ridership are encouraging. In the first month of the service, more than 5,000 people gave it a try and awarded their experience a 97 percent approval rating.

In the event the pilot program doesn't produce the solution the city would like to see, Arlington Mayor Jeff Williams says, "We'll try something else."

Meanwhile the paved pedestrian trails that wind between the Arlington Convention Center, Globe Life Park and AT&T Stadium are now being used by a people mover that goes by the name of Milo — a driverless autonomous shuttle that holds up to 12 passengers.

There's no cost to ride Milo and it puts riders within easy reach of their entertainment district destination.

Will Arlington finally shed that reputation of a city without public transit? We'll soon see but optimism abounds and success would be a winning outcome of these two initiatives never before imagined.

*Richard Greene is a former Arlington mayor and served as an appointee of President George W. Bush as regional administrator for the Environmental Protection Agency.*

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article208063889.html>

## **Fort Worth students find a way to get a crosswalk**

April 8, 2018  
BY DIANE SMITH  
Fort Worth Star-Telegram

FORT WORTH – In the not too distant future, those traveling in the 7000 block of West Camp Bowie Boulevard will drive past some \$400,000 in traffic enhancements courtesy of grant dollars and a determined group of middle-school students who just wanted a crosswalk.

“I’m really excited because I didn’t think we could do it,” said Avery Hand, a seventh-grade student. “I’m excited that it is happening, and it is because of us.”

The Applied Learning Academy shares a campus with the International Newcomer Academy and the schools’ 1,000-plus students are surrounded by busy four-lane roads that do not require drivers to slow down.

“A thousand kids is a lot of kids,” said Alexandra Checka, an English teacher at the academy whose students worked on the traffic-safety project. “It’s like we don’t exist. We don’t have a school zone.”

The nearest open green space available to students is ZBonz Dog Park, north of the campus at 6950 West Camp Bowie. Students said they use the park for school clubs and some classes. But crossing to the park can be dangerous because there is no crosswalk.

### **‘NO STOPPING THEM’**

Eleven students at the Applied Learning Academy decided to do something about it, while also getting school credit.

“Once they decided it was going to be an applied-learning project that they were going to take on for real, there was no stopping them,” Checka said.

Last school year, Checka’s students began investigating how to get a crosswalk installed near their school.

They turned to the North Central Texas Council of Governments, which has a grant program – called the Safe Routes for Schools program – that focuses on safety improvements for area schools.

Among research studied was crash data from 2012 through 2016 that showed traffic accidents nearby, including a pedestrian fatality and a bike-related fatality.

Karla Weaver, senior program manager with NCTCOG, said others involved in studying the traffic concerns raised by students included the Texas Department of Transportation, Fort Worth school district, city of Fort Worth and Trinity Metro.

### **\$400,000 IN IMPROVEMENTS**

“Overall, we identified \$400,000 worth of improvements,” Weaver said, explaining that improvements to the roads, sidewalks and traffic signals would be paid through grant dollars.

NCTCOG will provide \$320,000 from the grant and Fort Worth will invest \$80,000 for street repairs.

The Safe Routes for Schools program also provided \$3.2 million in 2017 in improvements –such as crosswalks, flashing beacons and new signs – for seven Fort Worth elementary schools.

For the Applied Learning Center project, Weaver said a temporary crosswalk will be put in place this spring. Later, work will begin on more permanent improvements that include a high-intensity activated crosswalk that requires vehicles to stop so people can cross the street.

Weaver said the students were eager to make a crosswalk a reality and they got to see how much work is involved.

Asked if the effort may result in a new generation of urban planners, Weaver answered: “I sure hope so.”

## Under Trump, new transportation grants ditch bikes, walkways

April 9, 2018  
BY ANDREW TAYLOR  
Associated Press

WASHINGTON – Forget about bike-share stations in Chicago or pedestrian walkways in Oakland. That’s so Obama-era.

In the Trump administration, a popular \$500 million transportation grant program is focused more on projects in rural areas that turned out for Donald Trump in the 2016 election. That means more road and rail projects in GOP strongholds such as Idaho, North Dakota, and Oklahoma, and fewer “greenways,” “complete streets” and bike lanes.

The latest round of these grants has nothing for New York City, Los Angeles or Chicago. Money in those Democratic heavy states went instead to projects in Trump-friendly regions: repainting a bridge in New York’s North Country, contributing to a highway project in Modesto, California, and upgrading an interstate highway in southern Illinois.

It’s a refocusing from the priorities of the previous administration, which gave most of these TIGER (Transportation Investment Generating Economic Recovery) grants to urban areas represented by President Barack Obama’s Democratic allies on Capitol Hill.

“More than 64 percent of this round of TIGER funding was awarded to rural projects, a historic number that demonstrates this Administration’s commitment to supporting the country’s rural communities,” the Transportation Department said in a release announcing the grants last month.

“I was very pleased,” said Sen. Susan Collins, R-Maine, when asked about the focus on rural areas. Maine won \$10.8 million to help repair three rural bridges on routes critical to the state’s timber industry.

The program was established under Obama’s 2009 economic recovery bill. The grants, distributed at the discretion of the administration, are just a small fraction of the overall federal transportation dollars when compared with more than \$50 billion distributed annually to states by formula from the highway trust fund.

Trump has twice targeted the grant program for elimination, only to sign a huge spending bill into law last month that tripled its budget to \$1.5 billion.

Questions arose during the Obama administration about political favoritism when grants consistently went in greater numbers to congressional districts represented by Democrats. For example, in 2013, about two-thirds of TIGER money was awarded to such districts.

One of those grants went to help Florida International University construct a pedestrian bridge over a busy road. The structure collapsed last month, killing six people.

Grants are awarded according to a competitive process that analyzes criteria such as economic benefits, safety, state of disrepair, and the environmental benefits of projects. The Government Accountability Office looked into the program a few years ago at the request of then-Sen. David Vitter, R-La., and found that projects with lower grades often won out over top-rated projects.

Of the 41 grants announced by the Trump administration, 25 totaling \$271 million were awarded to projects in congressional districts represented by Republicans. Districts represented by Democrats garnered 14 projects and \$190 million. Two grants worth \$25 million went to projects spanning district lines.

That's a reversal from the Obama administration, which in its last year in office provided just \$102 million in grants to rural areas. That was just above the 20 percent minimum required by the law that established the program.

The Obama administration funded numerous urban projects centered on pedestrian walkways and bike trails. More than one-third of Obama's final round of grants featured bike-friendly projects. A 2016 grant, for instance, helped pay for a "multi-modal greenway" in Lexington, Kentucky, to integrate a network of bike and pedestrian trails.

The Trump grants contain just a handful of such projects, including a pedestrian and bike trail along the Schuylkill River in Philadelphia and preservation of a historic railroad pedestrian bridge in Mill City, Oregon.

The Trump administration is focused more on economic development projects such as port upgrades in Alabama, Baltimore and New Orleans. Some \$25 million would help Arizona ease congestion from a busy U.S.-Mexico port of entry in Nogales.

Other projects include reopening an inactive freight rail line in Idaho, easing traffic in Big Sky, a tourist destination in Montana, and contributing to a highway bypass around Lincoln, Nebraska.

A port project in Alabama would build a "roll on/roll off" facility that would serve several automobile manufacturing plants. Fort Smith, Arkansas, would benefit from repair projects for three deteriorating freight rail bridges. An additional \$10 million would replace rail lines servicing farmers and energy producers in southern Illinois.

## City Council worries proposed permit fees will chase bike-share companies out of Dallas

April 9, 2018

Written by Robert Wilonsky, City Columnist  
Dallas Morning News

A proposal meant to manage Dallas' dockless vehicles — rental bikes and, possibly, electric scooters — hit a few nasty speed bumps Monday.

On Monday Dallas City Council's mobility committee heard from city transportation staffers who have been drafting regulations meant to clean up the dollar-an-hour two-wheelers clogging up sidewalks, especially downtown, since August. And those committee members signaled their support for some rules of the road — chief among them downtown and the Cedars' council member Adam Medrano, who said he thought the 10,000 to 15,000 rental bikes on city streets were "cool at first," until residents' mounting complaints made him wonder if they're not "more trouble than anything else."

But council members were decidedly against proposed fee structures that would likely result in running the bike-share companies out of the city.

One proposal calls for charging the bike companies \$1 per day per vehicle, on top of an \$800 annual permit fee. A bike company with 5,000 two-wheelers on the road — and at least two, LimeBike and Ofo, already have more than that — would each wind up paying more than \$1.8 million annually to City Hall. A second proposal would be even more expensive. And a third, presented to the council at the last minute on Monday, was a math problem — involving capped fees and percentages per bike per year — that the council had little interest in trying to solve.

Michael Rogers, the city's new transportation director, said some of that money would go toward administrative costs, while some of it would go toward processing permits and enforcing the rules. And, more important, some of that revenue would be spent building out bike lanes. Right now, Dallas has just \$500,000 to spend each year on bicycle infrastructure — a tiny share of the city's \$1.3 billion general-fund budget.

But council members and bike-share operators were united in their opposition to the fees as presently proposed.

Anthony Fleo, LimeBike's regional general manager, called the proposed fees "unsustainable and out of step" with the national average. Said Fleo, such exorbitant fees "would likely discourage all of" the bike companies from operating in Dallas.

Servando Esparza, Ofo's head of public policy for this part of the country, said that the proposed fees "would be 25 times higher than the greatest fee we pay in any other city."

The mobility committee has never signaled any interest in pricing the bike-share companies out of the market. At most, its members wanted to recoup the cost of keeping the sidewalks clear, fishing bikes out of the Trinity River and White Rock Lake, and letting the companies use the right of way. Far North Dallas' Sandy Greyson said she wasn't even sure the city could use the fees to build bike lanes; senior city attorney Casey Burgess said their office was looking into it, but couldn't yet provide a definitive answer.

Greyson said that as far as she could tell, the price tag was meant to cap the number of bikes in the city — something the ordinance doesn't explicitly do. In fact, Monday's discussion was rather vague when it came to whether the city should limit the number of bikes allowed per vendor or force them to provide designated parking areas. By meeting's end there were far more questions remaining than answers, which is one reason the debate is far from settled.

The committee also left on the cutting-room floor a proposed rewrite of the 12-year-old rule banning electric scooters from the public right of way. Several companies, including LimeBike and Bird, had hoped to bring some to Dallas last month, but stopped short when they discovered the Dallas City Council was in 2006 one of the few Texas cities to outlaw motorized scooters. The council insisted at the time that they were likely to cause accidents since drivers couldn't see them.

Downtown and East Dallas council member Philip Kingston called the ban "facially ridiculous," pointing out that Rogers rode such a scooter to City Hall every day until he found out about the ban. Rogers was hoping that council would vote Wednesday to overturn the law, so his staff could roll up rental bikes and scooters into a single dockless vehicle ordinance. But committee members were loathe to legalize electric scooters before tackling rental-bike rules, which won't even go to the full council for a briefing until mid-May.

Said Lake Highlands' representative Adam McGough about the scooter redo, "it's negligent before dealing with bikes."

<https://www.dallasnews.com/news/dallas-city-council/2018/04/09/city-council-worries-proposed-permit-fees-will-chase-bike-share-companies-dallas>

## Decline in A-train, bus ridership concerns Denton officials

April 10, 2018

Written by Peggy Heinkel-Wolfe, Staff Writer  
Denton Record-Chronicle

The Denton City Council probed DCTA officials to learn how the agency sees its declining ridership during a work session Tuesday.

Ridership has dropped every year on the A-train since 2014, according to Denton County Transportation Authority data. Agency officials said the system is weathering public transit's perfect storm: a growing economy, lower gas prices, a newly widened Interstate 35E and ride services like Lyft and Uber.

Jim Cline, president of DCTA, said the decline in A-train riders follows a pattern of declining transit ridership nationwide.

"But I want to make this clear: I don't consider this acceptable" Cline told council members, adding that the agency is taking specific steps to boost ridership. "It's a long game."

DCTA started in 2003 as a separate public entity. The agency took over Denton's small city bus system in 2005. The A-train debuted in June 2011 and connected Denton County to the regional system through a Dallas Area Rapid Transit light rail stop in Carrollton.

The main source of DCTA's funding comes from a portion of the sales taxes collected in Denton, Highland Village and Lewisville. By contract, DCTA runs buses for the University of North Texas and North Central Texas College as well as on-demand rides for people with disabilities in Denton and parts of Collin Counties.

Even as the city and university populations have grown, bus ridership has remained flat and A-train ridership has dropped.

Nationwide, transit ridership fell in 31 of 35 major metropolitan areas last year, according to a March 24 report in the Washington Post. Houston was among the few cities that bucked the trend after years of declining ridership. In 2015, the Metropolitan Transit Authority of Harris County overhauled its bus routes and won back Houston riders almost overnight with its new, grid-like system.

Denton City Council members pointed to the \$12.4 million in sales tax revenue the city sent to DCTA last year as they peppered Cline with questions about how to improve service.

Council member Gerard Hudspeth said it bothers him that he doesn't have an answer for constituents who say the system is underutilized for the amount of money being spent. He encouraged DCTA to improve parking security at its train stations to encourage more people to park and ride.

He also told Cline that the A-train schedule sometimes strands a regional rider in Carrollton for 30 minutes to an hour.

"Your sales competition is I-35E," Hudspeth said. "What does it cost to commute?"

Cline said he didn't have a specific answer for that, but that DCTA estimates it costs an individual about \$10,000 a year to own a car in the Dallas-Fort Worth area.

In addition, the agency recently commissioned an economic study that shows the average Denton County driver loses \$763.33 a year simply from being caught in traffic.

Council member John Ryan said DCTA needs to remember that people's time is valuable, too. For example, Ryan and his wife needed to travel in opposite directions one day, so his wife looked at the bus schedule. Because the ride would take about 2 1/2 hours, she opted instead to spend about \$10 more to save time and hail a ride from Lyft.

DCTA recognizes that ride services like Lyft are part of people-moving, Cline said.

"We as an agency have chosen not to fight that, but embrace it," Cline said.

DCTA has a contract with Lyft to provide better service in Highland Village and will soon make Lyft part of its service contract with UNT to cover the campus from 2 to 7 a.m., Cline said.

Council member Keely Briggs asked that the agency make more clear how it offers discounted passes through local nonprofits that help people who are homeless get back on their feet. She learned the benefit wasn't as easy to tap as she expected after she tried to help someone buy a monthly pass so he could get to his new job, she said.

DCTA also has faced increasing criticism that the agency is not as efficient as it could be, particularly when compared to other public transit systems.

Cline told council members that the agency commissioned the Texas Transportation Institute, a 68-year-old research body at Texas A&M University, to compare the agency to its peers. The report and analysis are expected later this month.

Council member Sara Bagheri said she was surprised to learn that Denton has only one voting member on DCTA's 14-member board. Because of the way the agency was created 15 years ago, the board includes representatives from other cities that aren't paying sales tax to DCTA.

Bagheri urged fellow council members to press for more representation on the board, since almost half the sales tax DCTA receives is collected in Denton. She put a bullhorn on the work table to illustrate her point.

"If I've learned one thing being involved in politics, it's that sometimes your voice needs a little bit of amplification," Bagheri said.

She also asked council members to consider another recommendation: asking DCTA to spend more money installing bus shelters, benches and standing pads in Denton.

Of the 300 bus stops in Denton, 29 have a shelter and another 10 have a bench.

Council members agreed to ask DCTA to appropriate more of its annual budget to such rider amenities in Denton. While council members didn't agree on a specific figure, they agreed that the \$60,000 or so spent each year for the past five years has not been enough.

Mayor Chris Watts said he has no doubt public transit is needed in Denton, both in moving people around and alleviating parking problems on city streets.

“We need that service for the [college] students, but we need to make sure that UNT is not subsidizing service for the city nor is the city subsidizing for UNT,” Watts said. “We need that data.”

<http://www.dentonrc.com/local-news/dcta/2018/04/10/decline-train-bus-ridership-concerns-denton-officials>

## **In Dallas County, life continues to be harder for people of color**

A new report that looks at the growing socioeconomic gap between the rich and poor in Dallas County found that African-American and Hispanic residents continue to bear the brunt of falling incomes, and all 11 of the county's poorest census tracts are majority-minority neighborhoods.

April 10, 2018  
By Brandon Formby  
Texas Tribune

DALLAS — As North Texas and its affluent suburbs help fuel the state's continued population growth, Dallas County is seeing a growing divide in the economic opportunities available to its residents, and it's becoming more difficult for the poorest people — who are far more likely to be people of color — to pull themselves out of poverty.

Those are among many findings in an “economic opportunity assessment” of the county released Tuesday. The report was compiled by the nonprofit Communities Foundation of Texas and the left-leaning Center for Public Policy Priorities.

“Dallas County has high levels of geographic segregation by race-ethnicity, income, educational attainment and wealth,” the study says. “What this means for low-to-moderate income Dallas residents — and for people of color who are disproportionately represented in that category — is that where they live profoundly influences their access to opportunity.”

The report paints a stark picture of economic disparities in a county that now has 11 census tracts where most of the residents are living below the national poverty line — and minorities make up the majority of the population in all of them. In all, Dallas County has 529 census tracts.

Dallas Mayor Mike Rawlings said while he's proud of his city's many economic development achievements, it's important not to ignore the divergent trajectories of residents, which can largely be tracked based on the color of their skin and where they live.

“We need this sort of stuff that helps us examine what is taking place,” he said.

More than 200 business and civic leaders — most of them white — gathered to hear the report's findings Tuesday morning. Dallas County Judge Clay Jenkins told the crowd that business owners and executives have a duty to examine whether they're paying minority employees and contract workers the same wages as whites.

“Look in the mirror and think about what you're going to do about it,” he said.

While Dallas County continues to attract new jobs, its residents' median income fell \$10,000 from 1999 to 2015. The county added more than 535,000 new jobs between 2006 and 2015, but 63 percent of those new positions have a median wage of below \$50,000.

More than 60 percent of the county's workers are now in jobs with a median wage below \$50,000. Nearly one-fourth of them have a median wage below \$25,000.

And because the county's low-income workers are more likely to be minorities, the situation is worsening the economic disparities that have long existed between black and Hispanic residents and their white counterparts, the report said.

The report also found that black and Hispanic residents on average earn less than 60 cents for every dollar that white residents bring home.

The only residents who saw their average wages increase between 2006 and 2015 were those in the highest income bracket. People in the four other income brackets saw their average paychecks shrink over that same period.

And when it comes to education, the report concluded that whites in Dallas County are 5.2 times more likely to hold a bachelor's degree than Hispanics and 2.4 times more likely to earn such a degree than black residents — in a county whose population is expected to be 88 percent people of color by 2050.

"Opportunity for folks of color is going to be opportunity for the community itself," said Frances Deviney, CPPP's chief operating officer.

Nearly three-fourths of the county's public school students are economically disadvantaged. And only 16.5 percent of students who were in eighth grade in 2006 received a degree or credential from a Texas college or university by last year. That number echoes findings in The Texas Tribune's statewide look at higher education outcomes.

But even people of color who continue their education after high school see disparities in the amount of money they're paid compared to whites. Deviney said the average person of color must earn a degree above that held by an average white person to make the same amount of money.

As a result, she said minorities have more student loan debt, which leaves them less money for housing, food and other necessities.

"That's a huge burden, not only on the individual, but on the community," Deviney said.

The assessment also comes with a litany of policy recommendations that include creating incentives for minority- and immigrant-owned businesses to locate in low-opportunity neighborhoods, improving transit service to reduce commute times and put "financial opportunity centers" in targeted neighborhoods.

"We're not going to change things overnight," Rawlings said. "Just remind yourself this can be done in one generation."

*Disclosure: The Center for Public Policy Priorities and the Communities Foundation of Texas have been financial supporters 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. Find a complete list of them here.*

<https://www.texastribune.org/2018/04/10/dallas-county-life-continues-be-harder-people-color/>

## Texas is making billions from oil and gas drilling, but counties say rural roads are being destroyed

Damage from heavy trucks has battered local roads in and around the state's oil fields, and many counties want the state to help pay for repairs and maintenance. Will lawmakers take action?

April 12, 2018  
By Alex Samuels  
Texas Tribune

W.C. Steinmann says his family roots in southeast Texas date back to 1882.

The 74-year-old rancher lives in DeWitt County, between San Antonio and Victoria, an area surrounded by oil and natural gas fields. Steinmann and other local property owners say the oil and gas boom is destroying the rural road system.

“The base of the roads were not designed for those types of heavy equipment to go on them,” Steinmann said, adding that some roads are so narrow that “you have to get in a ditch to let someone come by you. It gets very difficult day-after-day to travel those roads.”

This is not a new problem for Texas, where oil and gas drilling has been a pillar of the economy for generations. And DeWitt County isn't the only affected area. During the 2013 drilling boom, county officials along the U.S.-Mexico border raised concerns about residents having to navigate yawning potholes, cracked asphalt and splintering shoulders.

Texas leads the nation in both oil and natural gas production. In the 2017 budget year, the oil production tax brought the state more than \$2 billion in revenue, while the natural gas production tax brought in a little less than \$1 billion.

But none of that tax money goes to fixing roads in the areas where the production is occurring. Instead it's divided among several state funds: the Rainy Day Fund, the State Highway Fund and the Foundation School Program.

“The drilling continues, the fracking continues, there's more weight on the road and I don't really see any relief,” said DeWitt County Judge Daryl Fowler. “It'd be nice for the state to realize that they haven't really contributed anything.”

The House Transportation Committee will hold a hearing on April 17 to “evaluate the impact energy exploration and production has on state and county roads, and make recommendations on how to improve road quality in areas impacted by these activities.” The House Energy Resources Committee will meet the following day to examine “investments in public infrastructure” in the Permian Basin, the state's most productive oil and gas region. After both committees meet, they'll publish an interim report.

But until there's a permanent legislative fix, some rural leaders say the state is enjoying a free lunch at the expense of local property tax owners who have to pay for the damage to their roads — often through higher property taxes. The Texas Department of Transportation has also struggled to maintain farm-to-market roads near oil and natural gas wells because of damage from heavy trucks.

“The money from the oil and natural gas production taxes just goes back to the state ... and they redistribute it,” said former Nueces County Judge Richard Borchard, who lives in DeWitt County. “The local taxpayers live here, we stay here and we have to deal with these roads. The state needs to understand that the local governments need some help.”

In 2014, Texas lawmakers approved a one-time appropriation of roughly \$225 million to help counties fix damaged local roads. Of the state’s 254 counties, 191 applied, and identified more than \$1 billion in needed road improvements. The biggest grants went to counties in West and South Texas with the heaviest oil and gas production.

In the heart of the Permian Basin, Midland County Commissioner Robert Donnelly said the county received \$5.9 million from the state in 2014 and put it toward a single road project that’s still not complete.

“Our county roads were just never built for the truck traffic that we have now,” Donnelly said. “We have more rigs running in the Permian Basin than anywhere else in the U.S. right now. There’s not a county road that is free and clear of truck traffic.”

That money didn’t go far in DeWitt County either, Fowler said. The county received less than \$5 million in 2014, which paid most of the \$6.2 million cost of repairing four county roads. The county’s road and bridge budget that year topped \$31 million, he said.

East of Midland in Howard County, County Judge Kathryn Wiseman said that during the last oil boom from 2011 through 2013 — when the oil price per barrel topped \$100 — county roads suffered roughly \$30 million worth of damage directly attributable to oilfield traffic. The county received \$3.8 million from the state, she said.

Many county officials are asking legislators to find a more permanent fix. Fowler said he supported a measure filed during last year’s legislative session by state Rep. James White, R-Hillister, that would have taken 2 percent of the money collected from the state’s oil and natural gas production taxes and given it back to the counties whose roads and bridges have been damaged.

White said the bill died during the infamous “Mother’s Day Massacre,” when tensions between members of the Texas Freedom Caucus and their Republican leadership boiled over and the caucus members — angry over what they called “personal petty politics” — used a procedural maneuver to kill more than 100 bills.

White said he plans to refile his measure during the 86th legislative session, which begins in January.

“We’re not against drilling. We’re not against oil and gas,” White said. “I don’t think [my measure] was looting the Rainy Day Fund ... this is just a little small percentage going back to these local communities to pay for these roads.”

State Rep. Travis Clardy, R-Nacogdoches, who sits on the House Energy Resources Committee, said he’s hopeful that with the state’s booming economy, there will be leftover money the state can send to rural counties affected by the oil boom. But Texas Comptroller Glenn Hegar recently warned lawmakers that they’d only have a \$94 million beginning budget when they reconvene in 2019, compared to the \$880 million beginning budget they had in 2017.

But Clardy's still optimistic they can find money to help fix local roads.

"There's nothing that money can't solve, and the good news is we do have a very robust economy" said Clardy, who represents several East Texas counties. "I want to keep our local counties and cities happy. If there are potholes in the road, nobody is happy."

<https://www.texastribune.org/2018/04/12/texas-oil-gas-drilling-rural-roads-damages/>

## Column: It's long past time that DART started developing its vacant lots near transit centers

April 12, 2018

Written by Robert Wilonsky, City Columnist  
Dallas Morning News

Dallas Area Rapid Transit owns a nice patch of green in the Cedars, where Powhattan Street dead-ends into the light-rail tracks near, get this, Wall Street — so close to the flourishing, bustling stretch of rebirth down there, though it might as well be miles away. I've recently seen the property on maps and in PowerPoints, but never up close till Wednesday, when I drove down around 11 p.m. to peek at the place and wound up being scared witless by the guy tucked into concrete stairs leading to the vestigial remnants of one of the Cedars' long-ago-razed estates.

The man, thin and frail and using a cane, was drinking a soda from a Styrofoam cup and said he'd just been released from the hospital; he still had on his wristband by way of ID. He asked could I spare a couple of bucks to help him get into the Dallas Life shelter down the street. He also wondered what in the hell was I doing in this no-man's land at this late hour. A perfectly reasonable question, whether from homeless man or cop.

And so I told him: There is a man interested in developing this patch of grass, filling it with apartments and offices and shops. My new friend lost interest quickly, returning to his soda and stoop, so I did not get to mention the other thing being proposed for this plot near the Cedars train station: an Asian-American cultural center, on the city's to-do list for more than a decade but always sidelined by City Hall because it's easier to not than to do.

Jack Matthews, the Canadian who resuscitated the Cedars when it was a warehouse graveyard, is pitching this plan. I called him Wednesday and asked why he was looking to do now what the city couldn't or wouldn't for the last 12 years.

"I thought it would be a great thing to have in the Cedars," he said of the Asian American Cultural Center. City Hall spent \$350,000 in 2006 bond funds for a master plan that never went further than an Office of Cultural Affairs website that hasn't been updated in almost a decade.

"Any time you mix up cultures, you get something stronger and better," Matthews said. "That has been left out of the story of Dallas so far. The housing component was the best way to get this financed. But we might bring in some nonprofits and charities, too. And that was the extent of my Machiavellian plan."

I was tipped to Matthews' plan, which calls for affordable housing, by an eagle-eyed reader who espied it in a March 27 DART committee presentation: "Briefing on Unsolicited Proposals for Transit Oriented Development on DART-owned Property." Turns out, the Cedars cultural center, which would anchor a mixed-use development, is one of two Matthews Southwest could-be's detailed in that document.

Matthews also has his eyes trained farther north, toward Forest Lane and North Central Expressway, on another blank space near a light-rail station also in desperate need of affordable housing ... like, oh, everywhere else in this overgrown, overpriced town defined by its "increasingly unaffordable housing prices and staggering levels of inequality," in the words of urbanist Richard Florida and every grim study and heartbreaking report issued about this town.

DART's Planning Committee also took a look last month at a third proposal: The 2000 Roses Foundation, a local nonprofit that helps women transition from prison back to the world, wants to plant a community garden, offices, a bank and a garden storefront on 2.5 acres of DART land adjacent to the 8th and Corinth light-rail station in The Bottoms.

All of this is decidedly good news: DART, rightfully chided by the City Council for stranding Dallas' most transit-dependent when they just want to go to work or the grocery store or anywhere else, has done an absolutely woeful job of creating transit-oriented developments that don't rhyme with "Mockingbird Station." Development sprouts in concrete in this city — along highways. The only things you get around DART stations are parking lots.

In 2016, bcWORKSHOP issued a report that proposed yanking out those lots and replacing them with affordable housing — especially at 8th and Corinth and Forest, among nine stations highlighted. At the former, the nonprofit recommended "a medium-density, market rate, multi-family development with structured parking." Forest — "a HUD opportunity area," said the report, "with good schools and access to transit and jobs" — was a prime spot for immediate development of affordable housing.

Jack Wierzenski, DART's director of economic development, said the agency is starting to get interest from "a niche of developers who want to build around rail stations." Which is a good thing. A very good thing. But nothing's immediate. Far from it: The board liked all three proposals, Wierzenski said, but that now means DART has to write and then issue requests for proposals from anyone else who might want to long-term lease those properties where, till now, no one has shown interest.

"There could be other good ideas out there," he said. "We want to make sure nobody comes back and says, 'Hey, if I would have known ...'" In other words, he said, "It's very early stages."

Which is what public officials say when there are more years of waiting for those pushing for an Asian-American cultural center. Or lifting up The Bottoms. Or for affordable housing and better transit in an increasingly expensive city.

But, hey, what's the rush?

<https://www.dallasnews.com/opinion/commentary/2018/04/12/long-past-time-dart-start-developing-vacant-lots-near-transit-centers>

## **Full steam ahead for high-speed rail to Arlington, Fort Worth, Waco, Austin, Laredo**

April 12, 2018  
By Gordon Dickson  
Fort Worth Star-Telegram

ARLINGTON – The effort to build high-speed trains connecting Dallas, Arlington and Fort Worth — and eventually Waco, Austin, Laredo and possibly Monterrey, Mexico — took a step forward Thursday.

The Regional Transportation Council, the official planning body for 16 North Texas counties, on Thursday approved \$500,000 to continue studying the proposal, which has been in the works for several years.

"We are making steady progress," said Bill Meadows of Fort Worth, who chairs the commission overseeing the proposal.

The money includes a \$300,000 federal grant plus \$200,000 from metropolitan transportation agencies along the Interstate 35 corridor.

The item was approved unanimously as part of the RTC's consent agenda during a regular meeting in Arlington.

The move comes as officials from Texas Central Railway continue with their plans to build a bullet train from Dallas to Houston, making it possible to travel between those cities in about 90 minutes. That project would use technology created by the operators of the world-renowned high-speed rail system in Japan.

Although Texas Central Railway has no plans to extend its Japanese-style trains to Arlington or Fort Worth, officials in Tarrant County and neighboring communities on the western part of the Metroplex have been adamant that they don't want to be left out of any such high-speed rail plans.

Meadows said high-speed rail companies from France and China are interested in building a line that serves cities along the I-35 corridor, including Waco, Austin, San Antonio and beyond. The line could eventually extend to Laredo and south of the border to Monterrey, Mexico.

Meadows said North Texas officials want to make sure that line also serves not just Dallas but also Arlington and Fort Worth.

"The French company and the Chinese company are most interested in the 35 corridor," he said. "In terms of passenger demand, they think the corridor from downtown Fort Worth is an intriguing path. I think we will find the traffic is there."

<http://www.star-telegram.com/news/business/growth/article208728829.html>

## **LBJ East toll plan not dead after all**

Regional body revives idea, and there are indications that tweaks could bring Abbott around

April 13, 2018  
By RAY LESZCZYNSKI Staff Writer  
Dallas Morning News

ARLINGTON — Bolstered by support in Washington, D.C., regional transportation officials on Thursday rallied again to include tolled lanes among upgrades to the LBJ East freeway project.

Texas Gov. Greg Abbott has opposed financing the \$1.8 billion project with any use of tolls to repay debt, and his appointees on the Texas Transportation Commission have refused to put the project out for bids until toll-free financing is achieved.

All agree that LBJ East — the 10.8 miles of Interstate 635 between Central Expressway and Interstate 30 — is the most needed transportation project in the region, if not the state.

U.S. Rep. Pete Sessions, R-Dallas, weighed in with a letter to Abbott on Tuesday, expressing disappointment in state leaders for working to delay the project.

"I understand your general opposition to toll roads," Sessions wrote. "However, in this case I fear Texas transportation officials are missing the mark. The key in this case is choice; based on current plans, no one will be forced to pay a toll on this corridor."

Abbott fired back at the congressman Thursday, saying in a letter that he was particularly aware for the need for LBJ East and that Texas would have more money for roads if it weren't for the federal highway funding plan.

"Since 2003, your first year in Congress, Texas has continuously been a 'donor' to the federal Highway Trust Fund," Abbott wrote. "Over your time in Congress, Texas has lost out on \$9.7 billion in funding from the HTF, enough to cover a significant portion of all the transportation needs of Dallas-Fort Worth."

On Thursday, the Regional Transportation Council recommitted to a plan it adopted for the freeway last October — five free lanes in each direction, continuous frontage roads and two tolled, managed lanes in each direction. Those lanes are managed in that tolls fluctuate to keep traffic moving, as is the case with several other area freeways, including LBJ west of Central Expressway.

The RTC is a collection of local elected leaders responsible for prioritizing and funding North Texas highway projects. Among other members, its chairman, Cedar Hill Mayor Rob Franke, has been in conversation with state commissioners.

"They want to find a solution to this," Franke said at Thursday's RTC meeting. "We've talked about an approach that was a little bit different because we were at an impasse essentially."

RTC is proposing boundaries for its tolled, managed lane system, focusing on an area that produces 75 percent of the region's congestion. It also believes that as loans are paid down on LBJ East, the managed lanes could become free to all users during non-peak times.

"I received confirmation today that the governor's office is in agreement that there's an approach here that we can follow," Franke said.

Should an agreement be reached, the RTC would forge a resolution in a special session next Thursday. The next week, the state could approve putting the LBJ Freeway project through Dallas, Garland and Mesquite out for bid.

The Interstate 635 upgrades have long been ranked as North Texas' top highway priority. But without the tolls or further funding from the state, RTC maintains, too much of the region's money would be spent on the single megaproject.

At the request of the Texas Transportation Commission earlier this year, the RTC listed three area freeway projects that could wait in order to fund LBJ East without tolls.

Leaders in Denton, Kaufman and Rockwall counties were unhappy at the prospect of seeing money for those projects diverted to LBJ East. Nor were leaders of Dallas, Garland and Mesquite happy that LBJ East would come at the expense of regional neighbors who had stood unified behind the project.

In addition to Abbott, Lt. Gov. Dan Patrick and two state senators whose territories split LBJ East — Don Huffines, R-Dallas, and Bob Hall, R-Edgewood — have been adamant that the project be built without tolled lanes.

But on March 24, the Republican convention in Huffines' Senate District 16 passed a resolution in support of using optional toll express lanes to fund transportation projects. The statewide party will consider the resolution in June.

And Hall sounded a bit more conciliatory as he spoke to the Texas Transportation Commission on March 28 in Austin.

"The people of Texas are tired of seeing toll roads as being the only tool that's being used. That's what they're saying. They're not saying don't use it at all," Hall told commissioners. "This hangup over whether or not the express lanes down the middle of it should be managed with tolls or managed otherwise should not be an excuse for holding it up."

Dallas City Council member Adam McGough, city transportation director Michael Rogers and several Lake Highlands residents also spoke to the state commissioners.

"This project is one that not only solves and can resolve some of the capacity issues that we have but it also addresses the safety concerns," Rogers said. "We cannot continue to have delays on a project like this that really can resolve some of the safety issues within our area."

In Garland on Monday, the first in a series of public hearings to talk about the Mobility 2045 plan for all of North Texas became focused on LBJ East, the area's one major project. Frances Hiner of Garland, one of the dozen residents to speak, said she has waited decades for improvements.

"We're currently at an impasse between what our local citizens want to do and what state officials want," Michael Morris, transportation director for the North Central Texas Council of Governments, told the audience.

Morris told the RTC on Thursday that the burning issue is that the price of the project is growing by \$5 million each month.

"We've got to put an end to that," Morris told the panel. "And I'm hopeful that can happen this month."

<https://www.dallasnews.com/news/transportation/2018/04/12/sessions-support-regional-transit-officials-lean-toward-plan-including-tolled-laneson-lbj-east>

## **Arlington-to-Mansfield toll road set to open next month**

April 15, 2018  
BY BILL HANNA  
Fort Worth Star-Telegram

In Mansfield, residents have long been waiting for the day when the new 360 Tollway is completed.

While there's been a backlash against toll roads in some parts of Texas, Mansfield Mayor David Cook said residents are eager for better access to the rest of the Dallas-Fort Worth area.

"People are anxious," Cook said. "I'm getting calls all the time every day asking 'When will it be open?'"

The \$340 million project is being built by the Texas Department of Transportation but will be operated by the North Texas Tollway Authority.

"We have sent out a 'save the date' note to officials for a May 11 ribbon-cutting," said NTTA spokesman Michael Rey. "... It is tentative, so we will watch the weather and see."

The project stretches from South Green Oaks Boulevard in Arlington to U.S. 287 in Mansfield. To drive the entire toll road will cost \$1.62 with a TollTag and \$2.44 without one, with drivers billed by mail.

During its 9.7-mile path, the toll road touches Arlington, Grand Prairie and Mansfield.

### **'ENLARGES THE AREA'**

At Tuesday's City Council work session, Arlington Mayor Jeff Williams said the toll road's opening would ease north-south gridlock in the southern part of the city.

"That will help congestion on Matlock and Collins tremendously when that gets open," Williams said.

Both mayors have said it will be a driver for the southern part of Tarrant County.

"It really enlarges the area from where we can draw skilled workers for Arlington," Williams said in January. "That 30-minute travel window to Arlington really expands. You're talking places like Lancaster, DeSoto and Cedar Hill."

The 360 Tollway will also have two other names for portions of the roadway.

One section will be named the Rosa Parks Memorial Parkway in honor of the Civil Rights icon, from the city limits of Mansfield to its intersection with East Sublett Road/West Camp Wisdom Road in Tarrant County. Another stretch will be called the Senator Chris Harris Memorial Highway after the longtime Arlington legislator. That stretch will run from the intersection with U.S. 287 in Ellis County to the city limits of Mansfield in Tarrant County.

### **OTHER 360 PROJECTS**

The Texas Department of Transportation's traffic counts say more than 55,000 vehicles travel the route daily. It is projected to grow to 174,000 vehicles per day by 2030.

This is not to be confused with two other Texas 360 projects. Construction continues to rebuild the Interstate 30 interchange with Texas 360. That \$233 million project is scheduled to be completed in 2020.

Another project to ease gridlock on Texas 360 between Interstate 20 and Division Street is estimated to cost \$60 million, which will add a north and southbound lane (taking it from its current six main lanes to a total of eight). The 5.4-mile project will take 2 1/2 years to complete.

Traffic counts taken in 2016 along Texas 360 from just south of Texas 183 through the heart of Arlington remain high. At FAA Boulevard, counts were 152,901 per day. At Arkansas Lane, they were even higher with 172,834 vehicles per day.

## Fallout over tolls divides local, state leaders

April 13, 2018  
By Dug Begley  
Houston Chronicle

The political tide has turned against toll roads in Texas, imperiling a Tomball interchange project and hamstringing frustrated local officials, while setting an ominous tone for projects to come.

For years, state officials relied on tolls to tackle some of Texas' biggest traffic messes as a way to build without adding taxes. Since 2016, however, Gov. Greg Abbott and Lt. Gov. Dan Patrick have taken hard-line stances against the mixing of Texas Department of Transportation money and toll revenues.

That's caught up with the plan for direct ramps from Texas 249 to the Grand Parkway, and it has drawn ire from Houston-area officials who think Austin politicians are taking their toll takedown too far.

"We are bending to blackmail," Fort Bend County Commissioner James Patterson charged last month.

The continued sidelining of toll projects could drastically alter how many local projects are built, and how quickly relief from heavy congestion comes for drivers. With tolls, supporters say, many projects can be built years in advance. Without them, even with new state funding, work could wait years.

Much of the current divide stems from 2014 and 2015, when voters approved Propositions 7 and 1, respectively. The referendums combined add up to \$4 billion annually to highway spending by the TxDOT.

Lawmakers also ended diversions of about \$600 million annually in state fuel tax funds to other uses, such as law enforcement.

The money, funneled through the state's transportation plans, can be used only to relieve congestion, perform maintenance or in specific cases lower the state's debt related to highways. None of the money, about half the \$70 billion Texas plans for roads over the next decade, can be used for transit or toll projects.

Abbott and others touted the increased spending as relief from pay lanes. They're now taking a strict view of the no-toll pledge, spiking projects that use tolls, including managed lanes in Austin and Dallas designed to encourage carpool use but available to solo drivers for a price.

"Texas is spending record amounts on transportation," Patrick wrote to Texas Transportation Commission chairman Bruce Bugg in November. "TxDOT's proposal to add managed toll lanes is simply not consistent with the policies set forth by the legislature."

Use of tolls is nothing new for Texas' major urban areas, but their proliferation irritated some who felt TxDOT's plans simply made taxpayers give up their money in a different way.

That's led to widespread aversion to toll projects, said state Sen. Paul Bettencourt, R-Houston.

“There is a reason for it and we have to recognize the obvious,” Bettencourt said. “People feel they are paying for something, then asked to pay again.”

So far, the hard line on tolls has affected only the Tomball-area project, which is not set for construction until fiscal 2019. Its inclusion in a list of local projects, however, held up local approvals for months.

The Houston-Galveston Area Council’s Transportation Policy Council the regional group responsible for local transportation planning relented only last month and removed the project from its list.

“We have essentially put it to the side for a moment,” said Alan Clark, manager of transportation and air quality programs for the regional council.

Clark said not doing so would have put other projects, some of which are expected to start before the Grand Parkway and Texas 249 work, at risk.

As officials approved shelving the interchange ramps, Patterson lashed out at Patrick and others, arguing they were taking too strict an approach and interfering in projects that don’t directly involve state funds. The Texas 249 work is being paid for by the Harris County Toll Road Authority and TxDOT, though the state’s share isn’t from state funds. It comes from the Grand Parkway Transportation Corp., the entity building Houston’s outer ring road.

“We are calling it a TxDOT project when I do not believe it is a TxDOT project,” Patterson said.

TxDOT officials in Houston, meanwhile, have carefully avoided some of the discussion in recent months, notably regarding the planned overhaul and redesign of Interstate 45 through downtown. The \$7 billion freeway redo from Interstate 69 to the Sam Houston Tollway along I-45 includes so-called MaX Lanes that officials said allow for greater use of carpools and transit.

Plans for the freeway project initially labeled them as managed lanes, and left open the potential for a tolling component for solo drivers. Since mid-2017, officials have said no decision on tolling, or not tolling, has been made, citing the possibility of additional state funding from Propositions 1 or 7.

In Dallas and Austin, officials continue fighting for their projects, removed at Patrick’s urging from state plans. Leaders in Lake Highlands, a neighborhood in northeast Dallas, joined city officials in a plea to transportation commissioners to revive plans for managed lanes along Interstate 635.

The lanes would operate similarly to the Katy Managed Lanes along Interstate 10, which offer free use for carpools and charge solo drivers for a quicker trip.

“There is a big difference between a toll road and an optional managed lane for congestion relief,” Dallas resident Susan Morgan told commissioners last month.

For Lake Highlands residents, the decision to hold up the project over tolls leaves them with nothing in terms of traffic relief.

It’s a consideration that worries even some of the critics of toll roads, including state Sen. Bob Hall, R-Edgewood, who represents a sliver of Lake Highlands.

“We have delayed this project long enough,” Hall said.

A long list of projects are waiting for state money, and despite billions in additional investment over the next decade, it still isn’t enough to address the most persistent problem spots.

Bugg, as a discussion exercise, asked TxDOT officials to analyze what could be accomplished by directing all the new congestion relief money — \$35.4 billion of the state’s \$70.6 billion spending plan — to the 100 most congested road segments in the state.

The reality is the worst spots in the state would gobble up all Texas’ transportation funding, according to the TxDOT analysis.

The top 100 list compiled annually by Texas A&M Transportation Institute is based on total delay times along the roadways. On the current list, 92 of the most congested segments are in five metro areas — Houston, Dallas, Austin, San Antonio and Fort Worth — with 38 of those in the Houston area.

The five areas have all of the top 50 most congested roads, topped by some familiar stretches, such as Loop 610 in Uptown, Interstate 35 in downtown Austin and Interstate 69 from the Loop 610 to downtown Houston.

TxDOT estimated costs using current and future plans and programs. Tackling the top 25 most congested roads in the state —which includes 12 in the Houston area — would cost \$27.7 billion, while the next 25 segments would cost \$10.7 billion.

With many needs and still not enough revenues to promise everything to everyone, Bugg said transportation officials still face challenges, even with more to spend.

“We are indifferent to the funding streams,” he said. “But not indifferent to our commitment to building roads.”

<https://www.houstonchronicle.com/news/transportation/article/Fallout-over-tolls-divides-local-state-leaders-12832759.php>

## **Greene: What all the EPA controversy may mean to the DFW area**

April 15, 2018  
BY RICHARD GREENE  
Fort Worth Star-Telegram

Among all the other bombshells that keep coming out of the nation's capital, the embattled EPA administrator has been spending lots of time lately in the heat of the spotlight.

Scott Pruitt is under fire in two categories of life in Washington DC. First is his regulatory reform agenda and more recently, fending off claims of ethical breaches.

Let's see if we can gain a little perspective of it all and take a look at the possible impact on the environment of the DFW area.

Congressional democrats, environmental organizations and nearly all of the media have decried measures to roll back some of the most prolific environmental regulatory reforms in the agency's history that were written during the Obama Administration.

While that makes for current controversy in defining environmental policy, it's not really much different than what the EPA has experienced throughout the life of the agency.

Since its creation in 1970 there has been the constant challenge of balancing environmental protection and economic opportunity so that both of these critical areas of American life can thrive.

Considering that the air is cleaner, the water purer and the land better protected than ever, combined with the reality that the people of our country are living longer and healthier lives, we can conclude that environmental protection is being achieved.

Meanwhile, the economy has grown substantially over the past 48 years, so we can also conclude that, in spite of all the controversy, both initiatives are succeeding.

President Trump has ordered his EPA administrator to redefine and, in some cases, rescind regulations adopted during the eight years of his predecessor's reign. Pruitt has done that and apparently earned the president's continued support.

We'll see if he still has his job by the time you read this. Regardless, the regulatory agenda will remain on track.

One of those rollback's is the recently announced relaxing of the fuel standards imposed on the automobile industry. That's where we in this area of the country come more into the picture than some of the other reforms that have been announced.

Our area remains short of attaining compliance with the Ozone standard that has always been a challenge, especially with the continued expansion of our population making us the fastest growing urban area in the country.

Emissions from vehicles of all types operating on and off the roads of our region account for up to 70 percent of the pollutants that lead to Ozone formation during summer months.

Our air quality has continued to improve even as EPA requirements for achieving compliance have been strengthened over time.

Ultimate attainment of Ozone levels that meet current federal standards is highly dependent upon new cars and trucks operating more efficiently and producing less of the harmful stuff coming out of tailpipes.

Revising the standards previously imposed on engine manufacturers could, some may conclude, result in the modification of the state's plans to achieve the necessary reductions at each of the area's 20 air quality monitors.

A couple of things will very likely come about over time that will ensure we remain on track to achieve ever better air to breathe.

First are the measures already in place that will ensure improved air quality regardless of what happens with delays in better engine technology. Second, is the certainty of future administrations adjusting regulations to again find that balance I described above.

That has been the practice for almost half a century. It will continue and the controversy currently playing out with the EPA and President Trump taking heat from the left will take its place in history.

This is a long journey that goes on and on in this country — the one among all the others on the planet that's leading the world.

*Richard Greene is a former Arlington mayor and served as an appointee of President George W. Bush as regional administrator for the Environmental Protection Agency.*

## **'It hurts, man': North Main bridge construction pushes businesses to the brink**

April 16, 2018  
By Jeff Caplan  
Fort Worth Star-Telegram

FORT WORTH – Traffic that once delivered customers to the well-established businesses along a now closed-off stretch of North Main Street for Panther Island bridge construction, is but a distant whir as it bends out of reach and unnerves panicky merchants fearful of losing their livelihoods.

"Very quiet," said Sasidharan Nair of his 10-year-old Maaco Auto Body Shop at 1025 N. Main St. "Almost 70 percent I have lost. It's very hard to get people here. It's very hard to find this place."

Nair cut his eight-person staff in half three months ago and is struggling to pay his \$7,850 monthly lease. Across the street at Rio Grande Auto Sales, Royse Nex said he and his partner's used car lot, situated at 1100 N. Main St., since 2001, has been devastated by the road closure. Potential customers, he said, become frustrated trying to navigate the dusty, re-routed areas and give up.

The bridge is being built by the Texas Department of Transportation as part of the Panther Island project being overseen by the Trinity River Vision Authority. The bridge is being built over dry land and is expected to one day shuttle North Main traffic over a re-routed portion of the Trinity River.

North Main between Northwest 11th Street and Northwest 7th Street is expected to remain closed until the completion of the project, estimated to be the fall of 2020, at least still another 30 months away.

Panicky merchants say by then their businesses will be sunk.

### **'No one can get to us'**

"It has died completely and it was real busy. No one can get to it," said Cristina Salazar, co-owner with her husband, Ricardo, of Amigos Investments at 1117 N Main St., founded in 1976 as Amigos Auto Sales. "I had said, OK, this is going to be a pretty good project and we're for it, but I said we need access to our business."

Until completion, northbound and southbound traffic traveling North Main will continue to be rerouted to two lanes on North Commerce Street. Merchants say they understand that businesses are often inconvenienced during road construction projects, but as the impact to their bottom lines weighs heavily, they are beginning to raise their voices.

They say the re-routed paths to their stores are difficult to navigate, and wonder why detour signs that could help direct motorists — and keep their cash registers ringing — remain nonexistent.

The state and local entities jointly working on the project have continually stressed that "access to local businesses on North Main Street will be maintained." Local business owners say such statements leave them shaking their heads.

"I didn't realize it would hurt us this bad. It's hard to visualize till they do it," Nex said, pointing at his lot half-full of inventory and void of customers. "I used to have it full, but I'm just getting rid of my stuff. I'm not even replacing it because I can't sell it. I can't make a living selling cars.

"We want to be on Main Street so people will see us. When you close Main Street, then what?"

### **'We have two empty buildings'**

Concrete barriers situated at the North Grand Avenue intersection heading southbound toward downtown prevent traffic from accessing storefronts along North Main. Some motorists find the patience to seek a workable alternate route. Some have been seen creating their own workable route.

"I had a customer the other day that went down that way over there in a Cadillac SUV and jumped the curb and then comes over here," Watkins said, noting that those who persevere are often then confused about where to park, some choosing a patch of grass.

Amigos Investments sits on the corner of North Grand and North Main, cut off from the once-bustling artery. They also own a pottery business that edges up against those concrete barriers, plus two more adjacent buildings, one that housed the now out-of-business B&L Flowers, and another they frequently rented out as a party hall.

"So we have two empty buildings," Cristina Salazar said. "I listed those to see if someone was interested to lease it, but of course, no one wants to start a new business on a closed street."

Texas Department of Transportation spokesman Val Lopez said it eyed reopening access at North Grand Avenue and North Main, but opted to keep it closed "due to safety considerations with the drivers' limited line of sight and turning movements."

Months after the the closing of N. Main Street, detour signs are still lacking.

"We're having a hard time with people just getting here," Hallinan said." In fact, they promised me a sign over here. I said at least put up a sign before they tore everything down. The guy said no problem. If [customers] have a hard time they're going to give up, and they give up quickly. And then everybody who walks through that door complains. Of course my deal with everybody is, trust me, it hurts me more than it will hurt anybody else."

Lopez said the Texas Department of Transportation is working with Trinity River Vision Authority and the city to "provide additional way-finding signage and provide maps" for use on the business' websites.

He said both projects are expected to be completed "within a month." Nine months after the road first closed.

"We used to be busy, trust me," Hallinan said. "At first it took a while to hurt, but now it hurts, man."

## **Crime adds to misery**

A significant increase in crime, merchants say, isn't helping their situation in this industrial area creeping closer and closer to redevelopment. With their businesses cut off from North Main and patrol officers, criminals are finding easy pickings.

Nair said he had \$25,000 worth of tools stolen from his shop two months ago. Cristina Salazar said thieves have stolen expensive tools out of their warehouse on several occasions. Nex said he had a truck stolen off his lot, along with various auto parts.

"We have had a lot more burglaries here because it is so easy," Cristina Salazar said.

"The police presence wasn't very good in the first place, but at least when you had some traffic, it made a little difference, but now they know nobody's here," Nex said. "I've had them break my windows, steal tail lights, whatever parts they want off the cars."

Fort Worth police spokesman Daniel Segura said they have not noticed a spike in crime and that squad cars do continue to patrol the area. Segura said he will advise patrol and neighborhood police officers assigned to that area to provide extra patrol as call loads permit.

City Councilman Carlos Flores said he has spoken with some business owners in the affected areas. He said merchants negatively impacted by the construction should contact his office, and that those speaking out now will hear from him.

"I will call them personally and see what I can do in my capacity to help them out," Flores said.

Nex has one idea.

"I feel like they should give us a certain amount of money until the project is finished," he said. "It doesn't have to be a lot, \$2,000 or \$3,000, something to sustain you. I think that would be fair."

<http://www.star-telegram.com/article208323884.html>

# What Cities and States Are Doing to Cut Noise, 'the New Secondhand Smoke'

April 16, 2018  
By Mindy Fetterman  
Governing Magazine

One of the quietest places in this noisy city is in the middle of the Metropolitan Museum of Art, one of the largest art museums in the world, with 7 million visitors a year.

Most don't know of the tiny Astor Chinese Garden Court tucked deep within the giant museum. And so, it is quiet here.

In a city whose cacophony can reach 95 decibels in midtown Manhattan — way above the federal government's recommended average of no more than 70 decibels — the commotion over all that racket involves irate residents, anti-noise advocates, bars, helicopter sightseeing companies, landscapers and construction companies, as well as City Hall. The city's 311 non-emergency call service gets 50,000 calls a day, and the No. 1 complaint is noise.

Now New York University has started a five-year study funded by the National Science Foundation to monitor noise in New York. The Sounds of New York City project aims to track sound across the city. But what policymakers will do with the information is not yet clear.

No studies have been done on the change in city noise over time, whether it is getting worse or by how much. But experts point to rising complaints, more lawsuits, more people with hearing problems, and studies showing noise has negative health effects.

Noise is “the new secondhand smoke issue,” said Bradley Vite, an anti-noise advocate who pushed for regulations in Elkhart, Indiana, that come with some of the nation's steepest fines. “It took decades to educate people on the dangers of secondhand smoke. We may need decades to show the impact of secondhand noise.”

The Environmental Protection Agency has said that noise below an average of 70 decibels over 24 hours is safe and won't cause hearing loss. The National Institute for Occupational Safety and Health says anything below an 85 won't cause hearing loss for workers exposed to loud machinery.

But those levels are way above recommendations made by the European Union. In 2009, the EU set noise guidelines of 40 decibels at night to “protect human health.” And it said steady, continuous noise in the daytime — such as the noise on highways — should not exceed 50 decibels.

“We're in active denial” about the effects of noise, said Rick Neitzel, director of environmental health policy at the University of Michigan in Ann Arbor. “We're far, far behind what Europe is doing.”

## No Place is Really Quiet

Almost no place in the continental United States is free of man-made sound.

When it mapped noise across the country, the U.S. Department of Transportation's Bureau of Transportation Statistics in 2017 found that 97 percent of the population is subjected to man-

made noise. A recent study of 290 national park sites found that 67 percent have significant human-caused noise, said Rachel Buxton of Colorado State University in Fort Collins.

Aircraft noise fell by 95 percent from 1970 to 2004 as plane engines got quieter, according to the Federal Aviation Administration. But local battles over airport and airplane noise continue for communities in flight paths. In the national parks “the biggest culprit is aircraft, the planes overhead, and then road traffic and sounds from industrial sources like oil and natural gas drilling,” said Buxton, who participated in the study of national park noise.

“We’ll be hiking in Rocky Mountain,” she said of the national park, and the background noise “drives my husband absolutely loony.”

People in poorer and racially segregated neighborhoods live with higher levels of noise, according to a 2017 study led by the School of Public Health at the University of California at Berkeley. Neighborhoods with median annual incomes below \$25,000 were nearly two decibels louder than neighborhoods with incomes above \$100,000.

And communities where at least 3 in 4 residents are black had median nighttime noise levels of 46.3 decibels — 4 decibels louder than communities with no black residents.

It’s hard for cities and residents to make meaningful change in overall noise levels because efforts “are so siloed and piecemeal,” said Arline Bronzaft, an environmental psychologist whose research on the effect of noise on children in schools in the 1970s helped lead to improvements in insulation for schools along railroad tracks. She also helped the city of New York revise its noise regulations in 2007 as an advocate and advisor to the mayor’s committee on noise.

New York updated noise regulations in 2005 and again in 2007 to set maximum noise levels and restrict the times of day that construction and other noises could be above those levels. “People are only worried about the noise that affects them. People say, ‘Well, you live in a city. That’s what you get for living in a city.’”

Noise doesn’t just affect hearing, noise activists say; it can cost your health. A study by the University of Michigan showed a link to cardiovascular disease and heart attacks, according to Neitzel, who conducted the study.

“The consensus is that if we can keep noise below 70 decibels on average, that would eliminate hearing loss,” Neitzel said. “But the problem is that if noise is more than 50 decibels, there’s an increased risk of heart attack and hypertension,” he said. “Noise at 70 decibels is not safe.”

According to the Earth Journalism Network, when you hear a jackhammer, that’s 130 decibels of noise; a chainsaw, 110. At a rock concert standing near the speakers? 120. Getting passed by police with sirens blazing? 120. Behind a garbage truck? 100.

At a noisy restaurant? 70.

### **Trying to Quiet the Noise**

A few states and cities are beginning to do something — at least a little something — to quiet things down.

In Texas, new “quiet concrete” is being tested on two stretches of highway on Interstate 10 and U.S. 290. The \$12.4 million project is aimed at replacing concrete sound barriers that won’t be needed because highway traffic will be quieter.

“Most of the roaring noise from highways comes from the tires on the road, not the engine or exhaust noise,” said Robert Bernhard, vice president for research at the University of Notre Dame and an expert in noise-control engineering. Traditional concrete is raked with grooves that run across the road to drain water, he said. “That’s where you get that whining, wheeeeeee! sound.” Quieter concrete has grooves that go with traffic.

The quieter concrete drops highway sound levels 5.8 decibels on average, a study in Texas found. That is equivalent to a roughly 70 percent reduction in traffic, according to Emily Black, spokeswoman for the Texas Department of Transportation.

In Phoenix, more than 200 miles of highway have been resurfaced with a concrete mix that uses pieces of used rubber tires to dampen sound, said Doug Nintzel, spokesman for the Arizona Department of Transportation. In 2017, a \$9.8 million project resurfaced 11 miles of Interstate 17 in Phoenix, the most recent section of a 20 year, \$30 million program to cut highway noise with rubberized concrete. More than 6,000 recycled tires are used in every mile of rubberized four-lane highway.

“It means millions of tires have been recycled and kept out of landfills,” he said.

### **Leaf Blowers and Helicopters**

Elkhart backs up its regulations against “loud and raucous sounds” with stiff fines, particularly for hot rods and tricked-out motorcycles whose exhaust systems have been manipulated to make them louder. The first violation will cost you \$250; the second one, \$500; the third, \$1,000; and it’s \$1,500 for each violation after that.

“These biker gangs that roar through town can get up to 125 decibels,” Vite said. The city has collected \$1.6 million from noise fines, and used it to buy four new police cars and other things, he said.

Leaf blowers are another noise flashpoint.

Hundreds of cities have leaf blower regulations, but they are difficult to enforce. Regulation has been prevalent in California, Arizona, Hawaii, Illinois, New York and Massachusetts, according to Quiet Communities, a nonprofit that advocates for noise control.

State lawmakers in Hawaii have considered a ban on gas blowers. And cities like Washington, D.C., have been considering a ban for several years, but not passed one.

Washington, New York and Los Angeles also have struggled with helicopter noise. In Washington, military flights are to blame; in New York, it’s sightseeing flights; and in Los Angeles, it is filmmakers trying to get the perfect shot. About three-quarters of the roughly 145 daily flights in the D.C. area are to or from the Pentagon, according to a letter to the Pentagon from Virginia, Maryland and District of Columbia congressional representatives.

The Pentagon, located in Arlington, Virginia, has agreed to study the noise and ways to minimize it.

In New York, the crash last month of an open-door sightseeing helicopter that killed all five passengers has led to a ban on such copters by the FAA while the crash is being studied. But that doesn't affect the hundreds of other tourist helicopters that buzz the city, said Adrian Benepe, director of city park development for the Trust for Public Land and former New York City parks commissioner.

"We have as many as 350 flights a day, in daytime hours, that fly low down the Hudson River to the Statue of Liberty and back up the New Jersey side," he said. "I have seen a helicopter fly by every minute of every day."

He said the flights have ruined the relative quiet of the city's major parks on the end of Manhattan Island, such as Battery Park, Hudson River Park and the elevated High Line. Tourist helicopters have "destroyed any sanctuary in the parks," he said.

<http://www.governing.com/topics/urban/sl-noise-pollution.html>

## Freelance drivers part of new trend for American workers

April 18, 2018  
BY GORDON DICKSON  
Fort Worth Star-Telegram

About a year ago, 60-year-old Johnny Pollard found himself in need of a job — fast.

His longtime employer, a Grapevine freight trucking company, had gone out of business. Pollard worried about interviewing for jobs because of his age, so instead he decided to try freelancing as a driver for Uber. And now, he is one of shining stars at the ride-hailing company, grossing \$1,200 to \$1,800 per week giving customers rides all over the Dallas-Fort Worth region.

“Uber saved me from unemployment,” the Haltom City resident said on a recent morning, after picking up passengers in downtown Fort Worth. “It has given me an opportunity to keep making a little money, and continue contributing to the community.”

Freelancing — as opposed to working full-time for a single employer — has become increasingly common in the United States job market, and if current trends continue, soon might become more of a norm than an exception.

Already, more than a third of the United States’ workforce (57.3 million people) is working for employers on a freelance basis, an increase of nearly 30 percent from a year earlier, according to a report titled “Freelancing in America: 2017.” The fourth annual report by Upwork and Freelancers Union predicts that by 2027 a majority of the U.S. workforce will be engaged in contractual work of some kind.

Companies such as Uber, its growing competitor Lyft, and Amazon are among the industry leaders in hiring freelance workers in the “on-demand economy,” sometimes referred to as the “gig economy,” or “sharing economy.” Amazon Flex, for example, employs hundreds of workers who deliver packages to customers’ homes in selected markets, including Dallas-Fort Worth.

And there are many others. HomeAdvisor connects property owners to screened contractors who can do home improvements. Airbnb has turned the hotel industry on its ear by connecting travelers directly with rooms for rent in the cities of their choice.

And in Fort Worth, a company called Booster can fill your tank with gasoline in the company parking lot, while you are going about your office routine.

### SEISMIC SHIFT

Some drivers reportedly work for two, three or even four of these on-demand companies simultaneously, juggling their schedules to ensure they earn enough money to make ends meet. In some cases, the jobs are ideal part-time work for college students, or for employees who need to moonlight from their day job to earn additional cash.

And there seems to be no end in sight for more on-demand drivers.

The total amount spent by customers last year on these types of consumer services topped \$57 billion in 2017, according to the media research firm BIA Advisory Services. And the trend only promises to continue upward, with BIA projecting that the entire on-demand industry is still relatively new and is only serving a little more than 7 percent of its potential audience.

But is this seismic shift in the American workplace good for workers?

The trend is mostly positive for those — like Pollard — who place a high value on being your own boss, setting your own hours and hustling enough to earn more money than less-motivated colleagues.

But others who closely follow labor trends say these changes could come at a high price for many Americans.

### **GOT WHAT IT TAKES?**

For example, not everyone has Pollard's work ethic. He starts work each day about 4 or 4:15 a.m., when he often is the only Uber driver on the road in Tarrant County. The divorced father of grown children works until about 4:30 or 5 p.m. Monday through Friday, and usually a few hours each Saturday as well, to ensure he makes enough money to pay all his bills.

He spends about \$1,500 a month just on gasoline, and also must make the monthly payment on his 2017 Ford Explorer. He also pays car and health insurance, which he got through the Affordable Care Act.

Pollard acknowledged that not everyone can prosper as a contracted driver, but he said the money is there for anyone willing to put in the hours.

“If you’re not making money, you’re not doing it right,” he said.

Some labor trend watchers say people in those jobs could be hurt by not having a brick-and-mortar workplace. They lack the protection of workers’ rights. They often lack healthcare and other benefits. They could become unemployed without benefits if they are injured.

And they could become socially isolated by the lack of workplace camaraderie typically found in a traditional office environment.

### **NEW FACTORY WORKERS?**

In a just-released book titled “Microtrends Squared,” author Mark Penn and collaborator Meredith Fineman describe working in the shared economy as being “essentially alone on the job.”

“Like old factory jobs, these jobs have a routine that starts with an order ticket and they repeat the same tasks, but the factory floor is everywhere. Unlike the old factory jobs, your customers or clients are now your supervisors,” Penn and Fineman wrote in a chapter titled “The New Factory Worker.”

“Previously, you met your spouse or some of your best friends around the water cooler or in the lunchroom at the office,” they write. “Now you are bowling alone, and need the kind of personality that can chat up a few customers and make connections or feel even more isolated than the old cogs of the industrial age.”

Because Uber and Lyft are privately held companies, they aren’t obligated to say how many drivers they have, and it’s difficult to determine using external sources.

But Uber co-founder Garrett Camp recently acknowledged the size of the company's worldwide fleet by saying it collectively gives "2 million drivers flexible work options." At least half those drivers are believed to be in the U.S., according to The Rideshare Guy industry blog.

Lyft is smaller, but growing quicker, with an estimated 700,000 workers in the U.S. and a goal of expanding worldwide.

An estimated 500,000 drivers work for both Uber and Lyft, so, using very rough math, it's probably safe to say that at least 1.2 million people in the U.S. drive for one or both companies.

Amazon doesn't disclose how many freelancers work for Amazon Flex. The Flex program uses contracted drivers as a complement to the company's arrangements with FedEx, UPS and the Postal Service to get packages the last few miles to their final destination..

Some Amazon Flex workers have filed a lawsuit asking for more pay, saying they don't really make the \$16 to \$25 per hour promised by the company because they have to pay expenses such as gas and car maintenance. Also, they say they function more as Amazon employees than contract workers because of scheduling and training, including detailed instructions such as precisely what streets to take on a delivery route.

Uber and Lyft have had their share of bumps in the road, too. Recently, the Star-Telegram reported that Uber was under fire in Fort Worth for some drivers refusing to pick up prospective riders with service dogs, and both Uber and Lyft have found legal trouble for similar violations of federal law in the past.

But for those watching labor trends closely, these issues are merely short-term challenges to be addressed. The long-term trend toward using more and more freelance drivers to connect consumers with their desired goods, they say, is a permanent shift.

"We are in the 'Fourth Industrial Revolution' — a period of rapid change in work driven by increasing automation," Stephane Kasriel, CEO of Upwork, said in an email accompanying the "Freelancing in America: 2017" report.

Kasriel also is co-chair of the World Economic Forum's Council on the Future of Gender, Education and Work.

"But we have a unique opportunity," she said, "to guide the future of work, and freelancers will play more of a key role than people realize."

## Multiple transportation projects planned in Hunt County

April 20, 2018  
Brad Kellar  
Herald-Banner

While the FM 2642 effort is the largest highway project currently underway in Hunt County, it is hardly the only transportation-related endeavor which will have a direct impact on the Royse City area in the coming years.

The Hunt County Steering Committee for Transportation scheduled the “Yes For Roads” Update Luncheon in Commerce Friday, providing the latest details on the projects that were included under the November 2016 Hunt County “Yes For Roads” Transportation Bond Election.

Number one on the list was FM 2642, which runs from the Hunt/Rockwall county line to FM 1565 and raises the vertical clearance of the overpass, improving mobility at the intersection by adding lanes and relocating entrance and exit ramps.

Texas Department of Transportation (TxDOT) officials indicated the traffic flow along the roadway has doubled from 30,000 to 60,000 vehicles a day in just the past 10 years, and is expected to increase to 100,000 vehicles a day within another decade.

Completion of the overpass is due in early 2019, while the expansion of FM 2642 itself between FM 35 and FM 36 is expected in 2020.

Another project underway in the Royse City area is a study to improve and widen State Highway 66, between downtown and Greenville.

And TxDOT is in the process of establishing new intersections along Interstate 30 in Hunt County. In addition to the \$20 million FM 2642 interchange, there will be new crossings planned at County Road 2509, FM 1565, FM 36, FM 1903 and FM 1570, at a total estimated cost of \$127.6 million.

[http://www.roysecityheraldbanner.com/news/multiple-transportation-projects-planned-in-area/article\\_8658ed2c-4406-11e8-92a8-0f6f4cdfd03f.html](http://www.roysecityheraldbanner.com/news/multiple-transportation-projects-planned-in-area/article_8658ed2c-4406-11e8-92a8-0f6f4cdfd03f.html)

## Why state officials may (finally) be ready to expand I-35W from Fort Worth to Denton

April 19, 2018  
By Gordon Dickson  
Fort Worth Star-Telegram

ARGYLE – Today, the footprint of Interstate 35W resembles a rural highway for much of the journey between far north Fort Worth and Denton, although the volume of traffic often is more like the races held at nearby Texas Motor Speedway.

But the Texas Department of Transportation is taking some initial steps to upgrade and modernize I-35W from the Tarrant/Denton county line (near Alliance Airport) in far north Fort Worth to the merge with I-35E in Denton, near the University of North Texas.

The state agency is unveiling plans to eventually expand the four-lane freeway to six lanes, although it could be years before the estimated \$1.1 billion needed for the project is available.

However, the first phase of the project, the construction of frontage roads, could begin as soon as 2023, said department spokesman Ryan LaFontaine.

Some details of the plans for I-35W expansion will be displayed in a public meeting 6-8 p.m. Thursday at Argyle Middle School. The meeting will be informal, and representatives from the department and its consultants will be on hand to answer questions, LaFontaine said.

The addition of frontage roads could be a welcome improvement for the thousands of people who are moving into the area in recent months and years.

And more residents are on the way.

Construction is underway on Pecan Square, a project that includes 3,000 new homes in the \$270,000-\$500,000 range in Northlake, which until now was a community of only 2,397 residents perhaps known mostly for its I-35W speed trap.

Also, Hillwood has developed a master-planned community dubbed Harvest, a 1,200-acre neighborhood in the Argyle/Northlake area where 3,200 homes are planned.

The addition of frontage roads along I-35W will make it possible for businesses to open along the highway to serve all those new residents — not to mention the several thousand other area residents who commute daily between Fort Worth, Denton and other nearby communities in Tarrant, Denton and Wise counties.

Other cities affected by the proposed road work include Draper, Flower Mound and Haslet.

Improvements could include:

- Continuous four lane frontage roads with auxiliary lanes from Dale Earnhardt Way to the Interstate 35W/53E interchange.
- Reconfigured and relocated ramps.
- Upgraded cross street intersections.

Some right-of-way might need to be purchased from area land owners to do the work, according to a public notice regarding the project.

For more information on the Argyle meeting and the project plans, visit [keepitmovingdallas.com](http://keepitmovingdallas.com).

This project is not related to the \$1.6 billion makeover of I-35W from downtown Fort Worth to Heritage Trace Parkway in far north Fort Worth — work that is on track to be completed by September.

Also, it is not directly related to a proposal to improve I-35W from Heritage Trace Parkway to Eagle Parkway, near Alliance Airport — a project that includes upgrading existing toll-free lanes and adding two toll TEXPress lanes in each direction. That project has been stalled by some state government officials who object to using public dollars for a project with a toll element on it.

<http://www.star-telegram.com/news/traffic/your-commute/article209326689.html>

## With LBJ East at a political impasse, regional officials table revised plan to include tolled lanes

April 19, 2018  
Written by Ray Leszczynski, Communities  
Dallas Morning News

ARLINGTON — The first step toward solving the impasse for tens of thousands of drivers stuck daily on 10.8 miles of Interstate 635 in northeast Dallas could be admitting political impasse.

On Thursday, members of the Regional Transportation Council tabled a revised plan to include tolled lanes as a way to help pay for the \$1.8 billion freeway improvements project known as LBJ East.

The freeway and Interstate 35 in Austin are seen as among the most-needed transportation projects in the state. However, they were taken off the Texas Department of Transportation's to-do list in December because tolls were part of the funding equation.

The RTC has long stood unanimously behind its plan to build 10 freeway lanes and frontage roads with funding help from two tolled lanes in each direction. It called its special meeting last week in hopes that the idea was finally gaining a foothold with state leaders.

But the Texas Transportation Commission — appointed by Gov. Greg Abbott to oversee TxDOT — released the agenda for its April 26 meeting in Austin late Wednesday. And LBJ East wasn't on it.

"Everyone in the room knows the right thing to do on this project," said RTC and Dallas City Council member Adam McGough, who has worked to gather support for the managed lanes. "The issue is we don't want to make someone mad."

With state commissioners' omission of the project, regional transportation staff recommended an alternative — to toll only the one express lane in each direction that is currently tolled. The council, instead, took no action and asked for clarification as to whether the TTC directive is for TxDOT not to be involved in the tolled lanes or, instead, for LBJ East to not have tolled lanes at all.

### **'It's statewide policy'**

TTC Chairman J. Bruce Bugg told the House Transportation Committee on Wednesday that the commission is focused on the Texas Clear Lanes Program, which advocates non-tolled projects for the state's major metropolitan areas where two-thirds of Texans live.

"In conversations with the chairman, I think he's been very consistent about his sentiment," TxDOT Dallas district engineer Kelly Selman told the RTC on Thursday. "It's not being negative toward the region. It's statewide policy. This is the way we're going to go."

State Sen. Don Huffines said that people he represents in North Dallas are being hammered with traffic problems and that local leaders are to blame.

"The RTC is arrogantly ignoring the will of not just Gov. Greg Abbott and the conservative Texas Legislature, they're ignoring the voices of hundreds of thousands of Dallas County voters who

— on three occasions — have voted against toll roads or at least to place additional limitations on them," Huffines said Thursday in a prepared statement.

McGough; Arturo Ballesteros, government affairs director of the North Texas Tollway Authority; and Dallas City Council member Lee Kleinman also spoke to the House Transportation Committee. Kleinman called LBJ East a poster child for projects across the state.

"The region leveraged \$7 billion of state funding into \$21 billion of projects for the region," Kleinman told legislators. "We also used federal money, local money, private money — every place we could find financing, we're using it. We need it. So I'm back to my plea of all the tools in the toolbox. Everything."

But on Thursday, in asking to table the new resolution with its single tolled lane in each direction, Kleinman told the RTC that Bugg's message was clear. "I just don't think we can keep sending him something that's against his request."

### **Invitation issued**

In the meantime, RTC chairman and Cedar Hill Mayor Rob Franke has invited state officials to see the problem for themselves — and experience the difference the managed lanes make on the completed segment of I-635 west of Central Expressway.

Dallas County Judge Clay Jenkins said he has also invited state leaders to tour the area. Garland Mayor Douglas Athas said he and Mesquite Mayor Stan Pickett, whose residents face the daily impasse, would be willing to drive.

<https://www.dallasnews.com/news/traffic/2018/04/19/lbj-east-political-impasse-regional-officials-table-revised-plan-include-tolled-lanes>

## Column: Stop Over-Parking

Listen up, capital partners, lenders, and brokers.

April 19, 2018  
By Don Powell  
D Magazine

The mandate issued by end-users and the brokerage community for parking ratios ranging from four to six spaces per 1,000 square feet of office space isn't realistic, and is leaving tens of thousands of parking spaces empty each day across our metropolitan area. This means wasted energy to light empty parking levels, millions of cubic feet of concrete underutilized, building footprints covering greenfield sites, and most of all, unnecessary investment by developers and added expense in rents incurred by end users.

I offer this set of statistics as one source of evidence for my position: Granite Properties recently completed a car count in all of its garages at Granite Park in Plano, a campus of more than 2.5 million square feet of multi-tenant office buildings, as well as a hotel and retail. Granite has consistently provided four per 1,000 parking ratios for tenants across the office park, and has built a dedicated parking garage for each of its six office towers completed to date.

The study revealed, when grossed up to 100 percent occupancy and assuming "Easter Sunday" level peak demand for each property, more than 47 percent of the stalls will be vacant on the average peak day. Actual utilized parking equates to 1.834 per 1,000.

As a matter of fact, today we build more square feet for parking than the uses the parking serves. In office buildings, at four parking spaces per 1,000 square feet, we build 1.25 square feet of parking garage for each square foot of office. In restaurants, we build 3.15 square feet of parking per square foot SF of kitchen and dining space. Retail shops and neighborhood services require 1.58 square feet of parking per square foot of retail area.

In an age where we are considering the impact of self-driving cars on parking requirements, and the offshoot of that discussion in how we will repurpose parking structures when they are rendered obsolete, why are we still mandating huge parking ratios for tenants? Nothing would please me more than to seriously reduce or eliminate the economic impact of parking structures in our work centers.

In real estate, we think about the cost per parking stall to build garages, or the cost per rentable square foot against a pro forma, which ultimately translates to cost for a business to house a car all day for each employee.

But in all sincerity, can we really change the formula?

I have commuted an average of 28 miles to drive to work every work day for the past 31 years. I used my car as an ornament of status and a mechanism to escape from the 45- to 60-minute commuter grind each way. Our \$15,000 to \$25,000 price tag per parking stall garages are filled with \$50,000 to \$200,000 automobiles. Are we as a society willing to give up our personal expression of individuality and ride to work in a hired car or—heaven forbid—use mass transit? For something totally radical, how about living close enough to work, or working close enough to home to walk or ride a bike to work?

My wife and I recently moved to Uptown. My commute is now five to seven minutes. I see my dependence on my car diminishing and my need to escape the grind almost gone. I could Uber to work every day and no longer need that almighty reserved parking space at the office—not to mention the thousands of dollars I'd save every month on cost to own, insure, maintain, and fuel a car.

I am a 65-year-old male who is re-examining my way of life. If many of us would take the time to share what we've learned with our younger co-workers and family members, maybe we could better utilize our resources.

Brokers may rightfully or wrongfully be “blamed” for the over-parking hysteria, but we all enable the craziness to continue.

The private development sector needs to inform authorities having jurisdiction and lenders on these issues, not the other way around.

*Don Powell is a principal-in-charge at BOKA Powell Architects.*

<https://www.dmagazine.com/business-economy/2018/04/cre-opinion-stop-over-parking/>

## **Residents say the politicians of LBJ East have failed them as much as the freeway itself**

April 21, 2018  
Written by Ray Leszcynski, Communities  
Dallas Morning News

John Willis spent six years on the political front lines of Interstate 635 in Garland, the stretch of highway deemed in more need of improvement than any other in North Texas.

Willis' wife, Dana, recently spent a harrowing few seconds on the freeway itself. She was going the opposite direction Feb. 28 when an 18-wheeler jackknifed in slick conditions. Concrete flew over the median, taking out a windshield and a couple tires on her 2014 Toyota Corolla.

"That's the reality out there. You get on 635 East, you're taking your life in your hands," said John Willis, who as Garland City Council member from 2008-14 represented parts of the city along the freeway. "Thankfully, she was uninjured."

State and local officials agree the project to widen Interstate 635 and provide it with continuous frontage roads from Central Expressway to Interstate 30 is vital. But they've been stuck for years on how to come up with the \$1.8 billion to do it.

State leaders took the project off the Texas Department of Transportation to-do list in December because the plans had tolls. On Thursday, four months later, Regional Transportation Council officials accepted the state's message, tabling plans to include tolled lanes on the 10.8-mile span.

"All the drivers on the road are victimized not just by traffic, but partisan bickering of the governor, lieutenant governor, their directive to the Texas Transportation Commission and TxDOT," Willis said. "And also by the RTC and all the machinations of the people involved in there. That's directly and badly impacting everyday lives of people here in Garland."

More than 200,000 cars travel each day on four free lanes and one tolled/HOV lane in each direction of the unimproved freeway, which in January will mark 50 years of service.

### **Lake Highlands caught inside LBJ East loop**

In Lake Highlands, Brad McCutcheon is a go-to news source at preschool birthday parties and soccer games. He's one of the central figures in the LBJNow social media group that has become residents' arm to push for the freeway improvements.

"The people that live around me, they don't care about state politics at all," McCutcheon said. "This piques people's interest. People want to know about this."

McCutcheon and his wife commute to Plano to work. They use the freeway almost daily and say pileups and delays aren't just an issue during rush hour.

"It's not a gimme on the weekends," he said. "It's at the front of my mind certainly, with two young kids, when you've got the most dangerous section of highway, really, across the North Texas region, out my backyard.

"It's a quality-of-life issue that affects every family in my neighborhood."

As a paramedic, McCutcheon said first-responders will always respond to traffic accidents on the highways but that it's one of the most dangerous things they do.

Michael Rogers, city of Dallas transportation director, also underlined that LBJ Freeway is not safe during his testimony in Austin last month.

He told the Texas Transportation Commission that safety concerns are "not just for the motorists, but for the pedestrians, for the cyclists. For those who choose to take public transportation."

Holt Mitchell, 23, worries about students who have to cross the freeway to get to school.

"Lake Highlands High School boundaries cover both sides," said Mitchell, who has spent his entire driving history checking traffic online before he leaves home. Areas he fears most include some of the merges and the crunch near Greenville Avenue, where the improved part of LBJ Freeway meets the unimproved.

"Also, I take routes through neighborhoods," he said. "We all know we don't like people cutting through a neighborhood. But I'm forced to cut through because there's no access road currently. So what do you do? Be stuck? Or do you find a way to keep moving?"

The Lake Highlands Public Improvement District has also campaigned for the freeway improvements — most notably because the timeline of the funded and approved project to untangle the Skillman Street-Audelia Road interchange is tied directly to LBJ East. That's because TxDOT doesn't want two contractors in the same area at the same time.

Kathy Stewart, executive director of the public improvement district, said the area's economic loss is on top of the \$5 million in monthly inflation of the cost of LBJ East upgrades.

"The biggest issue is our state decision-makers won't sit down at the table and work this out for the people they represent who are personally impacted every day," Stewart said.

<https://www.dallasnews.com/news/transportation/2018/04/20/residents-say-politicians-lbj-east-failed-much-freeway>

## Dallas to Test Smart, Pedestrian-Friendly Streets Within a Year

The City of Dallas' Department of Transportation is currently identifying five parts of town where workers will weave smart city technology into street rehab projects.

April 25, 2018  
By Dave Moore  
Dallas Innovates

One day, Dallas streets will be lit with diodes and loaded with sensors that detect pedestrians and cyclists, allow buses to bypass stoplights, and might even be able to charge electric vehicles as they whisk by.

That day might not be too far away for a few Dallas neighborhoods.

Michael Rogers, director of the City of Dallas' Department of Transportation, said that technology will likely be coming this year.

"It's just a matter of prioritizing," he said.

The smart street technology will likely be coming this year.

Rogers' staff is currently identifying five parts of town where workers will weave smart city technology into street rehab projects. These rehabs — called "complete streets" — make streets narrower, incorporate crosswalks, and often add dedicated lanes for public transit, so it can take priority in traffic. The "smart" aspect could take numerous forms.

One of the more cutting-edge features the city of Dallas is considering is a section of road that would charge electric vehicles as they move. Another under consideration is a dedicated path for autonomous shuttles.

"I don't know of any 'shoe-ins,'" for which areas of town will receive the smart city/complete street upgrades, wrote Dallas City council member Lee Kleinman in an email to *Dallas Innovates*. "But I would like to Montfort [Road] from LBJ to Alpha [Road] be a site. I have committed bond [money] to this, for a complete street, and it is in the Midtown area. The [North Central Texas Council of Governments] is developing a guideway based autonomous people mover for this area."

Sources at COG say it's too early to say exactly what sort of technology might be installed, but it could resemble what Jacksonville, Florida, is doing with a new autonomous shuttle in dedicated lanes.

The five prospective sites will be narrowed to two, which will serve two different purposes:

- One will be a "blank slate" that would be located near a current or potential transportation-oriented development. It would potentially use transit to connect people to jobs.
- A second would be located in an established neighborhood with plenty of pedestrian, bicycle, and vehicular traffic

“If you’re walking, the sidewalks are going to be new, if you’re taking a bike, the bike lanes are going to be new, if you’re in an automobile, those lanes are going to be new,” he said.

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

The improvements to city streets and intersections are already budgeted and the cost of incorporating many smart-city features is negligible, Rogers said.

“These projects are going to be under construction, so you might as well do it right,” he said.

### **ERICSSON CONTRACT CRUCIAL IN DALLAS’ ‘SMART’ MOVE**

Rogers didn’t get into specifics of which smart city aspects might be incorporated into these test beds, likely because plans are still coming together. Some cities, such as Barcelona, have incorporated USB chargers and interactive maps at bus stations, so riders can learn the whereabouts of their next ride and its ETA. That city also has embedded sensors in asphalt that inform drivers of open parking spaces.

Fort Worth, meanwhile, is sharing and applying user-generated data from the Waze App, to identify traffic jams, crashes, and potholes.

One crucial factor allowing the city of Dallas to move forward from a smart-city standpoint is an \$8.9 million contract with Ericsson, announced in January. In the deal, Ericsson is aggregating and analyzing traffic data, to sync traffic lights in real-time. The system also allows the city to control traffic message signs, school-zone lights, and other traffic devices. Further expediting the city’s move toward data-based traffic management is the implementation of a voter-approved \$30 million bond program to install about 1,500 advanced traffic control boxes and sensors that can measure traffic density.

Similar boxes and sensors are being installed at intersections in cities such as Richardson, Fort Worth, and Irving. Audi, Total Traffic Solutions, and the city of Frisco worked together to implement a smart traffic solution that informs drivers of late-model Audis how long they’ll need to wait for stoplights to turn green. Since the program launched in Frisco in 2017, the town of Flower Mound and cities of Grapevine and Arlington have signed on to take part in similar arrangements.

“We contributed financially to help Dallas obtain the Ericsson platform,” said NCTCOG senior program manager Thomas Bamonte, who is overseeing efforts to improve traffic flow in North Texas. “We see that as a major step forward as a way it’s managing its traffic signal system, and sharing with the larger traffic systems.”

Bamonte said the Council of Governments is seeking a Federal Highway Administration grant that would allow Dallas’ Ericsson system to analyze traffic data across several cities, to ease traffic flow region-wide.

“One component for our grant application is to have the Dallas system be the traffic signal data hub, for the 10 largest municipalities in the region,” Bamonte said, adding that he’s encouraged

to hear that Dallas has announced its intention to build its two complete street/smart city testbeds.

## **PULLING IT TOGETHER**

Rogers said the city is inviting companies with smart city tech to take part in this initiative.

“We’re setting ... the foundation for all of this, where we can have all of this smart technology, and the smartest processes possible to move people [and] to move goods, and do it an efficient, effective way,” said Rogers. “So, not only will the autonomous vehicles be something that can be integrated into this for public transportation standpoint, as well when you look at what we were we going to do as we move forward with, for example, a D-Link.”

Recently, Dallas Area Rapid Transit is converting its seven-vehicle downtown-Dallas-based D-Link fleet to electric propulsion. According to Rogers, it’s a small step from electric vehicles to autonomous vehicles, self-driving people movers, and other technologies. Among them are the previously mentioned streets with charging capacity built-in for electric vehicles — called Smart Powered Lanes — which are being developed by AECOM. That company is currently working with the city of Dallas as well.

“We welcome those companies that are looking at and trying to develop this type of technology,” Rogers said.

<https://dallasinnovates.com/dallas-to-test-smart-pedestrian-friendly-streets-within-a-year/>

## Get your wallets out: Bishop Arts streetcar will no longer be free

April 26, 2018

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

It's full-speed ahead for a new fare to ride the Dallas streetcar.

The City Council, in a 14-1 vote, approved a \$1 fare for the streetcar that runs between downtown Dallas and the Bishop Arts District. The fare doesn't figure to bring in much revenue, but council members said the issue was about fairness.

Council member Scott Griggs said residents in his North Oak Cliff district can afford the \$1 fare.

"It's just \$1," Griggs said. "We'll see how it affects ridership."

Dallas Area Rapid Transit officials previously projected that they'd lose about 20,000 of their 151,500 annual streetcar riders -- about a quarter of the nearly 76,000 who they believe ride the streetcar now without transferring to a DART bus or train -- because of the fare.

DART previously estimated that the fare would pull in about \$133,000 in revenue. That won't do much to pay for the streetcar's \$2.1 million annual operating and maintenance cost, which is shared by the city, DART and the North Central Texas Council of Government. The city and DART also hope to extend the streetcar in the coming years, likely through Elm and Commerce streets downtown.

Philip Kingston, the only council member to vote against the fare, said the city ought not call for a fare because the streetcar system "needs a lot more investment before we actually understand what's going on." He also criticized the \$1 figure as a round number that was chosen without a good reason.

"To extract \$1 out of people who are riding the Oak Cliff line is certainly not data-based policy making," he said.

The city's new Transportation Director Michael Rogers had also previously recommended against a fare for now. Rogers wanted to study the economic impact of the streetcar first and to coordinate a fare with the McKinney Avenue Transit Authority, which runs the free trolley in Uptown and downtown.

But the timing of the vote will give DART a chance to institute the fare as part of its new "contactless" touch-card payment system, which will be similar to Washington's SmarTrip card and Los Angeles' TAP card.

DART spokesman Morgan Lyons said the agency is still dealing with some technology issues and that the fare is probably months down the road.

"We're still working out the details on timing," Lyons said.

The council's majority wanted to start charging as soon as possible. Sandy Greyson said all other riders of DART trains and buses have to cough up a fare. Rickey Callahan said the issue is "simply about fairness" and that he didn't believe ridership would be harmed on the still-

nascent line. And council member Tennell Atkins said he feels "like everybody should pay their fair share."

<https://www.dallasnews.com/news/dallas-city-hall/2018/04/25/get-wallets-bishop-arts-streetcar-will-no-longer-free>

## Texas 130 expansion gets TxDOT nod as toll freeze thaws

April 26, 2018  
By Ben Wear  
Austin American-Statesman

The Texas Department of Transportation freeze on toll projects thawed somewhat Thursday, as the board governing the agency approved a \$36.7 million contract to add lanes to Texas 130 east of Austin.

The project to add a third lane to each side of the tollway between Texas 45 North and U.S. 290, at a cost of \$36.7 million, was approved by the Texas Transportation Commission as part of a omnibus agenda item giving the nod to dozens of construction contracts. OHL Construction in December had submitted the lowest of 12 bids for the tollway expansion, but the contract award by the commission was shelved at that month's meeting.

TxDOT in the end plans to add lanes from U.S. 290 to Texas 71 as well, along with three more flyover bridges at the U.S. 290/Texas 130 interchange. But that work will be done under separate contracts.

That expansion of the increasingly crowded four-lane tollway, to be paid for using surplus toll revenues from the road rather than tax dollars, had been caught up in a moratorium on new toll projects that began late last year. Gov. Greg Abbott and Lt. Gov. Dan Patrick had come out publicly against building toll projects after complaints from GOP activists that in some cases constitutionally prohibited tax revenue was going to be used on such roads.

TxDOT had been considered such commingling of tax and toll-related funds on U.S. 183 North and Interstate 35, among about a dozen toll projects statewide, using the tax money for non-tolled lanes and bond money for the toll sections. But some of that tax money was to come from so-called Prop 1 and Prop 7 revenue, referring to amendments to the Texas Constitution passed in 2014 and 2015.

Those amendments specifically prohibit using sales tax and oil-and-gas tax revenue allocated to TxDOT under them for toll projects.

The U.S. 183 North and I-35 projects remain in limbo.

<https://www.statesman.com/news/texas-130-expansion-gets-txdot-nod-toll-freeze-thaws/7EVUBMxDkAuxpuOtEsnrVM/>

## **TxDOT gives nervous Collin County residents a look at possible routes for freeway to relieve U.S. 380 traffic**

April 26, 2018

Written by Nanette Light, Staff Writer  
Dallas Morning News

McKINNEY — Collin County residents and city leaders got an early glimpse of possible freeway corridors to improve traffic gridlock along U.S. Highway 380 Thursday at the first of three public meetings.

The Texas Department of Transportation is gathering resident feedback as part of its feasibility study to analyze possible highway improvements. Other meetings are scheduled for Tuesday and May 3.

While some were breathing sighs of relief that the five route options presented during Thursday's meeting at McKinney's Sheraton Hotel wouldn't cut through their homes, others remain concerned.

Three of the five possible routes, for example, would plow through Kevin Voigt's home just outside McKinney's city limits.

"Not by it. Not in front of it, but through it," said Voigt, who bought the five-acre property when he moved to Texas from California two years ago to live on more space and for his three kids to attend good schools.

"I'm respectful of development, but these are flawed alignments, and it's not just because it impacts me," he said. "They're just simply flawed alignments. Any bypass that is a mile to a mile-and-a-half above the affected area makes no sense."

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

TxDOT spokesman Ryan LaFontaine said it's still unclear exactly how many residents and businesses would be impacted by any of the proposed routes. That is still being studied, but he said it's difficult to know because Collin County is growing so rapidly.

"We realize there are a bunch of people who live here now. This will be a big undertaking, and many people are interested in this and rightfully so," LaFontaine said, stressing that this is a feasibility study and that it's possible nothing will happen.

McKinney Mayor George Fuller said that until data on the impact of each alignment is known, it will be difficult to form an opinion on the scenarios. All people have seen so far are alignments "with no context."

Still, he said, it's a critical discussion as the city continues to grow.

"The decisions we make today ... are going to determine are we going to be a dynamic city or are we not?" Fuller said.

Five options for freeway routes were presented Thursday. No final alignment has been selected. Other than building a freeway, other options include building grade-separated intersections that would keep the highway's current alignment while allowing drivers to bypass some major intersections. Another option is to do nothing.

"Some people think it's already a done deal, and that's not true at all," TxDOT spokeswoman Michelle Raglon said in a previous interview. "We're very early in the planning process."

Since February 2017, residents fearful about a potential bypass north of U.S. 380 have attended McKinney City Council meetings, voicing a loud "no" to the idea of a highway that would cut through their homes and divide their neighborhoods.

Last year, the city issued a draft of possible road alignments to guide the Texas Department of Transportation as it worked to tackle the traffic that has come with Collin County's explosive growth.

It also garnered a public outcry.

Traffic congestion isn't just a problem in McKinney. Collin County is expected to double in size before 2030 and surpass the individual populations of Dallas and Tarrant counties by hitting the 3.5 million-resident mark by 2050. McKinney's population of nearly 180,000 is projected to increase to roughly 284,000 by 2040.

Congestion on the county's major roadways will only get worse.

Collin County commissioners are looking to ask for up to \$671 million in transportation improvements at a November bond election. As much as 80 percent of the funding would go toward building highways in the eastern and northern parts of the county, areas expected to see significant population growth. Improvements to Highway 380 are part of that project list.

According to McKinney traffic count estimates, more than 50,000 people a day drove on U.S. 380 in 2015. Countywide, traffic on the highway grew about 30 percent from 2010 to 2016, TxDOT stated.

A portion of the roadway between Frisco and Prosper is being upgraded to a six-lane freeway with access roads.

Michael Quint, executive director of development services for McKinney, said recently that Collin County is "definitely behind the eight ball" in its number of highways compared to where Dallas and Tarrant counties were when they were of similar size.

And according to TxDOT, by 2040 Collin County is set to be larger than Dallas County was last year — but with "many less freeways."

TxDOT said in a study of the highway two years ago that a freeway "provides the best mobility and safety, and addresses the long term needs of the communities," but it noted that a more detailed study was necessary. That's happening now as the state agency analyzes roadway options, including improving the existing alignment or constructing new ones.

McKinney City Council members have passed a resolution opposing conversion of U.S. 380 within their borders into a freeway because development leaves little room for expansion.

Council members have said that they oppose bypass routes that would cut through people's homes. But Fuller said now "everything is on the table."

"Let's see what has the least impact and benefits the community the best," he said. "Those won't be very popular words for some, but it is what it is. Ultimately, we have to do what's best for this community today and tomorrow."

Last year, McKinney city leaders suspended their own evaluation of options for a bypass and sent the options to TxDOT.

Raglon, the TxDOT spokeswoman, projected that five years from now is about the earliest construction might begin. She said there are no costs tied to the project and no funding for it past the feasibility study.

Additional public meetings are expected to take place in the fall.

"Before anybody knocks on my door to let me know they're going to knock my house down, there will be a lot of discussion," Voigt said. "I'm certainly not just going to hand them the keys."

### **Next public meetings**

**Tuesday:** open house at 6 p.m. and presentation at 7 p.m. at Princeton High School, 1000 E. Princeton Drive in Princeton

**May 3:** open house at 6 p.m. and presentation at 7 p.m. at Rogers Middle School, 1001 Coit Road in Prosper

<https://www.dallasnews.com/news/collin-county/2018/04/26/txdot-gives-nervous-collin-county-residents-look-possible-routes-freeway-relieve-us-380-traffic>

## Column: Cars are ruining our cities

Traffic reduces mobility, degrades public space and has serious health costs, say Justin Gillis and Hal Harvey

April 30, 2018  
By Justin Gillis and Hal Harvey  
New York Times

We might be living through a new age of miracles. Last month, Los Angeles decided against adding lanes to a freeway, an unexpected move in a city that has mistakenly thought for years that more lanes mean fewer traffic jams.

Shortly before that, Germany's highest court ruled that diesel cars could be banned from city centers to clean up the air. Mind you, Germany is the land where diesel technology was invented. After the court ruling, Volkswagen sputtered that it was "unable to comprehend" the decision.

These events occurred nearly 6,000 miles apart, in different political contexts, but they are connected. Both the public and a few of our bolder political leaders are waking up to the reality that we simply cannot keep jamming more cars into our cities.

A century of experience has taught us the folly of it. Three pathologies emerge.

**1. Every car becomes the enemy of every other.** The car you hate most is the one that's right in front of you not moving. As cars pile in, journey times and pollution rise.

**2. After a certain point, more cars make the city a less congenial place for strollers, bicyclists and people who take public transit to their destinations.** The cars push out frolicking kids, quiet afternoons reading on a bench and sidewalk cafes. So we give up our public space, our neighbor-to-neighbor conversations and ultimately our personal mobility for the next car, and the next one.

**3. There is the odd fact, counterintuitive as it is, that building more roads does not really cure congestion and can even make it worse.** The problem, as experts realized starting in the 1930s, is that as soon as you build a highway or add lanes to a freeway, cars show up to fill the available capacity. The phenomenon is so well understood that it has a name: induced traffic demand.

We asked Inrix, a company that collects sophisticated highway data, to analyze two relatively recent American freeway projects: the \$1.6 billion expansion of Interstate 405 in Los Angeles and the \$2.8 billion expansion that made the Katy Freeway in Houston, a section of Interstate 10, the widest in the world, at 26 lanes across.

After the I-405 expansion, the data shows, travel times worsened in both morning and evening rush hours. The Katy Freeway expansion yielded slightly better results, with the evening commute improving, though only slightly in the westbound lanes. The morning commute got worse in both directions.

The people in charge of these projects will no doubt argue that with traffic growing overall, the freeways would be in even worse shape had they not been expanded. Still, these results are not

much to show for such huge sums of public money. We think the billions going to these kinds of projects could be better spent maintaining the roads and bridges we already have.

The good news is that more and more cities are deciding to wrest control of their streets back from the tyranny of the automobile and to put people, and other modes of transportation, on a par with the auto.

London now has 15 years of experience with a stiff congestion charge that discourages many drivers from entering the city center. In a virtuous cycle, the money goes to better public transit and more bike lanes. Early legislative discussions are underway about trying the same thing in Seattle and in some of California's more congested cities.

In the crowded cities of Asia, people are not allowed to get a car just because they want one. Shanghai residents must buy license plates that have gone for up to \$13,000 at auction, and Beijing residents have to enter a lottery for a plate. Such measures might seem extreme, but they are sensible in a country that endured a 60-mile traffic jam in 2010, requiring 11 days to unsnarl.

As we write these words, we can sense the bile rising in some drivers. Americans have such a sense of entitlement about cars that any attempt to limit them can provoke a fight.

Yet the truth is that people who drive into a crowded city are imposing costs on others. They include not just reduced mobility for everyone and degraded public space, but serious health costs. Asthma attacks are set off by the tiny, invisible soot particles that cars emit. Recent research shows that a congestion charge in Stockholm reduced pollution and sharply cut asthma attacks in children.

The decision to turn our public streets so completely over to the automobile, as sensible as it might have seemed decades ago, nearly wrecked the quality of life in our cities.

We are revealing no big secrets here. Urban planners have known all these things for decades. They have known that removing lanes to add bike paths and widen sidewalks can calm traffic, make a neighborhood more congenial — and, by the way, increase sales at businesses along that more pleasant street. They have known that imposing tolls with variable pricing can result in highway lanes that are rarely jammed.

But the planners had little clout as their bosses — city and state politicians — cowered before the demands of drivers. What we might be seeing, at last, is a shift in the public mood, a rising awareness that simply building more lanes is not the answer.

*Justin Gillis is a contributing opinion writer for The New York Times.*

*Hal Harvey is chief executive of Energy Innovation.*

## One goal of Amazon's HQ2: Learn the lessons of Seattle

April 30, 2018  
Nick Wingfield  
The New York Times

SEATTLE — When 10 representatives from Amazon visited the Denver area in late January, they did what you would expect from a company scouting for a place to put its second headquarters. They toured more than a half-dozen potential sites for a new campus and talked about the technical talent available in the area.

But they also did something that surprised local officials: Quiz them on how, if Amazon chooses to settle there, the company could avoid the problems it confronts in Seattle, the only hometown it has ever known.

If Amazon moves in, bringing up to 50,000 high-paying jobs to town over time, how would the officials deal with traffic on its roads? And how would the company's tax dollars contribute to the creation of affordable housing in the region?

"I think they feel in Seattle they're the scapegoat every time there's an issue in the community and traffic," said Sam Bailey, vice president of economic development at the Metro Denver Economic Development Corp., which is managing the area's bid for Amazon's second headquarters.

Amazon's search for a second headquarters has been a pageant of finalist cities doing everything they can to woo the company and the good jobs and huge construction projects it would bring. The most controversial part of the process has been the big tax incentives some state and local governments have offered Amazon, seen by critics as ineffective corporate giveaways.

Amazon wrapped up its visits in mid-April to all 20 finalist locations for its HQ2, as Amazon calls its second headquarters. The company is following up with the cities, from Los Angeles to Indianapolis to Toronto, seeking further information as it narrows its search.

The company has a long wish list, including plentiful flights at local airports, a stable, business-friendly government and nearby recreational opportunities for employees.

But local officials did not anticipate Amazon's interest in how to tackle some of the troubles that have turned it into a polarizing symbol of Seattle's booming economy. The e-commerce giant is celebrated by many in Seattle for being the city's biggest employer and adding tremendous wealth to the area. But it is villainized by others for bringing too much change, too quickly.

In Denver, Amazon and local officials talked at length about public transit options and the creation of bike lanes, Bailey said. They even discussed the possibility of Amazon financing a new light-rail station for its system, though no commitments were made, he said.

In Atlanta, the company spoke to a representative of the Westside Future Fund, a nonprofit working to prevent displacement in an area being redeveloped. The fund will pay for the increases in property taxes for residents who have lived in the area since at least 2016 so they are not priced out of their homes.

In Amazon's visit to Toronto, the company discussed its potential effect on the labor market and the affordability of housing, said Ed Clark, business adviser to Kathleen Wynne, premier of Ontario province.

"We're all concerned about what could be gentrification or displacement, how do we deal with that," said Aisha Glover, president and chief executive of the Newark Community Economic Development Corp., which is involved in the New Jersey city's bid.

Adam Sedo, a spokesman for Amazon, confirmed that public transport and housing affordability were important topics in conversations with the finalist locations but declined to elaborate further.

The company employs about 45,000 people in Seattle, spread out among more than 30 buildings near the downtown area. Despite a construction frenzy, building of new homes has not kept up with demand, leading to soaring housing costs in Seattle, where rents are now close to those in Boston and New York and home prices are growing faster than those in any other large city.

While Amazon is not the only reason for all the change, it has become the most convenient target for groups worried about home prices and paralyzing traffic.

"There was clearly a sensitivity both to the real and to the perceived impact when they come in to a place," Clark said, referring to Amazon's discussions in Toronto.

The company says it has given \$40 million for affordable housing projects in Seattle. In a new office building it is constructing, Amazon has agreed to give a rent-free space to a homeless shelter for families. The company says its employees are big users of public transportation, with 17 percent of its local employees living in the same ZIP code in which they work.

"The pace of change has been so fast and housing supply has not kept up and the transit system has not kept up," said Alan Durning, executive director of Sightline Institute, a nonprofit research group in Seattle focused on sustainability. "There's a visceral public reaction to the whole rapid pace of change in the city symbolized by, and perhaps blamed too much on, Amazon."

In May, Seattle's City Council plans to vote on a tax — dubbed the "Amazon Tax" by locals — on the city's largest employers. The tax is expected to raise \$75 million annually, with most of the money being funneled into building affordable housing. The remainder will go to support services for the homeless.

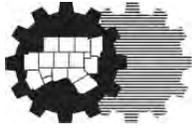
This month, supporters of the plan staged a rally in front of Amazon's glass spheres in Seattle holding signs that read "Tax Amazon" and "Tax Bezos," referring to the company's chief executive, Jeff Bezos. Asked why Amazon was discussing affordable housing with officials of the finalist cities for its second headquarters, Kshama Sawant, a socialist member of the Seattle City Council, said it was because of what's happening in the company's hometown.

"It's because they're getting massive pushback from ordinary people in Seattle," Sawant said.

Growing cities with thriving local tech scenes are already grappling with affordable housing challenges, even without Amazon. Clark, the adviser involved in Toronto's bid, said it helps that Amazon is not ducking the problem.

“To have someone coming in and worried about this issue and wanting to work with you to solve the issue is a big plus,” he said.

<https://www.bizjournals.com/dallas/news/2018/04/30/one-goal-of-amazon-s-hq2-learn-the-lessons-of.html>



North Central Texas  
Council of Governments

**PRESS RELEASE**

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## **Car Care Clinics to Discuss Pesky Check Engine Light**

NCTCOG partnering with local auto repair shops to sponsor April clinics

**April 3, 2018** (Arlington, Texas) – Did the check engine light recently appear on your car's dashboard? The reasons could be numerous, from a simple thing such as a loose gas cap to a more serious and expensive issue.

Regardless of the problem, it is important to have it checked because your car will not pass the emissions portion of the State inspection until it is repaired.

The North Central Texas Council of Governments is partnering with local automotive repair shops to conduct a series of Car Care Clinics in April. Once again, the focus is on the dreaded check engine light. While you need to have the problem addressed, repairs may cost less than you think.

Talk to a mechanic for FREE at one of 12 clinics throughout the Dallas-Fort Worth region beginning Saturday, April 7 and continuing until Saturday, April 28. These clinics will provide drivers with an opportunity to talk to a certified technician about the potential cause of the problem and how it may be fixed. Some vehicle owners may qualify for assistance with emissions repairs if they meet certain income requirements.

A NCTCOG staff member will be on hand at select clinics to explain the AirCheckTexas Drive a Clean Machine Program, which allows qualifying motorists to get their vehicles repaired for as little as a \$30 copay, so they can pass the emissions inspection. Income and vehicle requirements for the program are available at [www.airchecktexas.org](http://www.airchecktexas.org). A family of four earning \$75,300 or less, for example, is eligible for a repair voucher worth up to \$600.

AirCheckTexas is one of many successful programs credited with helping the region improve its air quality over the past several years. Ten Dallas-Fort Worth area counties are in nonattainment for ozone pollution and are working toward compliance with the federal government's standard.

## **Scheduled Car Care Clinics**

<b>Facility</b>	<b>When</b>	<b>Where</b>
Advanced Auto Repair*	10 a.m. – 2 p.m. April 7	612 Fort Worth Drive Denton, TX 76201
Firestone Complete Auto Care	10 a.m. – 2 p.m. April 7	6828 Coit Road Plano, TX 75023
Christian Brothers Automotive – Grapevine	2 p.m. – 4 p.m. April 10	2059 W. State Highway 114 Grapevine, TX 76051
Car Care Central*	10 a.m. – 1 p.m. April 12	7013 Alma Drive Plano, TX 75025
Rick and Ray's Auto Plaza Center*	9 a.m. – 12 p.m. April 14	2425 Cullen St. Fort Worth, TX 76107
Road Masters Auto Service*	10 a.m. – 2 p.m. April 14	405 S. Central Expressway No. 118 Richardson, TX 75080
The Star Auto Service	9 a.m. – 11 a.m. April 21	900 E. Belt Line Road Richardson, TX 75081
Heller Automotive*	10 a.m. – 2 p.m. April 21	3104 S. Rigsbee Drive Plano, TX 75074
Kwik Kar Auto Service & Repair*	10:30 a.m. – 12:30 p.m. April 21	1820 Brown Blvd. Arlington, TX 76006
Burdick Auto Solutions*	10 a.m. – 2 p.m. April 24	210 E. Erwin Ave. McKinney, TX 75069
Starkey Service Center*	9 a.m. – 11 a.m. April 28	918 W. Davis St. Dallas, TX 75208
Kinney's Automotive*	10 a.m. – 2 p.m. April 28	624 E. Pipeline Road Hurst, TX 76053

\*AirCheckTexas on-site application processing available.

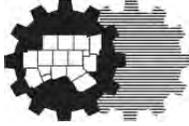
Dates, times and locations are subject to change. For more information and to confirm the details of the clinic near you, visit [www.ntxcarcare.org](http://www.ntxcarcare.org). You may also email questions to [ntxcarcare@nctcog.org](mailto:ntxcarcare@nctcog.org), or call 817-704-5697.

### **About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

###



North Central Texas  
Council of Governments

**PRESS RELEASE**

Contact: Brian Wilson  
(817) 704-2511  
[bwilson@nctcog.org](mailto:bwilson@nctcog.org)

**Share Thoughts on the Mobility 2045 Plan April 9-11**

RTC to consider adoption of Metropolitan Transportation Plan in June

**April 5, 2018** (Arlington, Texas) – North Central Texas Council of Governments staff will present Mobility 2045 draft recommendations, funding initiatives, an air quality update and bicycle opinion survey results during public meetings in April.

Residents can provide input on Mobility 2045, the Metropolitan Transportation Plan for Dallas-Fort Worth, as well as several other transportation initiatives at public meetings on April 9 (Garland), April 10 (North Richland Hills) and April 11 (Arlington).

Mobility 2045 will define a long-term vision for the region’s transportation system and guide spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that can reduce congestion and improve air quality. The Regional Transportation Council is expected to take action on draft recommendations in June.

In addition to developing a Metropolitan Transportation Plan, NCTCOG staff is responsible for assisting with funding initiatives. The Transportation Improvement Program is a federally and State-mandated list of projects with committed funding for construction or implementation within a four-year period. Staff will present the draft list of projects to be funded between 2019 and 2022.

Staff will also provide proposed modifications to the fiscal year 2018 and fiscal year 2019 Unified Planning Work Program. The UPWP for regional transportation planning provides a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization within a two-year period. Finally, air quality updates and bicycle opinion survey results will also be presented.

Watch the Arlington meeting in real time by clicking the “live” tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

<b>Public Meeting Details</b>		
<p><b>Monday, April 9, 2018</b> <b>6 p.m.</b> Garland Police Administration Building 1891 Forest Lane Garland, TX 75042</p>	<p><b>Tuesday, April 10, 2018</b> <b>6 p.m.</b> North Richland Hills Library 9015 Grand Ave. North Richland Hills, TX 76180</p>	<p><b>Wednesday, April 11, 2018</b> <b>2:30 p.m.</b> North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p>

**About the North Central Texas Council of Governments:**

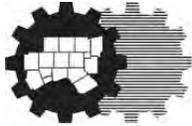
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**About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

###



North Central Texas  
Council of Governments

## PRESS RELEASE

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## Challenge Yourself to Bicycle More in May

Try Parking It offering prizes for most bike miles, trips through May 31

**May 1, 2018** (Arlington, Texas) – May is a good time to turn our attention to being more active. The weather is pleasant. The flowers are blooming. Outdoor festivals are (still) plentiful. And it's Bike Month.

Throughout May, the North Central Texas Council of Governments is hosting the Try Parking It Bike Everywhere Challenge, open to all residents of North Texas. Through [www.tryparkingit.com](http://www.tryparkingit.com), the regional ride-matching and commute-tracking website, NCTCOG is asking commuters to choose their bikes for work, running errands and recreation. Awards will be presented in two separate categories: Most Bike Trips and Most Bike Miles Traveled. Three prizes will be awarded in each category:

- First place – \$125 Amazon e-gift card and Try Parking It swag
- Second place – \$100 Amazon e-gift card and TPI swag
- Third place – \$75 Amazon e-gift card and TPI swag

Participation in the challenge is easy. Residents must simply register for the Bike Challenge at [www.tryparkingit.com](http://www.tryparkingit.com), ride and record their trips on the website.

Pedaling to the office is one way to participate in Bike Month. The region will celebrate Bike to Work Week from May 14-18, an annual event sponsored by the League of American Bicyclists that culminates with Bike to Work Day on May 18.

NCTCOG is partnering with Dallas Area Rapid Transit to provide assistance – and motivation – for North Texans riding their bikes to work May 18. DART will set up energizer stations at select locations along its transit network, offering refreshments, encouragement and bike safety checks. NCTCOG staff members will be there to visit with participants and inform them about active-transportation opportunities. For a full list of energizer stations, visit [www.dart.org/riding/biketowork2018.asp](http://www.dart.org/riding/biketowork2018.asp).

Not everyone lives close enough to bicycle all the way to work. Another option is combining bicycle and transit trips. DART, Trinity Metro and Denton County Transportation Authority all allow bikes on their buses and trains. Additionally, active-transportation connections to transit stations continue to make it easier for bicyclists and pedestrians to access the train or bus without having to drive.

For example, a new trail bridge over Mockingbird Lane in Dallas provides a crucial link from the popular Katy Trail to the DART Mockingbird rail station. It is not even necessary for participants in Bike Month activities to own a bicycle. There are many bike sharing providers in Dallas, Fort

Worth and other cities throughout the region offering residents the opportunity to rent bikes for short trips to the store, lunch, or to connect to transit.

Students can also join in on the Bike Month fun. Bike to School Day is May 9, and significant investment is being made to help students bike and walk to school safely. For example, the Regional Transportation Council approved \$12 million for 22 Safe Routes to School projects last year.

With the growing list of options in North Texas, the hope is that residents will embrace active transportation for more than a day, week or even month. They can hit the street or trails on their bikes year-round. It's a fun way to get healthy.

For more information about Bike Month activities planned throughout the region, visit [www.nctcog.org/trans/sustdev/bikeped/bike2work.asp](http://www.nctcog.org/trans/sustdev/bikeped/bike2work.asp).

Bicycle safety is also a major focus for NCTCOG. The Look Out Texans program provides residents with tips to help them bicycle, walk and drive safely. For more on the program, visit [www.lookouttexans.org](http://www.lookouttexans.org).

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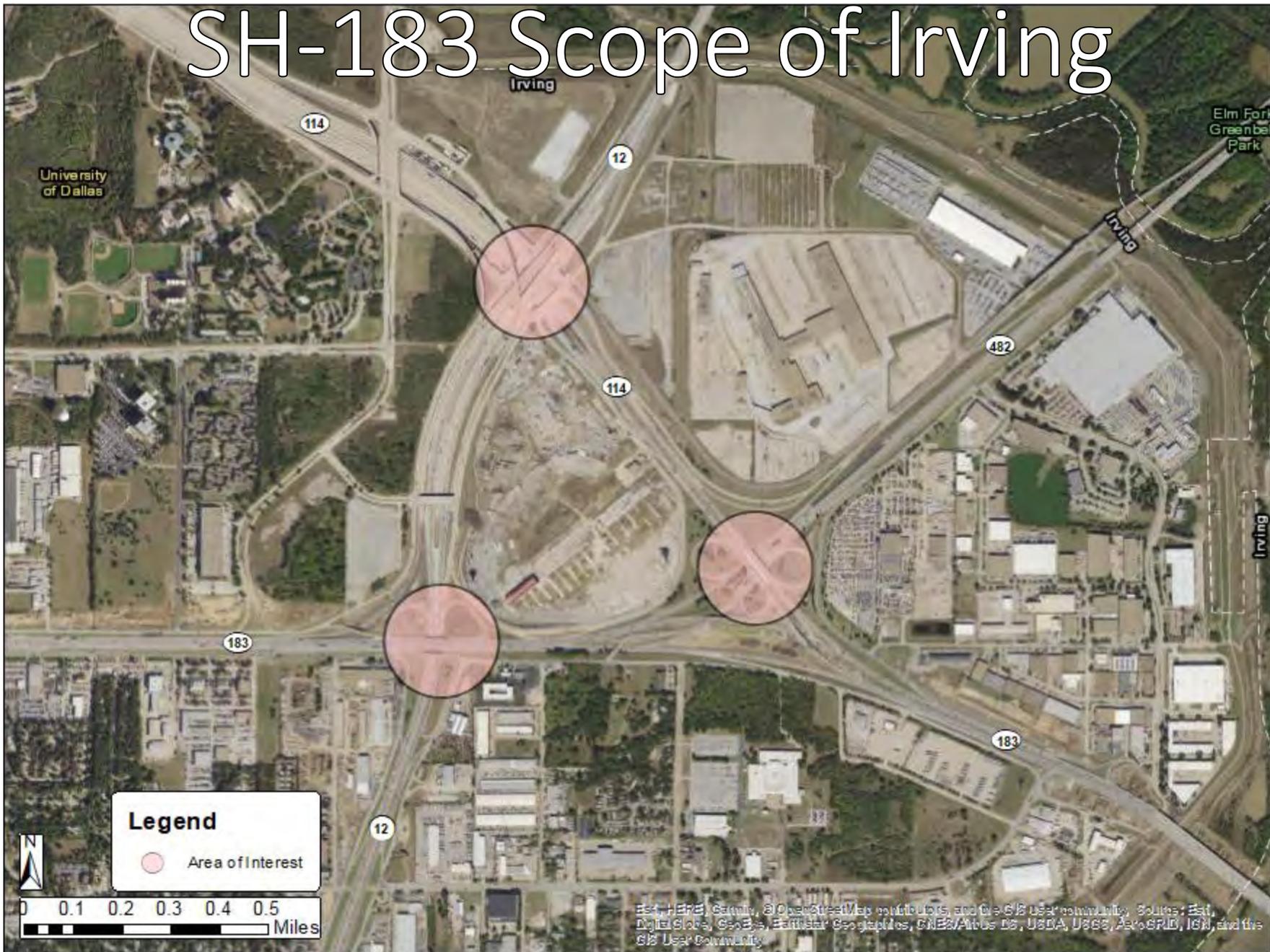
For more news from the NCTCOG Transportation Department, visit [www.nctcog.org/trans/outreach/media](http://www.nctcog.org/trans/outreach/media).

### **About TryParkingIt.com:**

TryParkingIt.com is the region's official ride-matching and commute-tracking website, assists users in locating traditional carpool and vanpool matches along with matching commuters with biking, walking, or transit buddies. The site also enables commuters to track their alternative commute activities and receive an estimate of miles saved, trips reduced, harmful emissions reduced, calories burned, and money saved as a result of the chosen alternative commute option. With every logged alternative commute, website users earn points that can be used to enter contests or purchase rewards on the site. Website rewards are provided by [Try Parking It G.R.E.E.N. Reward Partners](#).

###

# SH-183 Scope of Irving





## TEXAS TRANSPORTATION COMMISSION

April 30, 2018

J. Bruce Bugg, Jr.  
Chairman

Jeff Austin III  
Commissioner

Laura Ryan  
Commissioner

Alvin New  
Commissioner

The Honorable Rob Franke  
Chair, Regional Transportation Council  
Mayor, City of Cedar Hill  
285 Uptown Blvd.  
Cedar Hill, Texas 75104

Dear Chairman Franke:

I wish to follow-up on my previous correspondence with you regarding our work for the State of Texas to fund and deliver the I-635/LBJ East Project (635 East Project). In order to issue a Request for Qualifications for the 635 East Project, I have asked the Regional Transportation Council (RTC) and the Texas Transportation Commission (Commission) to: 1) reach alignment on the 635 East Project as a non-tolled project; and 2) fill the funding gap that remains on this project.

The RTC has made it abundantly clear to the Commission that the 635 East Project is the top priority for the region.

To address the funding gap, the Commission and the Texas Department of Transportation (TxDOT) will fund the full \$1.8 billion to deliver the 635 East Project from sources of funds allocated by the Commission to the RTC and TxDOT Dallas District as outlined on the attached Exhibit A. This funding will not include Proposition 1 or 7 sources.

In response to your request, TxDOT will "grandfather" and permit the reconstruction of the existing one toll managed lane in each direction as part of the 635 East Project, provided the RTC agrees to align with the Commission's non-toll road policy by not adding new toll roads or toll lanes to the project. In addition to reconstructing the existing one toll managed lane in each direction, the 635 East Project would be constructed with the new frontage road and general purpose lanes originally proposed.

We appreciate the RTC's work on this project and consideration of a path forward for the State of Texas to fund this project and align on its non-toll designation. Based on agreement by the RTC on these points, the Commission and TxDOT are ready to advance the procurement of the 635 East Project.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bugg", with a long, sweeping flourish extending to the right.

J. Bruce Bugg, Jr.  
Chairman  
Texas Transportation Commission

cc: The Honorable Greg Abbott  
The Honorable Dan Patrick  
The Honorable Joe Straus, III  
The Honorable Lee Kleinman, Dallas City Council & Regional Transportation Council Member  
Michael Morris, P.E., Director of Transportation, NCTCOG  
Texas Transportation Commission

## EXHIBIT A

### Project Funding Summary

<b>Base Project Estimate:</b>		<b>\$1,800 million</b>
Category 12 Funding Assigned to the Project in UTP	\$442 million	
Category 4 Funding Assigned to the Project in UTP	\$175 million	
Category 2 Funding Assigned to the Project in UTP	\$100 million	
Category 2 Funding previously approved by RTC	\$115 million	
TxDOT Engineering and ROW Funding	\$200 million	
Category 5 (CMAQ) Funding	\$100 million	
Scope Reduction on Project	\$100 million	
Anticipated Competitive Efficiencies through DB Process	\$100 million	
From Existing Unallocated Funds Available to the RTC*	<u>\$468 million</u>	
Subtotal:	\$1,800 million	

**\*Existing Unallocated Funds Available to the RTC  
from the State of Texas or Allocated by the Texas Transportation Commission**

Category 2 Funding to NCTCOG	\$989 million
Category 5 Funding to NCTCOG	\$748 million
Category 7 Funding to NCTCOG	\$1,160 million
Potential Revenue from Exist. 635 East Toll Mgd. Lane	\$150 million
Regional Toll Revenue to NCTCOG	<u>\$75 million</u>
Subtotal Estimated Sources:	\$3,122 million

DRAFT



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

May 10, 2018

The Honorable J. Bruce Bugg, Jr.  
Chairman  
Texas Transportation Commission  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

Dear Chairman Bugg:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, this letter transmits three items you requested related to IH 635 East project. You requested that we close the funding gap on IH 635, create a transparent process in our decision making, and examine a path forward consistent with Texas Transportation Commission tolling policy.

Included with this transmittal is agreement to your April 30, 2018, request for this project. Your recommendation greatly aids this project moving to a timely completion. The RTC has closed the funding gap using the options you provided.

We appreciate your leadership and will continue to work with you to implement this and other critical transportation projects. We thank you for your hard work and that of the Office of the Governor. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

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

AW:al  
Attachment

cc: The Honorable Greg Abbott, Governor, State of Texas  
The Honorable Dan Patrick, Lieutenant Governor, State of Texas  
The Honorable Joe Strauss, III, Speaker of the House, State of Texas  
Members of the Texas Transportation Commission  
Mr. James Bass, Executive Director, TxDOT  
Mr. Kelly Selman, P.E., District Engineer, TxDOT Dallas District  
Mr. Michael Morris, P.E., Director of Transportation, NCTCOG

**RESOLUTION REQUESTING THE TEXAS TRANSPORTATION COMMISSION TO  
AUTHORIZE A PROCUREMENT FOR THE IH 635 EAST PROJECT FROM US 75 TO AND  
INCLUDING THE IH 30 INTERCHANGE  
(R18-01)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, IH 635 from US 75 to IH 30 (IH 635 East) is the RTC's highest priority project in the eastern subregion of the Dallas-Fort Worth Metropolitan Area; and the Cities of Dallas, Garland, and Mesquite; business and community stakeholders; and citizens that live in or travel through the corridor have expressed strong support in expediting improvements in the corridor for congestion relief, safety, air quality, economic development, and quality of life reasons; and,

**WHEREAS**, IH 635 East from US 75 to IH 30 currently operates with four general purpose lanes in each direction, discontinuous frontage roads, and a tolled managed lane in each direction; and,

**WHEREAS**, in 2008, IH 635 East was restriped to add a high-occupancy vehicle (HOV) lane in each direction from US 75 to north of IH 30, and in 2016 these lanes were converted to tolled managed lanes to allow single-occupant vehicles to pay a toll to use the lanes with both of these improvements being funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and,

**WHEREAS**, the RTC is currently in the process of updating the Metropolitan Transportation Plan for the 2045 horizon year (Mobility 2045), including recommending needed improvements to IH 635 East; and,

**WHEREAS**, in October 2017, the RTC approved Policy P17-01 to support the expediting of IH 635 East from US 75 to and including the IH 30 Interchange; expressing its desire to complete the project in its entirety through tax-supported general purpose lanes and frontage roads with dynamically priced managed lanes for the entire corridor; with toll revenue to remain with the public sector for debt service, operations, maintenance, and congestion management and optional off-peak and weekend tolling (IH 635 East project); and,

**WHEREAS**, in January 2018, the Chairman of the Texas Transportation Commission (TTC) requested RTC staff work jointly with Texas Department of Transportation (TxDOT) staff to develop 1) a funding plan to address the approximately \$1.0 billion funding gap and 2) a transparent process to identify the necessary steps to proceed with IH 635 East; and further alignment of advancing the IH 635 East project with both RTC and TxDOT as a non-tolled project; and,

DRAFT

**WHEREAS**, staff has developed options to fully fund the project with a risk assessment of each option for consideration by the RTC.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The RTC finds that there is strong support by the cities, businesses, and citizens in and along the corridor for the IH 635 East project to proceed to construction in its entirety to minimize the length of construction impacts.
- Section 2.** The RTC aligns itself with the request by Chairman J. Bruce Bugg, Jr. of the Texas Transportation Commission as defined in the April 30, 2018, transmittal. Attachment 1 contains a copy of the letter.
- Section 3.** The RTC proposes funding as described in Attachment 2. These sources were selected from the April 30, 2018, transmittal.
- Section 4.** The RTC requests the Texas Transportation Commission initiate the design-build procurement for the IH 635 East project by issuing a Request for Qualifications (RFQ) to design, develop, construct, and potentially maintain the entire project.
- Section 5.** This resolution shall be transmitted to members of the Texas Transportation Commission; the TxDOT Executive Director; the District Engineer of the TxDOT Dallas District; the mayors and city managers of the Cities of Dallas, Garland, and Mesquite; State elected officials in North Central Texas; the Congressional delegation from North Central Texas; the Speaker of the Texas House; and the Lieutenant Governor and Governor of the State of Texas.
- Section 6.** This resolution shall be in effect immediately upon its adoption.

---

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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 10, 2018.

---

Andy Eads, Secretary  
Regional Transportation Council  
Commissioner, Denton County

**DRAFT**

**IH 635 East Funding Table (in Millions)**

	<b>Cost</b>	<b>Current TTC Approval</b>	<b>Previous RTC Approval</b>	<b>New Approval</b>	<b>Total</b>	<b>Percentage</b>
<b>Cost</b>	\$1,800					
<b>Cost Savings</b>	-\$200					
<b>Updated Cost</b>	\$1,600					
<b>Category 12 (TTC)</b>		\$442			\$442	28%
<b>Category 4 (District)</b>		\$175			\$175	11%
<b>Category 2 (RTC)</b>		\$100	\$115	\$268	\$483	30%
<b>Engineering and Right-of-Way (TxDOT)</b>				\$200	\$200	13%
<b>Category 5 (CMAQ)</b>				\$100	\$100	6%
<b>Category 7 (STBG)</b>				\$50	\$50	3%
<b>Toll Revenue</b>				\$150	\$150	9%
<b>Total Revenue</b>		\$717	\$115	\$768	\$1,600	100%

TTC= Texas Transportation Commission  
TxDOT= Texas Department of Transportation  
District= TxDOT District  
RTC= Regional Transportation Council  
CMAQ= Congestion Mitigation and Air Quality Improvement Program, Selected by the RTC  
STBG= Surface Transportation Block Grant Program, Selected by the RTC

# 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM LISTINGS

---

Regional Transportation Council

May 10, 2018

# A COOPERATIVE EFFORT

## Local Governments

- Cities
- Counties

## Texas Department of Transportation

- Dallas District
- Fort Worth District
- Paris District

## Transit Agencies

- DART
- Trinity Metro
- DCTA

## Transportation Agencies

- North Texas Tollway Authority
- DFW Airport

North Central Texas Council of Governments

**2019-2022** Transportation Improvement Program for North Central Texas

# 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects.
  - Make needed revisions to existing project schedules, funding, and/or scope.
  - Develop revised project listings.
  - Financially constrain project programming based on estimated future revenues.
  - Conduct Mobility Plan and Air Quality conformity review.
  - Solicit public input.
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA).

# SCOPE OF PROGRAMMING

- \$8.23 Billion in the 2019-2022 TIP (Roadway and Transit)
  - \$3.30 Billion in Federal Commitments
  - \$1.07 Billion in State Commitments
  - \$0.15 Billion in Regional Commitments
  - \$0.58 Billion in Local Commitments
  - \$3.13 Billion in Transit Commitments
- 1,114 Active Projects (Roadway and Transit)
- 76 Implementing Agencies (Roadway and Transit)

# REQUESTED ACTION

- RTC approval of:
  - The projects and project changes shown in the 2019-2022 TIP roadway double entry report and transit listings (Electronic Item 6.2)
  - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents to incorporate TIP-related changes
  - Submitting the final 2019-2022 TIP document to TxDOT for inclusion in the Statewide Transportation Improvement Program (STIP)
  - The resolution adopting the 2019-2022 TIP which will be transmitted to federal, state, and local impacted agencies (Electronic Item 6.3)
- Only projects in FY 2019-2022 will be included in the new TIP
  - Projects in FY 2023+ will be included in an appendix to allow project development activities to continue.

# TIMELINE

May – October 2017	Conducted meetings with implementing agencies
August 2017 – February 2018	Data entry and financial constraint
February - March 2018	Presented draft listings to STTC and RTC for Information
April 2018	Conduct public meetings
	Present final listings to STTC for Action
<b>May 2018</b>	<b>Present final listings to RTC for Action</b>
June 2018	Transmit final document to TxDOT
August 2018	Anticipate approval of the STIP by Texas Transportation Commission
October/November 2018	Anticipate federal approval of the STIP

# 2019-2022 TIP DEVELOPMENT: QUESTIONS/COMMENTS

**Christie J. Gotti**

Senior Program Manager

817-608-2338

[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

**Brian Dell**

Transportation Planner III

817-704-5694

[bdell@nctcog.org](mailto:bdell@nctcog.org)

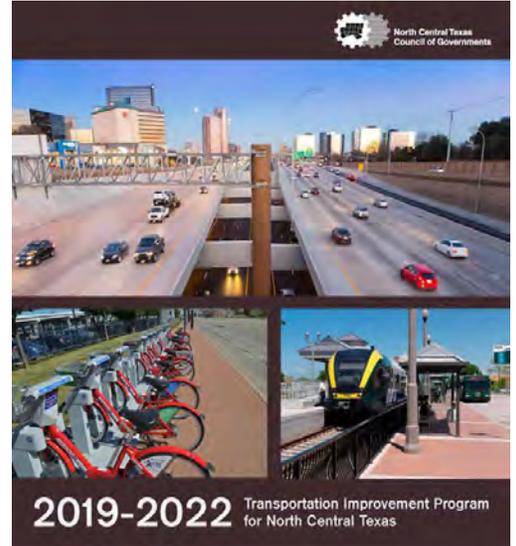
- About Us >
- Committees
- Get Involved >
- Links
- Maps & Data >
- Program Areas >
- Publications >
- RFPs
- Topics A-L >
- Topics M-Z >
- Traveler Information
- Transportation Home

Home > Transportation > Transportation Funding and Transportation Improvement Program (TIP)  
Print this page

## 2019-2022 Transportation Improvement Program Draft Project Listings and Final Project Listings

Within metropolitan areas across the country, regional transportation projects are tracked through Transportation Improvement Programs. The Transportation Improvement Program or TIP is a staged, multi-year program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth metropolitan area. The TIP contains projects with committed funds in fiscal years 2019, 2020, 2021, and 2022. Project listings are financially constrained to available resources.

Every two years, the North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP.



Select Language ? ?

[BACK TO TIP MAIN PAGE](#)

**5/10/2018--FINAL Project Listings--Regional Transportation Council [Coming Soon]**

**4/27/2018--Draft Project Listings--Surface Transportation Technical Committee [PDF]**

**4/9,10,11/2018--Draft Project Listings--Public Meetings [PDF]**

**3/1/2018--Draft Project Listings--Regional Transportation Council [PDF]**

**2/23/2018--Draft Project Listings--Surface Transportation Technical Committee [PDF]**

5/4/2018 1/9/2018 TKW %Trans

**RESOLUTION ADOPTING THE  
2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR NORTH CENTRAL TEXAS  
(R18-02)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the federal law, Fixing America's Surface Transportation Act (FAST Act) assigns the MPO the responsibility for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

**WHEREAS**, the FAST Act assigns the MPO the responsibility for developing and approving the metropolitan Transportation Improvement Program (TIP) and its periodic updates; and,

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the TIP shall be determined by the MPO; and,

**WHEREAS**, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the TIP and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

**WHEREAS**, the TIP was developed in cooperation with the local governments, Texas Department of Transportation, Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority (known as Trinity Metro), North Texas Tollway Authority, and other transportation agencies; and,

**WHEREAS**, all projects in the 2019-2022 Transportation Improvement Program for North Central Texas were developed in conjunction with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas in a manner consistent with the federal regulations found in 23 Code of Federal Regulations (CFR) 450 and 49 CFR 613; and,

**WHEREAS**, the planning process used in development of the 2019-2022 Transportation Improvement Program for North Central Texas was conducted in accordance with NCTCOG's approved public involvement procedures and is consistent with the FAST Act Public Participation Plan requirements, including presentation at public meetings and the allowance of a 30-day comment period prior to Regional Transportation Council approval of the TIP; and,

**WHEREAS**, the air quality conformity review has indicated that the 2019-2022 Transportation Improvement Program for North Central Texas meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the conformity rule as specified in the US Environmental Protection Agency's Transportation Conformity Rule Amendments; and,

DRAFT

**WHEREAS**, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the 2019-2022 Transportation Improvement Program for North Central Texas project listings.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The Regional Transportation Council affirms that the 2019-2022 Transportation Improvement Program for North Central Texas has been developed and found to be in compliance with the FAST Act and Clean Air Act requirements.
- Section 2.** The Regional Transportation Council affirms that the 2019-2022 Transportation Improvement Program for North Central Texas is consistent with the recommendations of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the air quality conformity results.
- Section 3.** The Regional Transportation Council adopts the 2019-2022 Transportation Improvement Program for North Central Texas.
- Section 4.** The 2019-2022 Transportation Improvement Program for North Central Texas will be submitted for inclusion in the 2019-2022 Statewide Transportation Improvement Program.
- Section 5.** The Regional Transportation Council hereby amends the FY 2018 and FY 2019 Unified Planning Work Program (UPWP), and any other planning/administrative documents, to the extent necessary to incorporate changes associated with the adoption of the 2019-2022 Transportation Improvement Program.
- Section 6.** This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority/Trinity Metro, Denton County Transportation Authority, North Texas Tollway Authority, and all impacted local governments.
- Section 7.** This resolution shall be in effect immediately upon its adoption.

---

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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 10, 2018.

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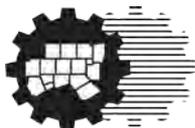
Andy Eads, Secretary  
Regional Transportation Council  
Commissioner, Denton County

# TIRE RECYCLING PROGRAM

**Regional Transportation Council**

**May 10, 2018**

**Jenny Narvaez**  
**NCTCOG**



North Central Texas  
Council of Governments



Regional Transportation Council

# TIRE RECYCLING PROGRAM

## The Problem

Improperly discarded tires lead to a number of harmful effects on:

The environment

Human health

Safety



# TIRE RECYCLING PROGRAM

## The Solution

Scrap tire recycling and collection programs would:

Improve the environment

Increase safety

Create jobs



# TIRE RECYCLING PROGRAM

## Implementation of Program

### **Mobility 2045 – Language inclusion into the Environmental Considerations Chapter**

*“Transportation-related businesses also can support healthy communities and the environment. For example, byproducts of transportation that may otherwise be dumped in the natural environment or stored at landfills can be recycled into new transportation sources, such as crumb rubber asphalt or railroad ties. This process promotes healthy communities by eliminating a potential breeding ground for mosquitoes when rainwater collects in abandoned transportation byproducts, such as tires.”*

**Continue discussions with Regional Transportation Council and local governments to implement regional program**

**Include in forthcoming Metropolitan Transportation Plan Policy Bundle**

# TIRE RECYCLING PROGRAM

## **Requested Action**

**Request Regional Transportation Council Approval of:**

**Adding Tire Recycling Program language to Mobility 2045 for incorporation into the Metropolitan Transportation Plan Policy Bundle**

**Allow staff to engage the Regional Transportation Council and local governments to advance conversations for policy implementation**

# TIRE RECYCLING PROGRAM

## Contact

**Jenny Narvaez**  
**Principal Air Quality Planner**  
**(817) 608-2342**  
**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

# **Mobility 2045 Update and Associated Transportation Conformity Analysis**

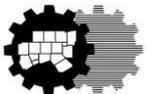
**Regional Transportation Council**

**May 10, 2018**



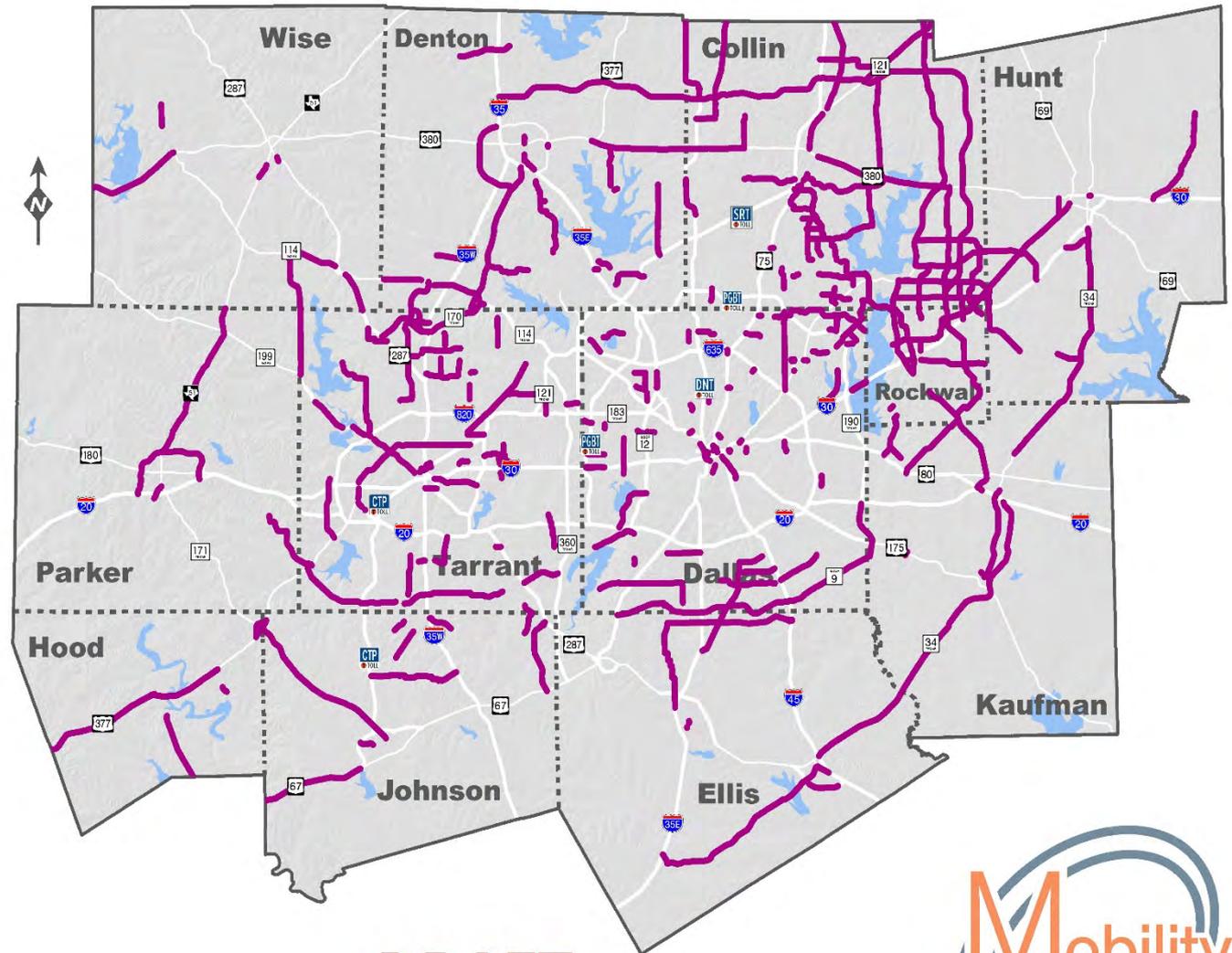
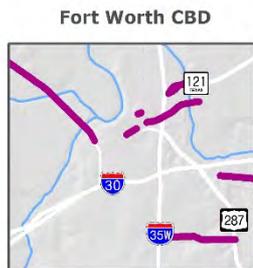
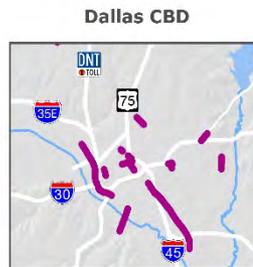
# Mobility 2045 Update

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# Arterial Capacity Improvements

Disclaimer: Lines indicate arterials with funds for improvement.



**DRAFT**



# Major Roadway Recommendations

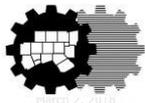
**Draft Mobility 2045 Document**  
**Project Recommendation Maps**  
**Project Recommendation Tables**

**[www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045)**

**Submit Mobility 2045 Comments by Email**

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

**DRAFT**



# Public Comment Topics

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## April 2018

**Finish LBJ East ASAP with Managed Toll Lanes**

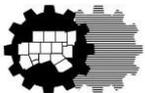
**Complete Green Line Extension Sooner**

**Additional Bike/Ped Trails in SE Dallas County**

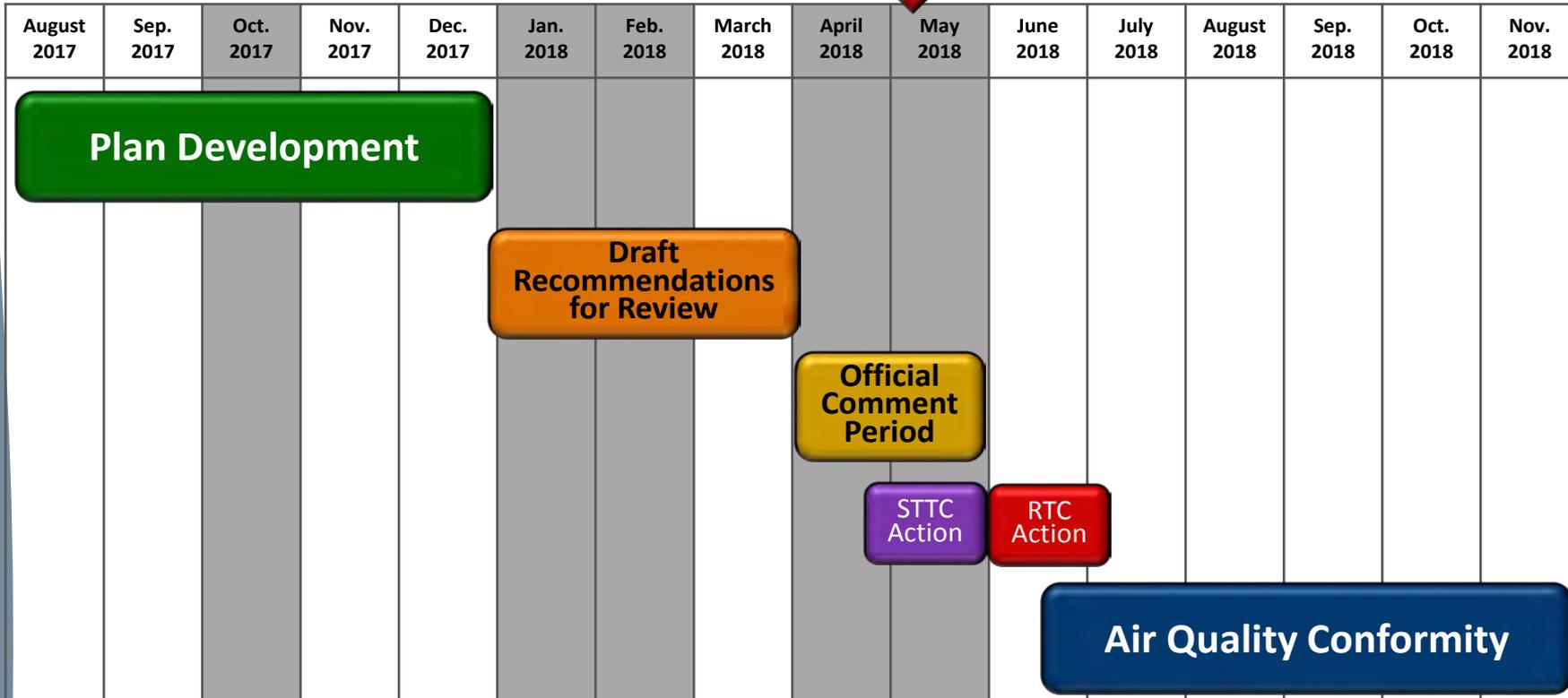
**Build More Lanes During Initial Construction**

**Length of Time to Build Projects**

**How Do We Account for Ride Sharing in the Plan?**

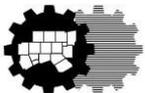


# Mobility 2045 Schedule



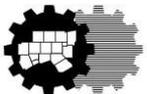
**Notes:**

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 14, 2018.



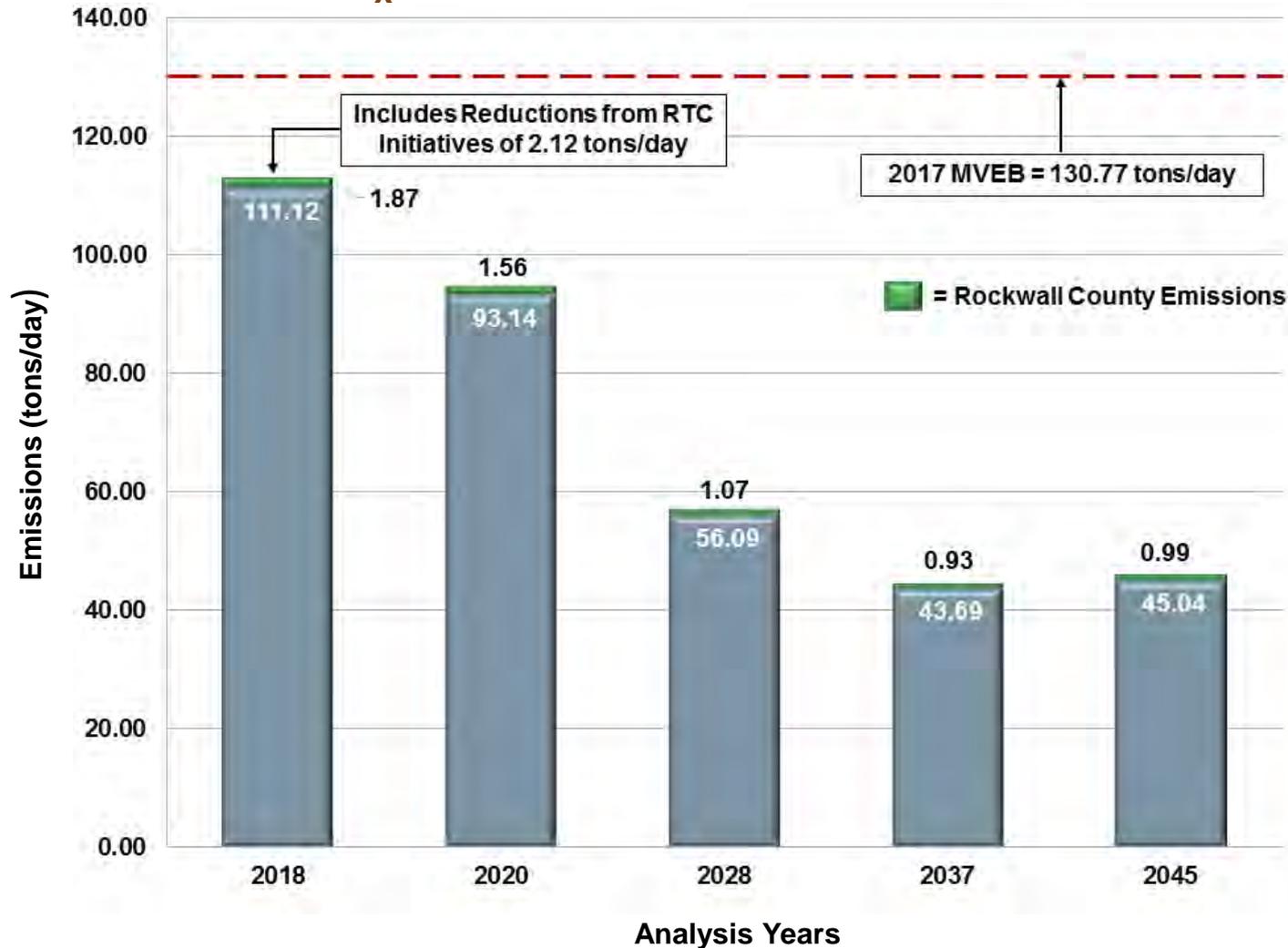
# 2018 Transportation Air Quality Conformity Analysis

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# 2018 Transportation Air Quality Conformity Analysis: Results

## Emissions of NO<sub>x</sub> Results for 2008 and 2015 Nonattainment Areas

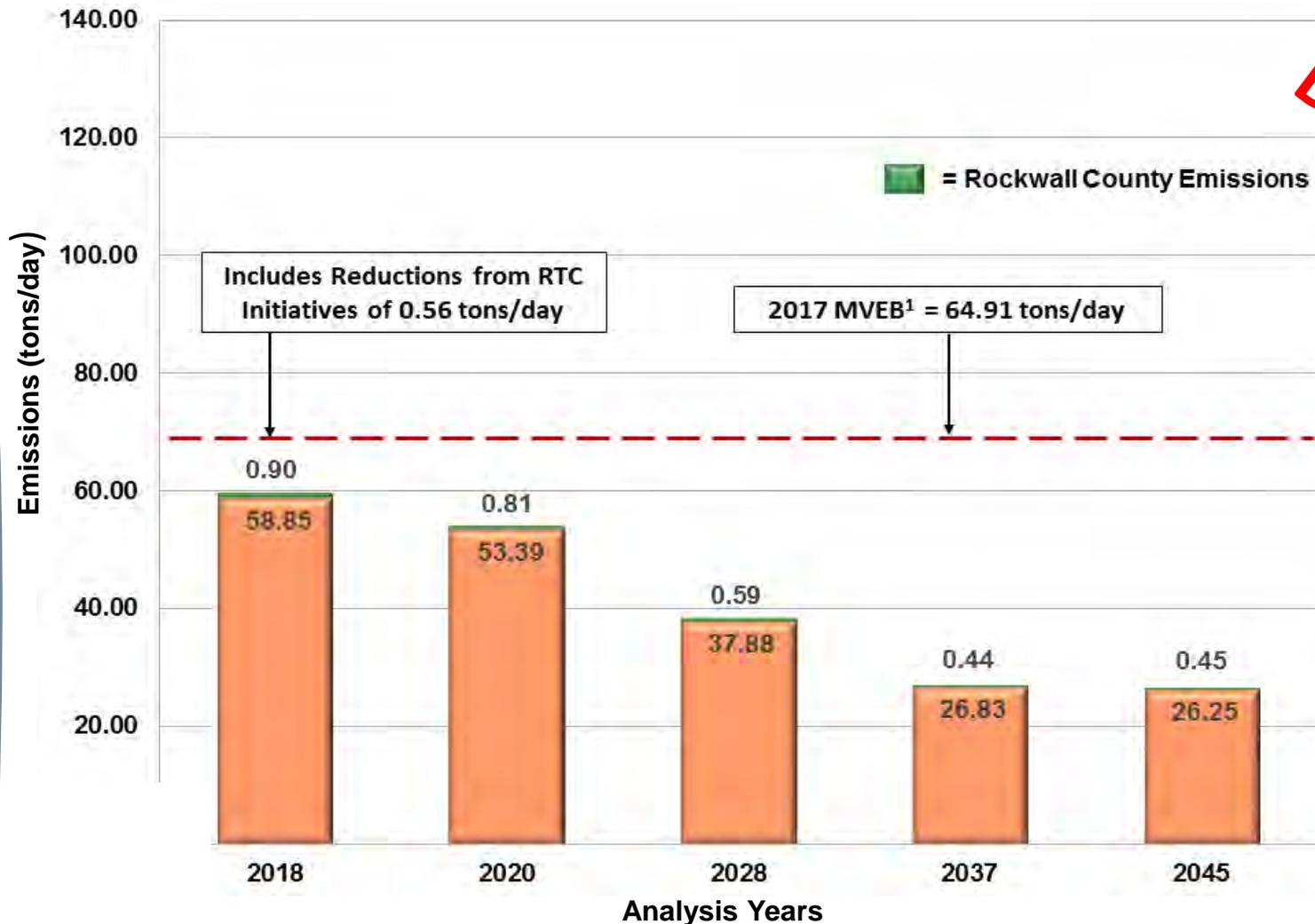


**DRAFT**

# 2018 Transportation Air Quality Conformity Analysis: Results

## Emissions of VOC Results for 2008 and 2015 Nonattainment Areas

**DRAFT**



# Questions?

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**Mobility 2045**

**Dan Lamers**

Senior Program Manager

dlamers@nctcog.org

(817) 695-9263

**Mobility 2045**

**Kevin Feldt**

Program Manager

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(817) 704-2529

**Transit**

**Sarah Chadderdon**

Program Manager

schadderdon@nctcog.org

(817) 695-9180

**Air Quality**

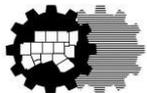
**Jenny Narvaez**

Principal Planner

jnarvaez@nctcog.org

(817) 608-2342

[www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045)





**E. SCOTT PRUITT**  
ADMINISTRATOR

April 30, 2018

The Honorable Greg Abbott  
Governor of Texas  
Post Office Box 12428  
Austin, Texas 78711

Dear Governor Abbott:

I am writing to inform you that the U.S. Environmental Protection Agency has completed additional area designations for the National Ambient Air Quality Standards for ground-level ozone established in 2015. The enclosed table summarizes the portions of Texas the agency is designating at this time. These designations are explained more fully in the accompanying technical support document available at: <https://www.epa.gov/ozone-designations/2015-ozone-standards-state-recommendations-epa-responses-and-technical-support>. This action completes area designations for your state, except for the San Antonio area. The EPA will designate the counties in the San Antonio, Texas area by July 17, 2018.

Improving air quality to protect public health is a shared goal. Through local, state, tribal and national programs, we have made considerable progress to improve ozone air quality throughout the country. Nationwide, monitored levels of ground-level ozone have dropped 31 percent since 1980. I appreciate the work you have done and the partnership we have developed to achieve this reduction.

If you have questions or concerns, please contact me or your staff may contact Troy Lyons, Associate Administrator for the Office of Congressional and Intergovernmental Relations, at [lyons.troy@epa.gov](mailto:lyons.troy@epa.gov), or at (202) 564-5200.

Respectfully yours,

A handwritten signature in black ink that reads "E. Scott Pruitt". The signature is written in a cursive style with a long horizontal stroke extending to the right.

E. Scott Pruitt

Enclosure



**Enclosure**

**Texas: April 30, 2018 Area Designations for the 2015 Ozone Standards**

State	Area Name	Counties (p) - partial	Designation	Classification
Texas	Dallas-Fort Worth, TX	Collin Dallas Denton Ellis Johnson Kaufman Parker Tarrant Wise	Nonattainment	Marginal
	Houston-Galveston-Brazoria, TX	Brazoria Chambers Fort Bend Galveston Harris Montgomery	Nonattainment	Marginal
	Remaining portions of Texas except eight counties in the San Antonio, TX area: <ol style="list-style-type: none"> <li>1. Atascosa</li> <li>2. Bandera</li> <li>3. Bexar</li> <li>4. Comal</li> <li>5. Guadalupe</li> <li>6. Kendall</li> <li>7. Medina</li> <li>8. Wilson</li> </ol>		Attainment/Unclassifiable	

**Regional Transportation Council Attendance Roster**  
**May 2017-April 2018**

RTC MEMBER	Entity	5/11/17	6/8/17	7/13/17	8/10/17	9/14/17	10/12/17	11/9/17	12/14/17	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	P	P	P
Tennell Atkins (09/17)	Dallas	--	--	--	--	A	P	P	P	P	P	A	P	A
Sara Bagheri (12/16)	Denton	P	E(R)	P	P	P	P	P	E(R)	P	E	P	P	P
Sue S. Bauman (10/17)	DART	--	--	--	--	--	P	P	P	A	P	P	E(R)	P
Carol Bush (01/15)	Ellis Cnty	P	A	P	P	E	P	P	P	P	E(R)	A	P	A
Loyl Bussell (05/17)	TxDOT, FW	P	P	E(R)	P	P	P	P	P	P	P	P	E(R)	P
Rickey D. Callahan (09/17)	Dallas	--	--	--	--	A	P	E	P	P	P	E	P	P
David L. Cook (05/16)	Mansfield	E(R)	P	E	P	P	P	E(R)	P	P	P	P	P	P
Theresa Daniel (04/18)	Dallas Cnty	--	--	--	--	--	--	--	--	--	--	--	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	E	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	--	--	P	P	P	P	P	A	P	P	P	E	P
Gary Fickes (12/10)	Tarrant Cnty	E(R)	P	P	P	P	P	P	P	P	E(R)	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	A	P	P
George Fuller (07/17)	McKinney	--	--	P	P	A	P	A	A	A	A	A	E(R)	P
Sandy Greyson (11/11)	Dallas	P	P	A	P	P	P	P	P	P	E	P	P	P
Mojoy Haddad (10/14)	NTTA	P	A	P	P	P	P	A	A	P	E	P	P	A
Roger Harmon (1/02)	Johnson Cnty	E	E	P	P	P	P	P	P	P	E(R)	E	P	A(R)
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	E	E	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	A(R)	E(R)	P	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	E(R)	P	P	E(R)	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	E	P	A	P	P	P	P	P	E(R)	P	E	P	P
Harry LaRosiliere (06/17)	Plano	--	P	P	E(R)	P	E(R)	P	P	P	E(R)	P	E(R)	E(R)
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	E	P	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	E(R)	P	E(R)	P	P	P	E(R)	P
B. Adam McGough (07/16)	Dallas	P	E(R)	P	P	P	P	P	P	P	P	E	P	P
William Meadows (02/17)	DFW Airport	P	P	E	A	P	A	P	E	A	E(R)	E	E(R)	P
Steve Mitchell (07/17)	Richardson	--	--	P	P	P	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	A	P	P	E(R)	P	P	P	P	P	P	P
Stan Pickett (06/15)	Mesquite	P	P	P	P	P	P	E	P	P	P	P	E	E(R)
Mark Riley (1/09)	Parker Cnty	E(R)	P	P	E	P	P	P	P	P	P	P	P	A
Kelly Selman (02/15)	TxDOT, Dallas	P	P	E(R)	P	P	P	P	P	P	P	E(R)	P	P
Will Sowell (10/17)	Frisco	--	--	--	--	--	P	E(R)	P	P	P	E(R)	P	A
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	E	E(R)	P	A	P	P	P	E(R)	E(R)	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	P	P	E(R)	E(R)	P	P	E(R)	A(R)	P	E(R)	E

P= Present

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R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster  
May 2017-April 2018**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>5/11/17</b>	<b>6/8/17</b>	<b>7/13/17</b>	<b>8/10/17</b>	<b>9/14/17</b>	<b>10/12/17</b>	<b>11/9/17</b>	<b>12/14/17</b>	<b>1/11/18</b>	<b>2/8/18</b>	<b>3/8/18</b>	<b>4/12/18</b>	<b>4/19/18</b>
William Tsao (3/17)	Dallas	P	P	P	E(R)	P	P	P	P	P	P	P	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	E	E	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E(R)	P	P	A(R)	P	E(R)	E	E	E	P	E(R)	A
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	P	E(R)	P	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	--	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  
March 2017-March 2018

STTC MEMBERS	Entity	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18
Antoinette Bacchus	Dallas County	P	P	A	P	A	P	A	P	A	P	P	P
Micah Baker	Dallas County	A	A	P	A	A	A	P	A	P	A	A	A
Bryan Beck	Fort Worth	--	--	--	--	--	--	--	P	P	P	P	P
Katherine Beck	Fort Worth	--	P	P	A	P	P	P	P	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	A	P	P	P	P	P	P
Keith Brooks	Arlington	R	P	A	P	P	P	A	A	A	A	P	A
Mohammed Bur	TxDOT, Dallas	P	P	A	P	P	A	P	P	P	P	P	P
Dave Carter	Richardson	P	P	A	P	P	P	P	P	P	P	P	P
Curt Cassidy	Mesquite	--	--	--	--	--	--	--	--	--	P	P	P
Season Clemens	TxDOT, Dallas	--	--	--	--	--	P	A	P	P	A	P	P
Robert Cohen	Southlake	--	--	--	--	R	P	A	R	P	R	P	A
Kent Collins	Coppell	R	P	A	P	P	A	A	P	P	P	R	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	A	P	P	P
Hal Cranor	Eules	P	R	P	P	R	P	P	A	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	R
Chad Davis	Wise County	P	A	A	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	R	R	R	R	R	R	A	R	R	R	R	R
David Disheroon	Johnson County	A	P	P	A	P	A	P	A	P	A	A	A
Phil Dupler	FWTA	--	--	--	--	--	--	--	P	P	P	P	P
Massoud Ebrahim	Greenville	P	P	P	A	P	P	P	P	P	P	P	A
Chad Edwards	DART	P	P	P	A	P	P	P	A	P	P	P	P
Claud Elsom	Rockwall County	P	P	P	P	A	P	P	A	A	P	P	P
Keith Fisher	Cleburne	P	P	P	P	P	A	R	P	P	R	P	A
Eric Fladager	Fort Worth	A	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	R	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	P	R	R	P	R	P	P	P	R	P	P	P
Tom Hammons	Carrollton	A	A	A	A	A	A	P	A	A	A	P	P
Ron Hartline	The Colony	R	R	R	R	A	R	A	R	R	R	R	R
Kristina Holcomb	DCTA	P	P	P	P	P	A	R	R	R	R	P	R
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	R	P	P	P	P	P	P	P	A	P	P	P
Terry Hughes	Weatherford	P	P	P	P	P	A	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	P	P	P	A	R	P	P	P	P	P	P
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	P	A	P	P	P	P
Kelly Johnson	NTTA	A	A	A	P	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	P	P	A	P	P	P	A	A	A	A
Sholeh Karimi	Grand Prairie	P	P	A	P	P	P	A	P	P	P	A	P
Paul Knippel	Frisco	A	A	A	A	A	P	P	P	A	A	P	P
Chiamin Korngiebel	Dallas	A	A	P	P	P	R	R	A	A	P	A	A
Alonzo Liñán	Keller	A	P	P	P	P	P	P	P	P	P	P	P
Paul Luedtke	Garland	P	R	P	P	P	P	P	P	P	P	P	P

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster  
March 2017-March 2018

STTC MEMBERS	Entity	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18
Stanford Lynch	Hunt County	A	P	P	P	P	P	P	R	R	P	P	A
Alberto Mares	Ellis County	--	--	--	--	P	A	P	P	P	R	P	P
Laura Melton	Burleson	P	P	P	P	P	P	P	A	A	P	P	A
Brian Moen	Frisco	P	P	A	P	P	P	A	A	P	P	P	A
Cesar Molina, Jr.	Carrollton	A	P	A	P	R	A	A	P	P	P	P	A
Lloyd Neal	Plano	A	P	P	P	P	A	A	A	P	A	A	P
Mark Nelson	Denton	R	P	A	P	P	P	R	P	P	P	P	P
Corey Nesbit	Mesquite	--	--	--	--	--	--	--	--	--	P	A	A
Jim O'Connor	Irving	P	P	P	P	P	P	A	P	A	P	P	P
Kenneth Overstreet	Bedford	A	A	P	A	A	A	R	A	A	A	A	A
Kevin Overton	Dallas	P	P	P	A	P	P	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	P	P	P	P	P	P	P	P	P	P	P	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	P	P	P	P	A	A	P	P	P	A	P
Lisa Pyles	Addison	A	A	P	P	A	P	A	P	A	A	A	A
Bryan G. Ramey II	Duncanville	--	--	--	--	--	--	--	--	--	--	R	P
William Riley	Tarrant County	P	A	P	P	P	P	A	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	A	P	A	A	A	A	P	P	A	A	P
Moosa Saghian	Kaufman County	P	P	P	A	A	P	P	P	P	P	P	P
David Salmon	Lewisville	P	P	R	A	P	P	P	A	P	P	R	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	A	P	A	P	A	P	A	A	P	P	P
Tom Simerly	Fort Worth	--	--	A	P	A	P	P	P	A	P	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	A	A	P	P	P	P	P	P	A	P	P	A
Chelsea St. Louis	Dallas	P	R	P	P	P	P	P	P	P	P	P	P
Caleb Thornhill	Plano	P	P	A	P	P	P	A	P	A	A	P	P
Matthew Tilke	McKinney	--	--	--	--	--	--	--	--	--	P	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	P	P	A	P	P	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	A	P	P	R	P	P	P	P	P	A	P
Daniel Vedral	Irving	A	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	A	A	P	A	P	P	P	A	P	P	A	P
Bill Wimberley	Hood County	P	R	P	P	P	P	P	P	R	P	P	P
Robert Woodbury	Cedar Hill	--	--	--	--	--	--	--	P	P	P	R	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE March 23, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 23, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Katherine Beck, David Boski, Mohammed Bur, Dave Carter, Curt Cassidy, Ceason Clemens, John Cordary Jr., Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Paul Knippel, Alonzo Liñán, Paul Luedtke, Alberto Mares, Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, William Riley, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Tom Simerly, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Alexis Ackel, Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Chris Bosco, Sarah Chadderdon, Ying Cheng, Shawn Conrad, Pritam Deshmukh, Kevin Feldt, Brian Flood, Christie Gotti, Allen Harts, Victor Henderson, Rebekah Hernandez, Chris Hoff, Tim James, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Jody Loza, Nancy Luong, Gregory Masota, Mindy Mize, Michael Morris, Ron Natinsky, Jeff Neal, Alex Nervo, Curtis Newton, Evan Newton, Jonathan Nicol, Paoth Patel, Vercie Pruitt-Jenkins, Chris Reed, Ashley Releford, Christina Roach, Caryn Sanders, Wesley Shimek, Samuel Simmons, Shannon Stevenson, Dean Stuller, Don Szczesny, Gaby Tassin, Marian Thompson, Gretchen Vazquez, Jeremy Williams, Amanda Wilson, and Brian Wilson.

1. **Approval of February 23, 2018, Minutes:** The minutes of the February 23, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects:** Adam Beckom presented staff recommendations for proposed projects to be funded under the Safety, Innovative Construction, and Emergency Projects Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of the 11 CMAQ/STBG funding programs were highlighted. The purpose of this effort is to support operations, safety, innovative construction, and emergency improvements throughout the region. When evaluating projects, staff reviewed to determine if a project: addresses a safety issue, involves an innovative construction element, addresses an emergency situation, includes incident management/first responders safety benefits, and/or implements recommendations from the regional safety plan. Details on the projects staff proposed for funding using Regional Transportation Council (RTC) funds were provided in Electronic Item 3.1. Projects include: 1) North Central Texas Council of Governments (NCTCOG) Regional Safety Program partnership for \$15 million to address wrong way driving and intersection safety improvements, 2) South Shady Shores Road for \$10 million

for flood improvements in partnership with Denton County, City of Lake Dallas, and Town of Shady Shores, 3) Wycliff Avenue for \$5.6 million for drainage issues in partnership with the Town of Highland Park, 4) IH 30 managed lanes access gates for \$1.2 million for emergency vehicle and first responder access in partnership with the Texas Department of Transportation Dallas District, and 5) Meacham Airport area intersection improvements for \$416,800 in partnership with the City of Fort Worth. The proposed Regional Transportation Council funding for the projects total approximately \$32.216 million. Additional details on the overall funding program were provided in Electronic Item 3.2. The timeline for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG Funding Program: Safety Innovative Construction, and Emergency Projects Funding Program. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Mark Nelson (M); John Polster (S). The motion passed unanimously.

4. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** Marian Thompson presented proposed projects to select for funding through the Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program Call for Projects. A brief overview of the programs was provided, which was presented to members at a previous meeting. The Regional Traffic Signal Retiming Program is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. Approximately \$2 million was available for this program. The Minor Improvement Program improves the capacity of the existing roadway system by implementing low-cost operational improvements which enhance mobility and improve air quality. Approximately \$2.9 million was available for this program. Details of the project eligibility, funding details, and evaluation/scoring criteria for both programs were highlighted and provided in Electronic Item 4.3. A total of 60 RTSRP project proposals and 114 Minor Improvement Program proposals were received. At the February 23, 2018 STTC Meeting, the item was tabled because members requested that staff review the scoring and criteria for the programs. Updated project information, as well as scoring, was provided in Electronic Item 4.1 and Electronic Item 4.2. Revised scoring resulted in slight changes to the RTSRP proposed list of projects. Projects for both the western and eastern subregions were highlighted. In addition, the proposed list of projects for the Minor Improvements Program were highlighted for both subregions. In addition, the schedule for this effort was reviewed. Details were provided in Electronic Item 4.3. Mark Titus noted that after the latest rescoring, two of Richardson's five arterials dropped below the funding line while two other projects moved above the funding line. This creates an implementation challenge since the arterials that were funded are not contiguous or adjacent. Mr. Titus requested that the motion include the ability for North Central Texas Council of Governments (NCTCOG) staff to allow entities to trade funded corridors for the same dollar amount (or less) of unfunded, submitted corridors if doing so is in keeping with the program goals. He noted that Richardson staff have coordinated with NCTCOG staff who are supportive, with Surface Transportation Technical Committee and Regional Transportation Council approval. In order to allow all entities the same flexibility, Mr. Morris requested that any entity with proposed substitutions provide those to NCTCOG prior to the RTC mail out. A motion was made to recommend Regional Transportation Council approval of the 2017 Regional Traffic Signal Retiming Program and Minor Improvement Program Calls for Projects as provided in Electronic Item 4.1 and Electronic Item 4.2, respectively. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the projects. If projects

above the line do not move forward for any reason, action also allows staff to continue to the next project on the list for funding. In addition, entities who submit a request to trade funded corridors for the same dollar amount (or less) of unfunded (submitted and scored) corridors by April 6, 2018, will be included in the recommendation to the Regional Transportation Council. Mark Titus (M); Paul Luedtke (S). The motion passed unanimously.

5. **Mobility 2045 Update: Endorsement of Regional Transportation Council Action:**

Kevin Feldt provided an update on the development of Mobility 2045 and requested endorsement of the Regional Transportation Council's (RTC) action to begin the official public comment period on April 9, 2018. Mobility 2045 is anticipated to include approximately \$135.4 billion for transportation and mobility enhancements between now and 2045. The major roadway and asset optimization maps were highlighted, and it was noted no changes have been made to the recommendations since presented at the February RTC Mobility 2045 Plan Workshop. The arterial capacity improvements map was also highlighted, which includes updates. Mr. Feldt noted project recommendation maps and associated tables were available at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045). Priced facility and freeway recommendations were also highlighted and remain unchanged. The map of projects for future evaluation was also noted, including an additional north/south arrow in Collin County on the west side of Lake Lavon as there is an additional east/west arrow between Lake Lavon and Lake Ray Hubbard indicating the needed for additional analysis on capacity improvements in those two areas. Another additional area for analysis in the Butler Housing area near Downtown Fort Worth. In addition, transit corridor recommendations were noted, with no changes. The proposed Mobility 2045 plan includes approximately \$52 billion in roadway expenditures. However, regional needs total approximately \$389 billion leaving a shortfall of \$337 billion. Concerns raised at the March 8 RTC meeting included public involvement opportunities for FM 730 and an arterial north of Lake Weatherford, as well as updates to the roadway corridors for future evaluation in Collin County and a policy for active transportation mode share is included. Mr. Feldt highlighted additional plan components such as sustainable development, bicycle and pedestrian facilities, people movers, freight, aviation, Transportation Demand Management, Transportation System Management, high-speed rail, and others. Some of the proposed policy additions include a general policy to support the ability to modify the Mobility Plan for emergency operational improvements and to support implementation of a managed toll lane system within a tolled managed lane policy area. Public comments received to date include eminent domain, the Lake Corridor project in Collin County, funding, the availability of the draft Mobility 2045 plan, commuter rail, funding for more roadway and no transit, a policy foundation for Mobility 2045, transit funding, and others. The schedule for this effort was highlighted, with Surface Transportation Technical Committee (STTC) action anticipated in May and RTC action anticipated in June. The official public comment period begins April 9. Staff will revise recommendations based on STTC, RTC, the public, and transportation partner comments. The draft document will be available April 9. The official public meeting scheduled was reviewed. Dave Carter referenced the arterial roadways map, noting it is nearly impossible to determine which arterial is in which jurisdiction. In addition, the associated tables do not list the city for each of the projects. He noted he had made a request of staff to for a more detailed map of Collin County, which was helpful. He requested that those detailed tables be placed on the website so other agencies have an opportunity to review. A motion was made to endorse Regional Transportation Council approval to begin the official public comment period for Mobility 2045 on April 9, 2018. Dave Carter (M); John Polster (S). The motion passed unanimously.

6. **Next Steps on High-Speed Rail:** Michael Morris discussed the next steps to advance high-speed rail from Houston to Dallas, between Dallas/Arlington/Fort Worth, and from Fort Worth to Waco/Temple-Killeen/Austin/San Antonio/Laredo. Action was proposed for two items.

Regarding high-speed rail from Fort Worth to Laredo, meetings have been held with metropolitan planning organizations (MPOs) in Waco, Temple/Killeen, Austin, San Antonio, and Laredo to use the North Central Texas Council of Governments (NCTCOG) procurement process to select a consultant to work with the MPOs on a conceptual feasibility study of high-speed rail and/or next generation magnetic levitation rail from Fort Worth to Laredo. Staff proposed that \$300,000 in Surface Transportation Block Grant Program (STBG) funds be approved to add to \$200,000 from the MPOs in those regions for a total of \$500,000. The desire is to initiate public involvement, consensus building, and an initial feasibility of alignments to then be presented to the Texas Transportation Commission (TTC). If there is agreement, the desire is for the TTC to then move into a Tier 2 environmental review of high-speed rail from Fort Worth to Laredo. The second item is a request for NCTCOG to take the lead in the environmental review of high-speed rail from between Dallas/Arlington/Fort Worth instead of the Texas Department of Transportation (TxDOT) completing the work. TxDOT used America Recovery and Reinvestment Act funds with the Federal Railroad Administration and were not able to produce a draft Environmental Impact Statement. The Regional Transportation Council (RTC) has approved \$5 million in STBG funds for high-speed rail. Additional funds may be needed to complete the environmental clearance from Dallas to Fort Worth. Approval is needed for NCTCOG to take the lead in the environmental review to issue procurement documents. If necessary, staff will come back for approval of additional funding to complete the environmental review between Dallas and Fort Worth. Mr. Morris noted the draft Environmental Impact Statement is now available to review for high-speed rail from Dallas to Houston. Chad Edwards asked if staff has reviewed the availability of STBG funds for use in areas outside the Dallas-Fort Worth region. Mr. Morris noted there are specific rules for the STBG funding program with regard to spending money within the region and spending money to influence a transportation corridor to and from the region. Staff will review eligibility and would come back to STTC and RTC if a different source is needed. John Polster asked if the funding for the study from Fort Worth to Laredo would come from the western subregion and the \$5 million for high-speed rail from Dallas to Fort Worth would be split between the eastern and western subregion. Mr. Morris noted the \$5 million from Dallas to Fort Worth has been approved so there has likely been a calculation, and the \$300,000 would likely be from the western side of the region. A motion was made to recommend Regional Transportation Council approval of \$300,000 in Surface Transportation Block Grant Program funds for a conceptual feasibility study of high-speed rail and/or next generation magnetic levitation rail from Fort Worth to Laredo. Action also included a recommendation of RTC approval for the North Central Texas Council of Governments to take the lead on the environmental review of high-speed rail between Dallas/Arlington/Fort Worth. John Polster (M); Bryan Beck (S). The motion passed unanimously.

7. **Status Report on "Big Projects:" IH 635 East Phase 3:** Michael Morris provided an update on IH 635 East Phase 3. North Central Texas Council of Governments (NCTCOG) staff has been working with the Texas Department of Transportation (TxDOT) to close the financial gap on IH 635. NCTCOG staff have also been working on a legal risk assessment for each of the potential funding options for the IH 635 East project. Staff will not recommend that any of the three projects originally slated as "collateral" projects be used to fund the IH 635 East project. Options to fund the project were highlighted. Option 1 is a no build option. NCTCOG staff does not support the no build option. Option 2 includes two non-tolled express lanes in each direction and was proposed by TxDOT Headquarters. Under State law and Regional Transportation Council (RTC) policy, non-tolled lanes cannot be converted to tolled managed lanes. This option is also not supported because as the region approaches 11 million persons in 2045, there will be deteriorating speeds on the express lanes. Options 3, 4, and 5 are similar and include postponing the express lanes with the median left open for future development. This option saves \$200 million and allows for tolled

managed lanes in the future. NCTCOG staff continues to review this option. The environmentally cleared project can be stage constructed with continuous frontage roads and ten general purpose lanes. At the appropriate time in the future, the tolled managed lanes could be introduced in the open median. Some elected officials may not be supportive of this option because they do not want the corridor under construction for an extended period. Options 6, 7, and 8 includes construction of the tolled managed lanes to Royal Lane/Miller Road. This is already in the State Implementation Plan and the preliminary risk assessment done by NCTCOG staff identifies that this option has minimum risk since this scope is included in the environmental document. In this option, the tolled managed lanes could be constructed to Royal Lane/Miller Road with the remaining portion of the corridor to IH 30 including an open median for future development. In this option, on \$65 million in cost is added for the tolled managed lane portion to Royal Lane/Miller Road. However, the tolled managed lanes will generate revenue. Option 9 is to construct tolled managed lanes to Royal Lane/Miller Road and non-tolled express lanes from Royal Lane/Miller Road to IH 30 exactly as included in the environmental document. He noted the RTC's desire to extend the tolled managed lanes to IH 30. Interest of the RTC to support this option as a middle position to move the project forward will be sought. Option 10 is the RTC's current position that is also proposed in the Mobility 2045 recommendations and includes ten general purpose lanes, four tolled managed lanes, interchanges (including at IH 30), and continuous frontage roads from US 75 to IH 30. Mr. Morris noted there are a total of 10 funding options with various ways to fund several options. John Polster noted that even if there is an option to move forward with IH 635 East without the use of funds from other projects to fill the gap, he believed that it will make the future for all other projects that much more difficult because funding flexibility is restricted by the inability to use all available tools. In addition, he noted that it was his understanding that a City of Dallas representative stated at the March 8 RTC meeting that Dallas was not supportive of any alternative that does not include tolled managed lanes. He added other entities are expected to take the same position and encouraged members to be aware that these types of issues challenging local control have impacts to all entities in the region. Shawn Poe asked that members be provided a copy of the graphics presented at the meeting. Mr. Morris noted that he would provide the graphics at a later time, once edited, to prevent there from being more than one version of the slides that will be presented to the RTC. Mr. Poe asked if the projects previously suggested as "collateral" will still be listed in any of the options. Mr. Morris noted that one of the options that TxDOT Headquarters is proposing is to cash in \$500 million of the three "collateral" projects. In the funding tables provided to the RTC the TxDOT option will list those three projects, but there will be a notation that NCTCOG is suggesting that the RTC is not supportive of that option. Paul Luedtke asked if dollar amounts will be available for each of the options at the RTC meeting. Mr. Morris noted the dollar amounts will be included for the RTC meeting for each of the options.

8. **Legislative Update:** Rebekah Hernandez provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Regarding federal legislative action, as part of the February budget deal that included \$20 billion for infrastructure in Fiscal Year (FY) 2018 and FY2019, Congress is finalizing the FY2018 bill totaling \$1.3 trillion for all departments. The bill has been approved by the House and Senate, and was recently signed by the President. Related to the remaining FY2018 appropriations for transportation, of the \$1.3 trillion, approximately \$70.3 billion is included for the Department of Transportation Housing and Urban Development. This is an increase of \$12.6 billion over FY2017 levels. Federal Highway Administration programs will receive an additional \$2.5 billion over FY2017 levels and there will be no rescission of highway contract authority. In addition, \$10.5 billion is included for transit formula grants (an addition \$834 million) and \$2.6 billion for Capital Investment Grants (an additional \$232 million). The Federal Aviation Administration also received an

extension which includes \$18 billion for aviation, an increase of \$1.6 billion. Overall, the bill meets or exceeds the limitations of the Fixing America's Surface Transportation (FAST) Act. Ms. Hernandez also discussed the Transportation Investment Generating Economic Recovery (TIGER) program. TIGER funding was thought to be cut completely. However, FY2018 appropriations includes \$1.5 billion for TIGER which is \$1 billion over previous years. Included is a 30 percent set aside for rural projects, maximum grant of \$25 million, and a maximum state share of 10 percent of all grants. In addition, planning grants are now eligible with up to \$15 million available per project. She also discussed the proposed White House Infrastructure Plan. Last month, the White House officially released a 55 page document outlining the proposed Infrastructure plan followed by a document from the Department of Transportation that provided some additional details and examples of what could be included in the future bill. The plan contains four sections: 1) funding programs, 2) principles for infrastructure improvements, 3) environmental review/permitting process, and 4) workforce developments programs. Approximately \$2 billion is proposed with the goal of leveraging that amount to \$1.5 trillion through public-private partnerships and funding from state and local governments. It includes grant programs for rural projects, innovative projects, and then also has credit programs like expanding Transportation Infrastructure Finance and Innovation Act (TIFIA). The second section includes the principles for infrastructure improvements that are related to financing, highways transit rail and airports. It also proposes more tolling flexibility and expedited project delivery for highways, transit, and rail. The third section creates new review structures and delegating decision making to states in an effort for more efficient processing of environmental reviews. The final section is related to workforce development programs. Congress must still propose a bill, which may not be until next year. Regarding the State Legislature, interim committees continue to meeting on interim charges. Recently the Senate Finance Committee met on topics related to revenue. The State Comptroller presented preliminary revenue estimates. Information was provided on oil and gas tax revenues that are anticipated to be higher, but this only has small impacts to the budget since there is just a small portion of those revenues that go towards the General Revenue fund. The Comptroller also presented potential changes to the Rainy Day fund by creating an investment fund. The House Transportation Committee also recently met and discussed emerging issues in transportation such as automated vehicle technology and drones. The upcoming legislative session begins in January 2019 and a Regional Transportation Council (RTC) Legislation and Finance Workshop is scheduled for May 10, 2018, prior to the RTC meeting.

9. **Waze/511 DFW and Traffic Signal Data Sharing Projects: Second Round Grant**

**Available:** Clint Hail provided information on the second round of grant opportunities focused on traffic signal data sharing and the Waze data sharing program. A review was provided on the first rounds of grant funding. Approximately \$125,000 remains available for each opportunity for grants of up to \$25,000 for programs designed to encourage sharing traffic signal data with the developer community to support connected vehicle, vehicle to infrastructure, and travel navigation applications and making road closure and special event information available to travel navigation platforms such as Waze and DFW 511. For the traffic signal data sharing program, the purpose of the effort is to take a step forward towards making traffic signal data available for the developer community and the wider regional transportation network. Public entities with jurisdiction over traffic signals and a willingness to share the information with outside entities are eligible. The technical proposal is given the highest scoring. For the Waze data sharing program, the purpose of the effort is to help local partners more easily and successfully share road closure and event information with transportation information platforms. Members were encouraged to enroll their respective entities in the Waze Connected Citizens program. At this time, most major cities in Texas and key transportation authorities are enrolled in the Waze Connected Citizens program, including the Texas Department of Transportation and North Texas Tollway

Authority. Applicants were encouraged to include their 911 stations in their technical solutions. Those applicants connecting their 911 centers to Waze in their technical solutions will receive added preference in the application scoring process. Ultimately, the goal is to have 511DFW become the hub for traffic information that is then communicated in Waze to create a seamless platform for data sharing. The schedule for this effort was reviewed, with applications due May 4, 2018, followed by Surface Transportation Technical Committee, Regional Transportation Council, and Executive Board action. Sean Poe noted that many cities are investing significant funds for Active Traffic Management (ATM) systems and encouraged North Central Texas Council of Governments staff to work with manufacturers regarding the value of traffic signal data. In addition, he noted the desire for higher amounts of grant funding for those entities that do not have the finances to invest in ATM systems. Michael Morris noted that higher grant funding opportunities is important and that staff will continue to review opportunities for grant funding as the technology matures in the coming years. Alonzo Liñán asked staff for additional detail about what will be done for the \$25,000. Mr. Morris noted an example in Frisco in which Audi is interested in using information from traffic control systems to communicate with technology inside of vehicles. He noted there are many possibilities and members should complete the survey and include any ideas. Kirk Houser noted an example of how data could be used to determine what traffic signals should be retimed versus the traditional call for projects method of using a scoring criteria.

10. **Tire Recycling Program:** Michael Morris presented information regarding efforts to integrate a tire recycling program within the region. The Dallas-Fort Worth region produces approximately 5 million worn out tires on the transportation system each year, and approximately 100,000 from trucks. These tires end up in landfills, are sometimes dumped illegally, and worn out tires used on the roadway are a safety issue. There is an opportunity to develop a horizontal program to centralize the collection of tires to be recycled into new products. The City of Dallas is interested in exploring this initiative and is looking for regional partners. The effort will potentially be added to the Metropolitan Transportation Plan Policy Bundle. Mr. Morris asked that anyone interested in potentially participating in this initiative contact April Leger to be included in future meetings on this topic.
11. **Start of Ozone Season:** Jody Loza provided an update on a variety of air quality topics pertaining to North Central Texas, including the beginning of the 2018 ozone season. She noted the Air Quality Handbook, distributed at the meeting. The purpose of the handbook is to highlight the various projects, programs, and policies supported through the North Central Texas Council of Governments (NCTCOG) and partner agencies, and also the positive impact these have and continue to have on improving air quality in the region. She noted that the ozone season began on March 1 and continues through the end of November. Currently in the 2018 ozone season, the region has experienced no exceedance days. At this time last year, the first exceedance day occurred in May. The current design value is 68 parts per billion (ppb). The 2017 ozone season ended at 79 ppb, which was the lowest design value the region has experienced since tracking began. Ms. Loza also highlighted various air quality funding opportunities related to Clean Fleets North Texas, the Volkswagen settlement, the Metropolitan Transportation Plan Policy Bundle, and the Texas Emissions Reduction Plan. Details of the opportunities were provided in Electronic Item 11. In addition, 2018 Air North Texas efforts were highlighted. This year, Campus Clean Air Action Days will take place at participating universities March-April 2018. Staff will participate in regional outreach events, as well as promote Air Quality Awareness Week through a social media campaign. Clean Air Action Day is June 22, 2018, and also a Surface Transportation Technical Committee meeting day. Air North Texas advertisements and marketing will appear on billboards, radio, online, and others May-October 2018. In addition, interested parties can sign up to receive Air North Texas air pollution alerts at [www.airnorthtexas.org](http://www.airnorthtexas.org). Regarding the 2015 8-hour ozone National Ambient Air Quality

Standard (NAAQS), the Environmental Protection Agency (EPA) released a federal register notice on November 16, 2017, that designated 2,646 counties as attainment. On January 16, 2018, the 2015 8-hour ozone NAAQS rule became effective. Staff anticipates that the final rule classifying nonattainment counties will occur by the end of April 2018. The Dallas-Fort Worth 10-county nonattainment region is expected to be classified as marginal. Ms. Loza noted that staff is monitoring a recent United State Court of Appeals South Coast Air Quality Management District versus the EPA decision. The decision essentially vacated most of the 2008 ozone implementation rule. NCTCOG staff is working with the Texas Commission on Environmental Quality and the Federal Highway Administration on how this decision impacts the Dallas-Fort Worth region. This region, as well as other regions, could face potential new conformity requirements or redesignations as a result of the decision. She noted the Regional Transportation Council has sent correspondence to United States Congressional representatives requesting that they work with the EPA to determine the impacts to the region and the best way to move forward. Staff will continue to provide updates to members as more information is available.

12. **Bike Share Update:** Kevin Kokes provided information regarding bike share and ongoing discussions with stationless/dockless bike share companies that have recently deployed in cities across the region. Traditional bike share is an opportunity to rent a bicycle, focused in limited locations, typically run by nonprofit organizations with fixed locations for rental and returns. In recent months, private enterprise has entered the marketplace bringing bikes that are possible to rent anywhere in the region. This option has no docking stations or fixed bike racks, is GPS-based, and a mobile app identifies locations and unlocks/locks bikes for use through a pay-as-you-go system. There are many advantages to stationless/dockless bike shares that include accessibility, affordability, first/last mile connections to transit, opportunities to reduce short car trips, public health benefits, and data for improved planning. Concerns have been well documented by the media in recent months, but primarily are related to where the bicycles are being parked, potential safety or Americans with Disabilities Act issues for blocked sidewalks, aesthetics, lack of order, and rebalancing of fleets. At the local level, there have been a range of approaches to how the local communities are integrating bike share into their communities. Mr. Kokes noted that all communities are interested in the opportunity to learn from the data about where bike shares are most utilized to help plan for future infrastructure. Related to transportation, data can help entities understand where people are starting and ending trips, routes taken, and how plans can accommodate users. An example of trip origination data in the Dallas was highlighted. Staff and entities in the region will be monitoring bike share developments and working with bike share companies. The North Central Texas Council of Governments (NCTCOG) will be collecting and assembling ordinances and permitting requirements that are being adopted locally, as well as around the country and are happy to share the information with Committee members. In addition, NCTCOG staff will be coordinating with various cities that are actively engaging bike share companies to discuss the appropriate format of data collected and its use in analyzing the bicycle network for transportation planning purposes. He encouraged members considering some type of bike share to contact staff to be included as part of the informal group. Members discussed virtual bike parking racks, as well as some of the concerns related to dockless bike share. Greg Ramey suggested that standardization be a consideration so that things like virtual bike racks are consistent and easily recognized across jurisdictions.
13. **Fast Facts:** Vercie Pruitt-Jenkins noted that a new member orientation for primary and alternate Regional Transportation Council (RTC) members will be held on Thursday, April 12, 2018, Transportation Council Room.

Victor Henderson referenced the Public Comments Report provided in Electronic Item 13.1. The report is a compilation of general public comments submitted by members of the public from January 20 through February 19, 2018. The majority of comments received were regarding the IH 635 East project.

Carli Baylor highlighted February public meeting minutes provided in Electronic Item 13.2. Public meetings were held February 5, 7, and 13. Presentations included Mobility 2045, Access North Texas, and funding initiatives.

Carli Baylor also noted the April public meeting notice was distributed at the meeting in Reference Item 13.12. Public meetings are scheduled for April 9, 10, and 11, 2018. Topics to be presented included Mobility 2045, Unified Planning Work Program modifications, the 2019-2022 Transportation Improvement Program, air quality updates, and results from a recent bicycle survey.

In addition, Carli Baylor noted upcoming spring outreach events. Each spring, the Transportation Department participates in various events to discuss transportation and air quality programs with North Texans. A complete list of the events were provided in Electronic Item 13.3.

Brian Wilson noted that the spring edition of Mobility Matters was distributed at meeting. Articles included Mobility 2045, the Hyperloop, and a feature article on the RTC Vice Chair Gary Fickes. An online edition of Mobility Matters is available at [www.nctcog.org/mobilitymatters](http://www.nctcog.org/mobilitymatters).

Alexis Ackel highlighted current air quality funding opportunities for vehicles. Opportunities include the Clean Fleets North Texas 2018 Call for Projects. Approximately \$1.5 million is available for the replacement of both on-road and off-road diesel vehicles. A workshop is scheduled for April 5, at 1:00 pm. Details were provided in Electronic Item 13.4.

Alexis Ackel also highlighted upcoming Dallas-Fort Worth Clean Cities Coalition events. A Sustainable Landscaping event is scheduled for 1:30 pm on March 27. Details were provided in Electronic Item 13.5.

Alexis Ackel also noted that the North Central Texas Council of Governments recently submitted comments as part of the Volkswagen settlement, provided in Electronic Item 13.6, related to Electrify America.

Nancy Luong noted that free Car Care Clinics will be held in April to encourage drivers to properly maintain their vehicles because this has a positive effect on air quality. This year's focus is on check engine lights. Details were provided in Electronic Item 13.7. Handouts were also distributed at the meeting.

Dora Kelly discussed an AirCheckTexas outreach assistance request to help promote the AirCheckTexas Drive a Clean Machine program. Members were encouraged to add information about the program to their newsletters, water bill inserts, or social media posts. Partner resources were made available in Electronic Item 13.8.

Shawn Conrad announced that NCTCOG, in partnership with the Urban Land Institute and other partnering organizations, will host two summits focused on creating walkable developments in North Texas on April 19 and 20. NCTCOG has also been working with George Washington University to identify dense walkable places in the Dallas-Fort Worth

region and this research study will also be discussed at the summits. Details were provided in Electronic Item 13.9.

Kevin Kroll noted that NCTCOG is preparing to release a Request for Proposals for Commercial Vehicle Enforcement (CVE) equipment and training. The program will provide North Texas CVE police agencies with needed portable weight scales and training in an effort to reduce the number of commercial vehicle related crashes caused by overweight and unsafe commercial vehicles, provide air quality benefits, and to protect regional roadways and bridges by enforcing compliance with State laws regulating commercial vehicle weight.

The current Local Motion was provided in Electronic 13.10, and transportation partner progress reports were provided in Electronic Item 13.11.

14. **Other Business (Old and New):** Dan Kessler reminded members that the deadline for the second round of the Metropolitan Transportation Plan Policy Bundle was Friday, April 6, 2018. In addition, he introduced new North Central Texas Council of Governments (NCTCOG) staff: Clint Hail, Marcus Mallard, Evan Newton, and Alex Nervo. He also noted that Caryn Sanders was recently transferred to the Travel Demand Management team. Mr. Kessler also noted that NCTCOG staff has been invited to Camp Mabry in Austin to brief military leaders on the Joining Forces effort NCTCOG conducts in collaboration with military and community leaders.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 27, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

**May 2018**

## Calendar

**May 2, 8:30 am**

**TRTC**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St.  
Fort Worth, TX 76102

**May 4, 11 am**

**DRMC**

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

**May 8, 6 pm**

**Public Meeting**

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

**May 10, 1 pm**

**Regional Transportation Council**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**May 15, 2:30 pm**

**Public Meeting**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**May 16, 6 pm**

**Public Meeting**

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

**May 25, 1:30 pm**

**Surface Transportation  
Technical Committee**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## **Challenge yourself to bicycle more in May**

May is a good time to turn our attention to being more active. The weather is pleasant. The flowers are blooming. Outdoor festivals are (still) plentiful. And it's Bike Month.

Throughout May, the North Central Texas Council of Governments is hosting the Try Parking It Bike Everywhere Challenge, open to all residents of North Texas. Through [www.tryparkingit.com](http://www.tryparkingit.com), the regional ride-matching and commute-tracking website, NCTCOG is asking commuters to choose their bikes for work, running errands and recreation. Awards will be presented in two separate categories: Most Bike Trips and Most Bike Miles Traveled. Three prizes will be awarded in each category:

First place – \$125 Amazon e-gift card and Try Parking It swag

Second place – \$100 Amazon e-gift card and TPI swag

Third place – \$75 Amazon e-gift card and TPI swag

Participation in the challenge is easy. Residents must simply register for the Bike Challenge at [www.tryparkingit.com](http://www.tryparkingit.com), ride and record their trips on the website.

Pedaling to the office is one way to participate in Bike Month. The region will celebrate Bike to Work Week from May 14-18, an annual event sponsored by the League of American Bicyclists that culminates with Bike to Work Day on May 18. NCTCOG is partnering with Dallas Area Rapid Transit to provide assistance – and motivation – for North Texans riding their bikes to work May 18. DART will set up energizer stations at select locations along its transit network, offering refreshments, encouragement and bike safety checks. NCTCOG staff members will be there to visit with participants and inform them about active-transportation opportunities. For a full list of energizer stations,

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For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department



North Central Texas  
Council of Governments

## SH 360 extension to Mansfield opens May 11



A ribbon cutting is scheduled for May 11 to celebrate the opening of a 9.7-mile extension of State Highway 360.

The roadway, which will be operated by the North Texas Tollway Authority as a toll road, runs through Arlington, Grand Prairie and Mansfield.

The Texas Department of Transportation is building the \$340 million road from Green Oaks Boulevard to US Highway 287. Construction on the project, which will include four toll lanes, began in November 2015. Ultimately, one additional lane in each direction is planned north of Debbie Lane, while the stretch south of Debbie Lane would have two more lanes in each direction, according to NTTA.

The existing portion of SH 360 will remain toll-free. To the north of the new stretch of highway, crews continue work on the interchange that will directly link SH 360 and IH 30 for the first time. Motorists must currently exit either freeway and connect to the other via access roads.

The new interchange is expected to be completed in 2020. The existing cloverleaf ramps to and from IH 30 are being removed and replaced with modern structures. For updates on the new 360 Tollway, visit [www.drive360south.com](http://www.drive360south.com).

## Waze Carpool launches pilot program offering \$2 trips in DFW



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

NCTCOG and Try Parking It, the region's ride-matching and commute-tracking website, have partnered with Waze to allow carpoolers to log commutes to earn points that can be used to enter additional contests, purchase rewards and earn milestone prizes.

Through the pilot program, passengers who wish to carpool with a Waze driver will be able to download the Waze Carpool App and request a ride. The carpool app is separate from the Waze Navigation app. Riders chip in to cover the cost of gas. The result is that passengers get an affordable and convenient ride, while drivers get gas money and enough passengers to use carpool lanes.

As an example, assuming that the average trip for commuters is 20 miles, or \$10, Waze would subsidize an average of \$8 per trip. With \$50,000 in available budget, Waze Carpool would be subsidizing more than 6,000 rides. Waze may be able to subsidize more or less, depending on the average price.

Waze Carpool is available for Apple and Android devices. For more on the Try Parking It Program, visit [www.tryparkingit.com](http://www.tryparkingit.com), or download the TryParkingIt app in the App Store or on Google Play.

## **ENERGY EFFICENCY**

### **N. Texas Energy Forum scheduled for May 8**

Join NCTCOG on May 8 for its Energy Efficiency Forum to learn more about regional partnerships, financing mechanisms and resources that local governments can use to reduce energy consumption at facilities and throughout their communities.

Presenters will cover topics such as the Fort Worth Better Buildings Challenge, Tax-Exempt Equipment Lease Purchase financing, Property Assessed Clean Energy, Energy Star Building Portfolio Manager and more.

Attendees will also hear about State Energy Conservation Office reporting resources to assist with Senate Bill 898 requirements. Under this legislation, local governments in nonattainment areas must report data about energy consumption.

The Energy Efficiency Forum is free — there is a charge for lunch — and is a great opportunity to discuss best practices with peer organizations and some of the region's energy efficiency leaders.

Register today at [www.nctcog.org/envir/events](http://www.nctcog.org/envir/events)

### **Funding available for cleaner fleets**

NCTCOG is offering approximately \$1.5 million in grant funding for the replacement of heavy-duty diesel vehicles or equipment. Local governments and private companies that contract with local governments are eligible to apply.

Eligible vehicles or equipment must operate in the 10-county ozone nonattainment area, which includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

Grant funding will pay up to 45 percent of the new vehicle or equipment cost, depending on the emissions rate of the new engine. For more information, go to [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) or email [aqgrants@nctcog.org](mailto:aqgrants@nctcog.org).

### **PACE financing now available in Tarrant County**

Property Assessed Clean Energy (PACE) financing is now available in Tarrant County, which has joined a dozen other Texas counties and cities in offering this financial tool.

PACE offers economic and environmental benefits for private industrial, commercial and multi-family buildings by enabling property owners to access low-cost, long-term loans to pay for water conservation, energy-efficiency improvements and renewable-energy retrofits.

PACE financing has been found to increase property values, encourage business retention and expansion, update aging buildings, and increase the environmental efficiency of facilities.

Examples of qualified projects are HVAC systems, efficient lighting, water management and high efficiency irrigation systems. More information about eligible improvements and Texas case studies can be found at [www.texaspaceauthority.org](http://www.texaspaceauthority.org).

Additionally, the Texas PACE Authority and Houston Advanced Research Center have developed an Energy & Emissions Tracker to help track environmental benefits (energy, water and emission reductions) associated with each project.

## 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

**Trinity Metro**  
FWTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

## By the Numbers

### **\$340 million**

The cost of the New 360 Tollway, the 9.7-mile extension of State Highway 360 expected to open May 11.

# **PUBLIC** *Involvement*

## **Staff requests public input on Mobility 2045**

Mobility 2045 is expected to be considered by the Regional Transportation Council in June. Before this blueprint for transportation is approved, residents have another chance to provide input.

Public meetings on the \$135 billion proposal are scheduled to begin May 8 in Fort Worth. They will continue May 15 (Arlington) and May 16 (Richardson).

The Metropolitan Transportation Plan will define the long-term vision for the region's transportation system and guide spending of federal and State funds. Mobility 2045 will include funding for highways, transit and bicycle-pedestrian facilities that help reduce congestion and improve air quality. Additionally, staff will present information regarding 2018 Transportation Conformity.

Transportation Conformity is a federal requirement in Dallas-Fort Worth and other nonattainment areas to conduct air quality analysis on transportation projects, programs and policies. Conformity determinations must demonstrate consistency between ozone-causing emissions expected from implementation of transportation plans and programs, and State requirements.

Details on projects being proposed to receive funding through the Strategic Partnerships Program will also be presented. This program awards federal funding to high-priority projects that leverage funds from local partners or provide a strategic value to the region.

Finally, staff will discuss a new school-siting guidebook and Safe Routes to School plans. NCTCOG's Community Schools and Transportation Program seeks to advance coordination between cities and school districts, promote sustainable school-siting decisions and improve transportation safety and alternative transportation options to schools.

For more information on the public meetings, visit [www.nctcog.org/input](http://www.nctcog.org/input). Watch the Arlington session live at [www.nctcog.org/video](http://www.nctcog.org/video).