

AGENDA

**Regional Transportation Council
Thursday, June 14, 2018
North Central Texas Council of Governments**

11:30 am Bylaws Revision Subcommittee

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

1:00 – 1:05 1. Approval of May 10, 2018, Minutes

Action Possible Action Information Minutes: 5

Presenter: Rob Franke, RTC Chair

Item Summary: Approval of the May 10, 2018, minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:05 – 1:05 2. Consent Agenda

Action Possible Action Information Minutes: 0

**2.1. Traffic Signal Data Sharing and 511DFW/Waze Grant Programs
(Round 2) Awards**

Presenter: Clint Hail, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval of Round 2 Traffic Signal Data Sharing and 511DFW/Waze Grant Program awards.

Background: The RTC approved the use of the remaining grant funds (approximately \$125,000 for Traffic Signal Data Sharing and \$143,000 for 511DFW/Waze Data Sharing) to encourage regional partners to make their traffic signal data and highway and traffic condition data accessible to connected vehicle developers, travel navigation services, and other public entities. The RTC previously approved evaluation criteria for the programs, provided in [Electronic Item 2.1.1](#) and [Electronic Item 2.1.2](#). [Electronic Item 2.1.3](#) lists the applicants for the 511DFW/Waze Grant Program and the recommended awards. [Electronic Item 2.1.4](#) lists the applicants for the Traffic Signal Data Sharing Grant Program and the recommended awards.

Performance Measure(s) Addressed:

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

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

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request approval of funding recommendations for the first round of the Clean Fleets North Texas 2018 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award approximately \$1.5 million in grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are being accepted on a modified first-come, first-served basis with monthly application deadlines. The first application deadline was April 27, 2018. Staff completed review and emissions quantification of applications received by this deadline and developed recommendations regarding projects to be funded. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.2.1](#) provides an overview of the call for projects. [Electronic Item 2.2.2](#) provides additional detail on recommended projects.

Performance Measure(s) Addressed:

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

1:05 – 1:20

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

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

1. Recognition of Members Concluding Service on the Regional Transportation Council (RTC)
 - Mike Taylor, City of Colleyville
 - Douglas Athas, City of Garland
 - Kelly Selman, P.E., Texas Department of Transportation (TxDOT) Dallas District
2. RTC Member Representation at Events
 - RTC Chair Rob Franke and Adam McGough; Texas Transportation Commission Meeting, May 24, 2018
 - RTC Chair Rob Franke, RTC Secretary Gary Fickes, Lee M. Kleinman, William Meadows, Kathryn Wilemon; Hyper Loop Tour
3. Mo Bur, P.E., New TxDOT Dallas District Engineer
4. Status Report on Hyper Loop and High-Speed Rail
5. Texas Transportation Commission Approved IH 635 East Partnership
6. Results of Federal Infrastructure for Rebuilding America (INFRA) Grant Selection
7. 2019 Unified Transportation Program and Update to the Regional 10-Year Plan
 - Programming of Category 12 (Texas Transportation Commission Selected)
 - Cash Flow of Congestion Mitigation and Air Quality Improvement Program Funds
 - Cash Flow of Surface Transportation Block Grant Program Funds
 - Cash Flow of Category 2 Funds
 - New Funds

- 8. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
- 9. Clean Air Action Day, June 22, 2018 ([Electronic Item 3.2](#))
- 10. Dallas-Fort Worth Clean Cities Events ([Electronic Item 3.3](#))
- 11. Ozone Season Update ([Electronic Item 3.4](#))
- 12. Progress North Texas (Handout)
- 13. May Public Meeting Minutes ([Electronic Item 3.5](#))
- 14. Public Comments Report ([Electronic Item 3.6](#))
- 15. Recent Correspondence ([Electronic Item 3.7](#))
- 16. Recent News Articles ([Electronic Item 3.8](#))
- 17. Recent Press Releases ([Electronic Item 3.9](#))
- 18. Transportation Partners Progress Reports

1:20 – 1:35

4. **Approval of Mobility 2045 and Associated Transportation Conformity Results**

Action Possible Action Information Minutes: 15

Presenters: Kevin Feldt and Jenny Narvaez, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a resolution adopting Mobility 2045 and the corresponding 2018 Transportation Conformity results. A copy of the resolution is provided in [Electronic Item 4.1](#). Final plan recommendations and conformity analysis results are summarized in [Electronic Item 4.2](#). Staff will present information regarding:

- Draft Mobility 2045 final document including:
 - Roadway recommendations
 - Arterial recommendations
 - Transportation expenditures
 - Public transportation recommendations
 - Non-motorized transportation recommendations
 - Proposed new transportation policies
 - Environmental Justice recommendations
- Transportation Conformity Analysis
- Schedule

The Mobility 2045 final document and the final draft recommendations are identified graphically and in tabular format and are available at 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 comprehensive and coordinated MTP development with a variety of efforts. Due to the region's ozone nonattainment status, Metropolitan Planning Organizations must perform a transportation conformity analysis to ensure the MTP will not cause any new violations, increase the frequency or severity of violations, or delay timely attainment of the air quality standards. The Transportation Conformity document is available for review in [Electronic Item 4.3](#).

Performance Measure(s) Addressed:

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

1:35 – 1:45

5. **Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the regional application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program. The North Central Texas Council of Governments (NCTCOG) will request \$10 million in these competitive grant funds and over match the project with Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) funds and AirCheckTexas revenues. The project will include next generation arterial street operations architecture, including 6,500 traffic signals within the Dallas-Fort Worth region.

Background: In April 2018, the United States Department of Transportation (US DOT) issued the announcement for the Advanced Transportation and Congestion Management Technologies Deployment Initiative to develop model deployment sites for large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. [Electronic Item 5.1](#) is a copy of the Notice of Funding Opportunity that details the \$60 million grant program for fiscal year 2018, as well as the application requirements. Applications are due to the US DOT by June 18, 2018. [Electronic Item 5.2](#) contains additional details.

Performance Measure(s) Addressed:

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

1:45 – 1:55

6. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Program (Round 2)**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the proposed projects to be funded under the Strategic Partnerships (Round 2) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has been working with agencies around the region to develop a list of high-priority projects that leverage non-RTC funds and advance project development. Staff proposes to bring a slate of projects in Round 2. In addition to this program, staff anticipates bringing a combined Strategic Partnerships Round 3 and Intersection Improvement Program

later this year. [Electronic Item 6.1](#) contains the list of projects that staff proposes to fund. Details on the funding program can be found in [Electronic Item 6.2](#).

Performance Measure(s) Addressed:

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

1:55 – 2:05

7. **Recent Transportation Project Progress**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provided an update on roadway projects within the region. Only one project needs additional action.

Background: There has been recent progress in advancing roadway projects within the region. Action is necessary on the last item. Progress includes:

- IH 35W 3C: Agreement
- DFW Connector at IH 635: Going to Construction
- SH 183 in Irving: Reprioritization to the Interchanges
- IH 635 East Phase 3: Advancement to Design/Build
- SH 360 South: Opening
- Fort Worth Bond Program: Approved
- Collin County Bond Program: Proposed
- SH 360/Trinity: Ramp/Intersection/Signal Improvements; \$7 Million Total (\$5.6 Million Regional Toll Revenue Funds, \$1.4 Million Local Funds)

Performance Measure(s) Addressed:

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

2:05 – 2:10

8. **Implications of Texas Attorney General Opinion on Proposition 1 and Proposition 7 Funds**

Action Possible Action Information Minutes: 5

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be briefed on the implications of the recent Texas Attorney General Opinion on whether Proposition 1 and Proposition 7 funds can be used on toll projects.

Background: Pursuant to a request by Representative Pickett, Attorney General Ken Paxton issued an opinion on May 7, 2018, regarding the use of Proposition 1 and Proposition 7 funds on toll projects. The Attorney General opined that the Texas Department of Transportation (TxDOT) may not spend Proposition 1 and Proposition 7 funds on any toll road and may not comingle such funds on projects without mechanisms to ensure funds are spent as constitutionally required. Further, the Attorney General was unable to render an opinion as to whether such funds could be used on non-tolled portions of tolled projects due to a lack of a statutory definition of “toll

road.” The Attorney General opinion is included in [Electronic Item 8](#). The RTC will be briefed on the implications of the opinion in the Dallas-Fort Worth region.

Performance Measure(s) Addressed:

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

2:10 – 2:20 9. Better Utilizing Investments to Leverage Development Discretionary Grant Program

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Council on the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program.

Background: In April 2018, the United States Department of Transportation (US DOT) announced the replacement of the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. As specified in the Consolidated Appropriations Act of 2018, the BUILD Discretionary Grant Program will be dedicated for surface transportation projects expected to have a significant local or regional impact. [Electronic Item 9.1](#) is a copy of the Notice of Funding Opportunity that details the \$1.5 billion in federal funds available for fiscal year 2018, as well as the project application requirements. Applications are due to the US DOT by July 19, 2018. Candidate projects will be discussed as part of this item. A final list and proposed funding plan will be presented for action at the July 12, 2018, meeting. A list of recent North Central Texas Council of Governments projects submitted for previous US DOT discretionary grant programs, including TIGER, Infrastructure for Rebuilding America (INFRA), and Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) are identified in [Electronic Item 9.2](#). For agencies in the region submitting projects, please be aware that you must complete the www.grants.gov registration process before submitting any project applications, and that this process usually takes two to four weeks to complete.

Performance Measure(s) Addressed:

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

2:20 – 2:30 10. Bicycle Opinion Survey

Action Possible Action Information Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will present an overview of the results and highlights of the 2017 bicycle opinion survey conducted by the North Central Texas Council of Governments (NCTCOG) for the 12-county region.

Background: In 2017, NCTCOG commissioned a random sample telephone survey of residents to capture the views of the public-at-large

about bicycle use across the region to help guide future bicycle plans and projects that affect bicyclists. The regional bicycle opinion survey captured the views of adults 18 years of age or older on bicycling, including frequency of bicycling, perceived barriers to bicycling, access to bicycle facilities, and helmet use. The survey had a 95 percent confidence interval and was conducted in both English and Spanish. Additional information is provided in [Electronic Item 10](#).

Performance Measure(s) Addressed:

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

2:30 – 2:35 11.

Election of Regional Transportation Council Officers

Action Possible Action Information Minutes: 5

Presenter: Kathryn Wilemon, Nominating Subcommittee Chair

Item Summary: Approval of Regional Transportation Council (RTC) officers for the next 12-month period will be requested.

Background: According to the RTC Bylaws and Operating Procedures, the officers of RTC are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time.

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, July 12, 2018, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
May 10, 2018**

The Regional Transportation Council (RTC) met on Thursday, May 10, 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, Paul N. Wageman (representing Sue S. Bauman), Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Nate Pike (representing George Fuller), Sandy Greyson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Harry LaRosiliere, David Magness, Scott Mahaffey, William Meadows, Steve Mitchell, Brian Byrd (representing Cary Moon), Stan Pickett, Mark Riley, John Ryan, Kelly Selman, Will Sowell, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Karen Hunt (representing Oscar Ward), Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Devan Allen, David S. Arbuckle, Richard Aubin, John Baker, Melissa Baker, Berrien Barks, Jay Barksdale, Tara Bassler, Bryan Beck, George Behmanesh, Jonathan Blackman, Alberta Blair, David Boski, Jeremy Boswell, Charles Brewer, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, Mo Bur, Pamela Burns, David Cain, Marrk Callier, Angie Carson, Dave Clarke, Ceason Clemens, Michael Copeland, Michael Coyle, Matthew Craig, Hal Cranor, Brian Crooks, Mike Curtis, Tammy Dana-Bashian, Bryan Danielsen, Shelley Davis, Ben Dees, Kim Diederich, Jory Dille, Chad Edwards, Brian Flood, Ann Foss, Rhiannon Friedman, Mike Galizio, Matt Gauntt, Jena Hanson, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Philip Hiatt Haigh, Robert Hinkle, Jodi Hodges, Matthew Holzapel, Ivan Hughes, Terry Hughes, Greg James, Tim James, Tom Johnson, Dan Kessler, Ken Kirkpatrick, Mert Kurtulus, Dan Lamers, April Leger, Ray Leszczynski, Erin Linn, Ramiro Lopez, Paul Luedtke, Stanford Lynch, Mickey Marlow, Kate Marshall, Allysha Mason, Curtistene McCowan, Keith Melton, Joel Michael, Michael Miles, Craig Miser, Mindy Mize, Jim Moffitt, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Jeff Neal, Markus Neubauer, Evan Newton, John Nguyen, Mickey D. Nowell, Greg Peters, Johan Petterson, Shawn Poe, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Mike Rogers, Greg Royster, Lisa Sack, Jodi Saegesser, Moosa Saghian, Steve Salin, Devin Sanders, Nick Sanders, Russell Schaffner, Lori Shelton, Jody Short, Walter Shumac, Randy Skinner, Rona Stringfellow, Vic Suhm, Steve Templer, Gary Thomas, Jonathan Toffer, Christopher T. Tolar, Donald Tounget, Phil Ullman, Frank Uyuhn, Whitney Vandiver, Dan Vedral, Dennis Webb, Cheryl Williams, Brian Wilson, Miles Wilson, Justin Winn, and Ed Wueste.

1. **Approval of April 12, 2018, Minutes:** The minutes of the April 12, 2018, meeting were approved as submitted in Reference Item 1.1.

Approval of April 19, 2018, Minutes: The minutes of the April 19, 2018, meeting were approved as submitted in Reference Item 1.2.

Jungus Jordan (M); Charles Emery (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Metropolitan Planning Organization Planning Memorandum of Understanding:** A motion was made to approve the proposed Metropolitan Planning Organization Planning Memorandum of Understanding that outlines public-sector responsibilities

in carrying out the metropolitan transportation planning process and associated performance measures in substantial form, provided in Electronic Item 2.1.2. The previous planning MOU was provided in Electronic Item 2.1.1.

A motion was made to approve the item on the Consent Agenda. Steve Mitchell (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Rob Franke announced the members of the RTC Nominating Subcommittee: Chair Kathryn Wilemon, Vice Chair Charles Emery, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Adam McGough, and Steven Terrell. Michael Morris thanked Adam McGough and Lee M. Kleinman for their recent testimony at the House Transportation Committee. In addition, he thanked Mr. McGough for his attendance at the Texas Transportation Commission (TTC) meetings the last several months. He also thanked RTC Chair Rob Franke, RTC Secretary Andy Eads, and Mr. Kleinman for their recent efforts with TTC Chairman J. Bruce Bugg Jr. on IH 635 East. Mr. Morris also announced that Loyl Bussell was recently named as the Texas Department of Transportation (TxDOT) Fort Worth District Engineer. In addition, he congratulated Kelly Selman, TxDOT Dallas District Engineer, on his upcoming retirement. He discussed an innovative program being developed between Texas Central Partners and Amtrak regarding high-speed rail. He also noted the IH 35W 3C and the DFW Connector projects were moving forward, and highlighted the SH 360 opening event on May 11, 2018. An invitation for the SH 360 opening event was provided to members in Electronic Item 3.1. Air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and current Dallas-Fort Worth Clean Cities events were provided in Electronic Item 3.3. A Volkswagen Settlement updated was provided in Electronic Item 3.4.1, and Electrify America comments were provided in Electronic Item 3.4.2. Clean Air Action Day information was provided in Electronic Item 3.5. East/west equity information was provided in Electronic Item 3.6. Details on the Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program were provided in Electronic Item 3.7. April public meeting minutes were provided in Electronic Item 3.8, the May public meeting notice in Electronic Item 3.9, and high-occupancy vehicle subsidy information in Electronic Item 3.10. Information on the second round of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Funding Program: Strategic Partnerships Program was provided in Electronic Item 3.11. It was noted that action would be requested on this item at the June 14 RTC meeting. The Public Comments Report was provided in Electronic Item 3.12, recent correspondence was provided in Electronic Item 3.13, recent news articles in Electronic Item 3.14, and recent press releases in Electronic Item 3.15. Transportation partner progress reports were distributed at the meeting. Mr. Morris added that the Texas Attorney General Opinion requested by Texas House Representative Joseph Pickett was distributed to members in Reference Item 8 as part of the legislative update. Staff will bring back policy implications to the RTC in a future item.
4. **SH 183 Scope in Irving (10-Year Plan):** Michael Morris presented staff recommendations to reprioritize funding for SH 183 in Irving. The Regional Transportation Council previously committed funding for managed lanes on the next phase of the SH 183 project that would have provided lane balance with the Trinity Parkway. Since the Trinity Parkway project is no longer proceeding, the proposed managed lanes cannot proceed. As efforts continue to determine what the appropriate Trinity Parkway project replacement would be, the Texas Department of Transportation (TxDOT) Dallas District, City of Irving, and North Central Texas Council of Governments staffs have been working on a solution. Staff proposed to reprogram the \$420 million previously approved for the managed lanes on SH 183 for the

construction of interchanges near the previous Texas Stadium site that include SH 183 at Loop 12, SH 114 at Loop 12, and SH 114 at SH 183. The interchanges are anticipated to cost slightly less, but the proposal is to move the full \$420 million for simplicity. In addition, Mr. Morris noted that if IH 635 East is approved, there may be interest in trading Category 4 funds currently approved for IH 635 East with the Category 2 funds on SH 183, which would provide flexibility for funding IH 635 East if needed. In addition, the Texas Transportation Commission may be interested in placing its Category 12 funds on the interchanges in exchange for the Category 2 funds to also allow flexibility on IH 635 East. A motion was made to approve the reallocation of the \$420 million previously approved for SH 183 managed lanes to interchanges to be constructed at Loop 12 and SH 183, Loop 12 and SH 114, and SH 183 and SH 114. Mike Cantrell (M); Tennell Atkins (S). The motion passed unanimously.

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

Regional Transportation Council (RTC) Chair Rob Franke discussed recent efforts on IH 635 East. He thanked RTC members for their commitment to the project, as well as the Governor's Office and Texas Transportation Commission (TTC) Chairman J. Bruce Bugg Jr. He also thanked Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staffs for their efforts.

Michael Morris thanked the RTC Chair and members, the Governor's Office, TxDOT Austin, TxDOT Dallas, and others for their continued partnership on IH 635 East. He highlighted the action proposed for the IH 635 East project. A copy of correspondence from Chairman Bugg was distributed at the meeting in Electronic Item 5.1 (originally provided to RTC members in the meeting mail out material). Electronic Item 5.2 contained a copy of the proposed cover letter from RTC Chair Rob Franke. Electronic Item 5.3 contained the proposed draft RTC resolution, R18-01, and Electronic Item 5.4 contained the proposed draft funding table. In addition, a letter of support for IH 635 East from the Dallas Regional Mobility Coalition was distributed to members in Reference Item 5.5. The proposed action minimizes the areas of risk that NCTCOG staff have flagged in previous meetings and advances what is referred to as Family 6. He added that staff has been notified that action will not change the confirmation of the soft match of Category 12 funds to the region. The TTC will not add anymore Category 12 funds to the project, but Category 12 funds will eventually be selected by the TTC on other projects within the region. In addition, he noted that the proposed item does not have financial implications to other projects in the region and closes the funding gap. The proposal is also consistent with RTC policy P17-01 to advance tolled managed lanes for trip reliability. Proposed action is also consistent with the draft Mobility 2045 Plan. The project includes the Skillman/Audelia Interchange, already approved by the TTC in December 2017, and supports the project moving forward as one large system of improvements. Mr. Morris discussed the funding allocation detailed in Electronic Item 5.4, also printed for members and distributed at the meeting. After anticipated cost savings, the project is estimated at \$1.6 billion. The TTC has already approved \$717 million that includes \$442 million under its discretion in Category 12, \$175 million in TxDOT District Category 4 funding, and \$100 million previously approved by the RTC. In addition, \$115 million is available from the original RTC allocation of Category 2 funds by the RTC that was not approved initially by the TTC. New funding approvals include \$268 million in Category 2 funds and \$200 million in engineering and right-of-way from TxDOT. Approximately \$100 million is available in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (Category 5) and \$50 million in Surface Transportation Block Grant Program (STBG) funds from the Trinity Parkway project. TxDOT has offered that \$150 million could be estimated as a conservative revenue estimate from the tolled managed lanes. The

approval of \$768 million in new revenue, in addition to the previous revenues closes the funding gap. The percentages of funding were highlighted, with the TTC and RTC percentages being near 50 percent each.

Clay Lewis Jenkins asked staff to go through the new approval funding and indicate where the money was slated and if any project would be delayed as a result of using the funding for IH 635 East. Mr. Morris noted that the \$268 million in Category 2 funds would either come from an out-year allocation of Unified Transportation Program funds or from the approximately \$1 billion in Category 12 funds that the Texas Transportation Commission would like to select in the State. TxDOT engineering and right-of-way funds includes \$200 million which will not impact any projects. Staff previously slated \$100 million in CMAQ funds to leverage an Infrastructure for Rebuilding America (INFRA) grant application to the federal government, so the RTC already approved that funding for this location. If the INFRA grant is not awarded, staff will still put the CMAQ funds on the project. STBG funds in the amount of \$50 million is from the Trinity Parkway project that is no longer proceeding, and approximately \$150 million will be available from toll revenue from the project. He noted that he was unaware of any project in the Dallas-Fort Worth region that would be impacted by the funding proposed in Electronic Item 5.4. A motion was made to approve the cover letter from the Regional Transportation Council Chair provided in Electronic Item 5.2, Regional Transportation Council Resolution R18-01 in Electronic Item 5.3, and the funding table in Electronic Item 5.4. Action also included approval that the Regional Transportation Council no longer pursue the project with the North Texas Tollway Authority and for staff to add the details of the project funding to the Transportation Improvement Program and Unified Transportation Program documents. Douglas Athas (M). Lee M. Kleinman (S). Discussion continued.

Several members expressed appreciation to Chairman Bugg and the Governor's Office for their partnership on the IH 635 East project, as well as members of the RTC for their continued support. Adam McGough also expressed appreciation to the citizens in the region for their level of advocacy in support of the IH 635 East project. Rickey D. Callahan expressed his appreciation for member efforts and noted that he is hopeful the RTC will have the same kind of commitment for the east side of IH 635 where it is imperative that a solution is found to relieve difficulties in citizens traveling to places of employment. The motion passed unanimously.

6. **2019-2022 Transportation Improvement Program Final Listings:** Christie Gotti presented the draft 2019-2022 Transportation Improvement Program (TIP) project listings recommended for approval. Development of a new TIP is a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. Last year, staff began reviewing existing projects and gathering information on additional locally funded projects. Staff then made needed adjustments to the project listings, including project funding, schedule, and/or scope. The proposed 2019-2022 TIP includes approximately \$6.2 billion in projects. This includes over 1,100 active and new projects from 76 implementing agencies. An overview of the TIP development process was provided in Electronic Item 6.1. Ms. Gotti noted that staff proposed that the Regional Transportation Council (RTC) approve the projects and project changes shown in the double-entry report available in Electronic Item 6.2. A resolution formalizing the approval was provided in Electronic Item 6.3. Staff will ensure that any changes that are necessary are amended in the Unified Planning Work Program and any other planning/administrative documents as necessary. Ms. Gotti noted that as comments are received for Mobility 2045, staff will also ensure that the TIP project listings match the new Mobility 2045 recommendations. In addition, staff will ensure listings for the IH 635 East

and SH 183 projects are consistent in the final 2019-2022 TIP listings once the Texas Transportation Commission (TTC) takes action on the projects. She added that only projects in fiscal years 2019-2022 will be included in the new TIP. Projects in fiscal year 2023 and later will be included in an appendix to allow project development activities to continue. The timeline for this effort was reviewed. Transmittal of the final document is due to TxDOT by June 18, 2018, and TTC action is anticipated on the Statewide TIP (STIP) in August 2018, with federal approval of the STIP expected in the October/November 2018 timeframe. A motion was made to approve the project and project changes shown in the 2019-2022 Transportation Improvement Program roadway double entry report and transit listings provided in Electronic Item 6.2. Action also included approval to permit staff to amend the Unified Planning Work Program and other planning/administrative documents to incorporate the TIP-related changes, submittal of the final 2019-2022 Transportation Improvement Program document to the Texas Department of Transportation for inclusion in the Statewide Transportation Improvement Program, and the ability to administratively amend individual TIP projects to match the new Mobility 2045 recommendations (including IH 635 East and SH 183), as needed. In addition, action included approval of Regional Transportation Council resolution R18-02 adopting the 2019-2022 Transportation Improvement Program, provided in Electronic Item 6.3. Mike Taylor (M); Mike Cantrell (S). The motion passed unanimously.

- Tire Recycling Program:** Jenny Narvaez presented a recommendation to help implement incorporation of recycled tires into new products within the region. In March 2018, members were provided with information regarding efforts to integrate tire recycling within the region. The Dallas-Fort Worth region produces approximately 5 million worn out tires on the roadway system annually. Used tires lead to a number of problems in the region such as overcrowded landfills, release of toxins into streams, fire risks, and collected water becoming a breeding ground for mosquitos. The goal of a tire recycling program is to remove the used tires out of the current waste stream for recycling into usable products. Ms. Narvaez discussed details of a visit to a facility that utilizes recycled tires and plastics for the production of railroad ties. The railroad ties absorb vibration, prevent leaching, can withstand any temperature, and have up to a 50-year lifecycle. Recycled tires can also be used to produce garden/playground mulch, highways, various types of tracks, as well as other products. The City of Dallas has expressed interest in the development of a regional tire recycling facility. This would help minimize the over-accumulation of tires in the region, improve the environment, improve health and safety resulting from improperly disposed of tires, and create jobs. Staff proposed that the Tire Recycling Program be added to Mobility 2045 under the Environmental Considerations chapter. Draft language for inclusion was detailed in Electronic Item 7. Staff also proposed that this program also be included in the Metropolitan Transportation Plan Policy Bundle. Staff will also continue discussions with local governments and the Regional Transportation Council to implement this effort. An overview of the program was provided in Electronic Item 7. Lee M. Kleinman noted that this effort stems from the City of Dallas' frustration of tires being dumped into the Trinity River floodway and the realization that this issue is not unique to Dallas but is a regional problem. The City of Dallas is interested in a creative solution, as well as looking for incentives for proper disposal and clean up. A motion was made to approve the addition of Tire Recycling Program language to Mobility 2045 and the incorporation of the program into the Metropolitan Transportation Plan Policy Bundle. Action also included approval to continue discussions with the Regional Transportation Council and local governments to advance conversations for policy implementation. Lee M. Kleinman (M); Ann Zadeh (S). The motion passed unanimously.

8. **Regional Transportation Council Legislation and Finance Partnership – Committee of the Whole Meeting Follow-up and Legislation Update:** Jungus Jordan highlighted the items discussed at the Regional Transportation Council (RTC) Legislation and Finance Partnership – Committee of the Whole, noting that this was an outline of topics for discussion regarding the upcoming State legislative session as well as federal legislative items. He asked that RTC members support the RTC Legislative Program recommended by the Committee and to be presented by staff.

Amanda Wilson highlighted potential items for the upcoming 2019 RTC State Legislative Program. She noted that this was an early discussion of topics to determine what items were important to local partners. As a reminder, the previous RTC Legislative Program was a three-tiered program to protect the flexibility at the time, add additional flexibility, and broad topics of support. For this next legislative session, staff would like to streamline the program with focus on topic areas. Potential topics may include revenue collection based on vehicle miles traveled (VMT), electric vehicles, use of Comptroller revenues as an infrastructure bank, and emerging trends such as transit, high-speed rail, and other new technologies. In addition, the 2019 legislative session may also be the time to discuss local option. When last addressed in 2009, a menu approach was used in which local governments were authorized to seek additional revenues from their voters for transportation projects. Regarding the RTC Federal Legislative Program, the current Fixing America's Surface Transportation (FAST) Act will expire in 2020. In the interim, or perhaps combined with a reauthorization bill, an infrastructure bill is expected to be released. Potential topics may include VMT-based revenue collection, the implications to Texas as a remaining donor state, the use of the latest census for funding formulas, electric vehicles, and an infrastructure bank pilot test. Ms. Wilson also provided an update on federal legislative items. Since the last update, the Fiscal Year (FY) 2018 Appropriations bill was approved and included an increase in transportation revenues. This includes \$47.5 billion through 2018 for Federal Highway Administration programs, \$10.5 billion for transit, and \$1.5 billion for the replacement to the Transportation Investment Generating Economic Recovery (TIGER) program now called the Better Utilizing Investments to Leverage Developments (BUILD) Discretionary Grant Program. In February 2018, the Trump Administration released a more detailed infrastructure plan with principles to stimulate growth and the economy, and reduce barriers. This may be one bill in the future, or portions of the plan may be released such as the "One Agency, One Decision" permitting framework that came out in April that establishes a more cooperative process between federal agencies who are reviewing environmental documents. Ms. Wilson also discussed the upcoming FY2019 appropriations. Subcommittees have discussed proposed budgets. One topic, not specifically transportation, is FY2019 National Defense Authorization. This authorization funds the Office of Economic Adjustment. The North Central Texas Council of Governments (NCTCOG) has received grant funding through this office to carry out joint land use study projects in the region around military installations. Congress is considering a \$15 billion rescission package that could include \$279 million of Department of Transportation funds. These would generally be from older and unspent earmarks, but staff is working to determine the potential impact to the State. NCTCOG staff is working on recommendations related to the proposed funding cuts to this office. In addition, Ms. Wilson discussed Texas legislative items. During recent interim committee hearings funding, the Texas Department of Transportation Sunset bill, and finance mechanisms were discussed. The House Appropriations committee will be discussing the Texas Emissions Reduction Plan fund balance later in May. In closing, Ms. Wilson highlighted legislative items for RTC approval. A motion was made to approve: 1) staff to send a letter to the Comptroller's Office supporting work on transportation revenue impacts associated with electric vehicle use and to support potential statutory updates; 2) support for the appropriation of the residual

balance of previously collected Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program (LIRAP)/ Local Initiative Projects (LIP) funds in the RTC Legislative Program; 3) staff to engage State officials by hosting a lunch/workshop for legislators or their staff on transportation issues; 4) developing and sharing the RTC legislative position with local governments and other partner entities; 5) advancing communications with the Federal Railroad Administration's office and hosting a workshop to discuss federal transportation issues and project leveraging; and 6) support for the Department of Defense's Office of Economic Adjustment. Jungus Jordan (M); Lee M. Kleinman (S). The motion passed unanimously.

9. **Mobility 2045 Update and Associated Transportation Conformity Analysis:** Kevin Feldt provided an update on the development of Mobility 2045. He noted that the majority of recommendations remain unchanged. For arterial capacity recommendations, changes in the City of Rowlett/City of Sachse area have been made to two arterial capacity improvements. All project maps and tables associated with the recommendations are available for review at www.nctcog.org/mobility2045. In addition, he highlighted comments received through the public involvement process. Most recently in April, public comments included completing as soon as possible IH 635 East with tolled managed lanes, building more lanes during initial construction of a project versus adding later, and how ride sharing is accounted for in the Mobility Plan. He noted the official public comment period for Mobility 2045 ends June 7, 2018. Staff will revise recommendations based on the comments received by the deadline. Action will be requested on the final document at the May 25, 2018, Surface Transportation Technical Committee meeting and the June 14, 2018, Regional Transportation Council meeting followed by the process for the air quality conformity determination. Presentation material was provided in Electronic Item 9.

Jenny Narvaez provided the draft air quality analysis results for Mobility 2045. The analysis was conducted for the 9- and 10-county ozone nonattainment area for analysis years 2018, 2020, 2028, 2037, and 2045. Draft conformity results for nitrogen oxides and volatile organic compound emissions show the budget for each emission category falls below the 2017 Motor Vehicle Emission Budgets. These results include reductions from Regional Transportation Council initiatives to address air quality. In addition, Ms. Narvaez noted the graphics show the removal of Rockwall County under the 2015 ozone standard designations recently announced, since the county will no longer be in nonattainment.

Sandy Greyson discussed a request from several months ago that Mobility 2045 include targets for mode share. She noted the requester has been unable to locate the information in the draft Mobility 2045 material. Mr. Feldt noted mode share has been included as a policy in the Mobility Options section of Mobility 2045. Targets have not been set at this time, but the policy is included as part of the document. Ms. Greyson requested the targets be provided to her following the meeting. Mr. Feldt noted that staff has also received subsequent correspondence addressing this issue, which will also be provided to Ms. Greyson. Paul Wageman noted that Dallas Area Rapid Transit (DART) staff appreciates the collaboration with North Central Texas Council of Governments staff during the development of Mobility 2045. He added some of the members of the DART Board recently raised the question about the mode share targets in the document. He requested the information also be transmitted to DART Board members. In addition, the DART Board would like more discussion around the category of funding for transit and population project model and requested staff meet with DART staff to address the questions.

10. **Air Quality Update:** Chris Klaus provided an update on the 2018 ozone season which began on March 1, 2018. To date, the region has experienced five exceedance days and

the current design value was 73 parts per billion (ppb). At this time last year, the region's design value was 75 ppb. He highlighted the Air Quality Handbook, distributed to members at the meeting and noted that additional copies were available upon request. Mr. Klaus also highlighted the various 8-hour ozone National Ambient Air Quality Standards (NAAQS). In 2014, the Environmental Protection Agency (EPA) declared the region met the 1997 standard of 85 ppb. In March 2015, the EPA designated the DFW 10-county region as moderate nonattainment for the 2008 standard of 75 ppb. The region remains under the 2008 standard for the 10-county region, but also under the 2015 standard of 70 ppb for the recently announced 9-county region with Rockwall County removed. The classification effective date, which triggers subsequent deadlines, is expected in the near future but is anticipated to be an attainment deadline of the summer of 2021 using ozone data for 2018, 2019, and 2020. Until the implementation rule is received, the region will be governed by both the 2008 and 2015 standards. Related correspondence was provided in Electronic Item 10. In closing, Mr. Klaus discussed a recent ruling by the United States District Court of Appeals for the District of Columbia Circuit that partially vacated aspects of the EPA's 2008 Ozone Standards Implementation Rule dealing with the waiver of statutory attainment deadlines associated with the 1997 8-hour ozone NAAQS. The EPA has requested a rehearing to have the court's interpretation of anti-backsliding and transportation conformity requirements reconsidered, as well as the court's decision on vacating certain 2008 State Implementation Plan requirement provisions. Staff will monitor the request and provide updates to members as needed.

11. **Automated Vehicle Deployment in the Region:** Thomas J. Bamonte provided information on an upcoming automated vehicle deployment in the City of Frisco. The second major automated vehicle deployment in the region, by Drive.ai, is a public-private partnership among the Denton County Transportation Authority (DCTA), the City of Frisco, Frisco Station, The Star, and Hall Group. The six-month pilot program will serve up to approximately 10,000 users and will begin in July 2018. Drive.ai is unique in that it does not attempt to hide that its vehicles are automated. Signage on the sides of its vehicles communicates vehicle intentions to bystanders. Operation will be on low-speed roadways during daylight hours. The Dallas-Fort Worth region was selected by the developer after a nationwide search. The region's reputation for innovation and the State's new automated vehicle legislation were cited as key reasons for choosing the region. The City of Arlington's Milo deployment paved the way for this pilot program. Site selection criteria also included the region's innovation track record, infrastructure condition, proactive cooperation between city departments, ability to meet quick deadline requirements, and public/private partnership support. Mr. Bamonte noted that a panel discussion was scheduled for 4:30 pm that day to discuss the pilot program and that an additional opportunity for members of the Regional Transportation Council to ride in the vehicle and interact with the developer was scheduled for May 11, 2018.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, June 14, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.

Waze/511DFW Data Sharing Program: Guide for Applicants

North Central Texas Council of Governments

March 23, 2018

Overview

Purpose: Provide grants to assist local partners in making their road closure and special event information accessible to support travel navigation applications without investment in new equipment or software platforms.

Schedule

Grant Opportunity	
Announcement	3/23/18
Application deadline	5/4/18
STTC Approval—Grants	5/25/18
RTC Approval—Grants	6/14/18
Executive Board Approval—Grants	6/28/18
Execute Agreements	July 2018
Project Implementation	August 1 – Oct 31, 2018

Possible Solutions

NCTCOG does not endorse any specific solution or vendor but is aware of some options for how local partners can supply road closure and special event information to travel navigation services—e.g.,

- Email to services such as Waze/Google Maps (Closures@Google.com); Inrix (Support@Inrix.com); HERE ([HERE Traffic Alerts@here.com](mailto:HERE_Traffic_Alerts@here.com))
- Participation in [Waze Connected Citizens Program](#)
- Use of .XML feeds

See STTC presentation for more information:

http://www.nctcog.org/trans/committees/sttc/documents/Item_3.sttc042817.pdf

Application

The application is a questionnaire on Survey Monkey that is accessible here:

https://www.surveymonkey.com/r/WazeDataSharing_2018

Eligibility Requirements

1. Public entity has jurisdiction over highways/streets or transit system
2. Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
 - A. Number/mileage of Routes of Significance ([List](#); [Map](#)) in the community
 - B. Traffic volumes in community
 - C. Population of the community
 - D. Connectivity with other jurisdictions sharing their highway and traffic or transit conditions data
 - E. Ability to share highway and traffic condition or transit conditions data with multiple parties as a result of proposed solution
3. Ability to implement proposed solution in a timely fashion [30%]

Contact Information

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Automated Vehicle Program**

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Traffic Signal Data Sharing Program: Guide for Applicants

North Central Texas Council of Governments

March 23, 2018

Overview

Purpose: Provide grants to assist local partners in making their traffic signal data accessible to developer community to support connected vehicle, V2I and travel navigation applications without investment in new equipment or software platforms.

Schedule

Grant Opportunity	
Announcement	3/23/18
Application deadline	5/4/18
STTC Approval—Grants	5/25/18
RTC Approval—Grants	6/14/18
Executive Board Approval—Grants	6/28/18
Execute Agreements	July 2018
Project Implementation	August 1 – Oct 31, 2018

Possible Solutions

NCTCOG does not endorse any specific solution or vendor but is aware of some options for making a city's traffic signal data accessible:

- Connected Signals (<https://connectedsignals.com/> - mginsberg@connectedsignals.com)
- Traffic Technology Services (<http://www.traffictechservices.com/> - kiel.ova@traffictechservices.com)
- ATMS vendors with data-sharing modules—e.g., Trafficware's Connected Vehicle Module (<http://www.trafficware.com/trafficware-launches-connected-vehicle-application-in-atmsnow-central-traffic-management.html>)

There may be other solutions available to a city that are discoverable via consultation with ATMS vendors, consultants or industry experts.

Application

The application is a questionnaire on Survey Monkey that is accessible here:

https://www.surveymonkey.com/r/TrafficSignalDataSharing_2018

Eligibility Requirements

1. Public entity has jurisdiction over traffic signals
2. Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
 - A. Number of traffic lights made accessible
 - i. Immediately
 - ii. Within one-year
 - iii. Within more than one year
 - B. Number of traffic signals on Routes of Significance ([List](#); [Map](#))
 - C. Traffic volumes served by accessible traffic signals
 - D. Connectivity with other jurisdictions sharing their traffic signal data
 - E. Ability to share traffic signal data with multiple parties
3. Ability to implement proposed solution in a timely fashion [30%]

Contact Information

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ELECTRONIC ITEM 2.1.3 APPLICANTS AND PROPOSED AWARDS - 511/WAZE DATA SHARING PROGRAM

Applicant	Amount Requested	CCP Member	Proposed Award	Contact	Proposed Solution
Frisco	\$25,000	Yes	\$25,000	Brian A. Moen, 972-292-5450 bmoen@friscotexas.gov	<p>What: (1) Create GIS summary dashboard using Waze feed; (2) combining Waze crash info with Milestone video management system to assist 911 dispatchers in rapid first-responder deployment.</p> <p>Why: Improve regional mobility, emergency response, and public safety.</p>
Plano	\$25,000	Yes	\$25,000	Rama Dhanikonda sdhanikonda@plano.gov 972-941-5341	<p>What: Six options:</p> <ol style="list-style-type: none"> 1. Procure ArcGIS GeoAnalytics Server to analyze patterns and aggregate Waze data saved via GeoEvent Server, in the context of both space and time. 2. Integrate Waze feeds with first responders mapping system for PD and Fire departments. 3. Create a system that automatically pulls up the surveillance camera that aims in the direction of the coordinates associated with a Waze input for a traffic crash and may be records for a set duration. Plano and Frisco use "Milestone" software for surveillance cameras so this application could have cross-jurisdictional benefits. 4. Implement system and application integrations, and develop notification system for crashes and other alerts. 5. Use Waze live alerts to produce work orders for Public Works and Animal Services related to potholes, signal faults, leaning poles, dead animals, and other such categories. 6. Procure iCone work zone equipment modification kits to directly report work zone information to Waze. <p>Why: Improve city mobility through integration of different TMS platforms.</p>

Applicant	Amount Requested	CCP Member	Proposed Award	Contact	Proposed Solution
Lewisville	\$25,000	Yes	\$20,000	Sagar Medisetty vmedisetty@cityoflewisville.com (972)219-5027	What: Purchase GIS data server module to integrate Waze and 511DFW data feed into 911 data center. Why: Improve mobility and safety throughout Lewisville and neighboring area.
Denton	\$5,000	Yes	\$5,000	Kathryn Welch kathryn.welch@cityofdenton.com (940) 349-8989	What: (1) Provide JSON feed of construction and road closure data to Waze; (2) staff training. Why: Support improved situational awareness to users of Denton roadways.
Arlington	\$25,000	Yes	\$20,000	Paul Iwuchukwu paul.iwuchukwu@arlingtontx.gov 817 459 6376	What: (1) Add iCone devices to TC contractors; (2) integrate City's maint fleet to Waze with new sensors Why: Enable broadcasting of work fleet info to Waze for safer work zones.
McKinney	\$25,000	Yes	\$13,000	Matt Tilke mtilke@mckinneytexas.org 972-547-7438	What: Procure and implement third-party GIS extension software to ingest Waze data. Why: Allow data storage, real-time and historical analysis, and automated integration with other City software platforms.
Cedar Hill	\$20,000	No	\$20,000	Robert Woodbury robert.woodbury@cedarhilltx.com 972-291-5126 ext. 2812	What: Hire consultant to train staff regarding use of Waze and to assist in implementing agreements. Why: Expand ITS Master Plan to include participation in Waze CCP.

Applicant	Amount Requested	CCP Member	Proposed Award	Contact	Proposed Solution
Burleson	\$25,000	Yes	\$15,000	Aaron Russell, P.E. Director of Public Works arussell@burlesontx.com 817-426-9837	<p>What: Hire consultant to train staff regarding use of Waze and to assist in implementing agreements.</p> <p>Why: Expand ITS Master Plan to include participation in Waze CCP.</p>
NCTCOG	\$25,000	Yes	---		<p>What: Integrate the WAZE data into the 511DFW backend interface called EcoTrafix.</p> <p>Why: Facilitate integration of regional traffic data into 511DFW for use by partner agencies.</p>

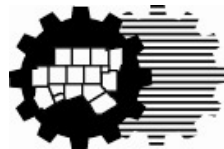
Traffic Signal Data Sharing Grant Applications

ELECTRONIC ITEM 2.1.4 PROPOSED GRANT AWARDS - TRAFFIC SIGNAL DATA SHARING				
Applicant	Amount Requested	Proposed Award	Contact	Technical Proposal
Plano	\$25,000	\$22,000	Rama Dhanikonda sdhanikonda@plano.gov 972-941-5341	<p>What: Three options:</p> <ol style="list-style-type: none"> 1. Procure and deploy communication devices such as DSRC units for autonomous vehicle applications. 2. Our license for the data sharing module in our ATMS expires in October 2018. We would like to use the second round of the signal data sharing grant to purchase the module in full. 3. Develop a real time network wide traffic signals coordination system that helps traffic management center operators and engineers identify timing and progression issues, and also implement incident/construction related signal timing adjustments. <p>Why: Support a multi-phase effort including using the current grant to complete the first phase of the project--development of an application to integrate live data feeds from signal controllers (implemented in the first round of the signal data sharing grant) and display information on a map. May also include incorporating progression bands between signalized intersections citywide.</p>
Frisco	\$25,000	\$22,000	Brian A. Moen, 972-292-5450 E-mail: bmoen@friscotexas.gov	<p>What: Purchase and install DSRC radios for 10 to 12 traffic signals.</p> <p>Why: To support the autonomous vehicle (AV) pilot operating in south Frisco and to provide low-latency communication.</p>
Lewisville	\$25,000	\$21,000	Sagar Medisetty vmedisetty@cityoflewisville.com (972)219-5027	<p>What: (1) Purchase and install add-on data sharing modules for the ATMS.now server in our Traffic Management Center in order to make the traffic signal data shareable; (2) conducting training for the traffic management staff on how to share the data and use the data.</p> <p>Why: To support the Vehicle-to-Infrastructure (V2I) communication and connected vehicles platform which will in turn improve mobility, enhance safety and reduce emissions.</p>
Arlington	\$25,000	\$20,000	Paul Iwuchukwu paul.iwuchukwu@arlingtontx.gov 817 459 6376	<p>What: Use the second round of the grant to expand the ATSPM system to 10 additional intersections Focusing on collecting high-resolution data across all of our upgraded intersection data collection systems.</p> <p>Why: To expand Arlington's ATSPM system.</p>
Allen	\$25,000	\$20,000	Chris Flanigan cflanigan@cityofallen.org 214.509.4578	<p>What: Purchase "CV Data Sharing Module" for the central system for center to center connection.</p> <p>Why: To share the traffic signal timing data with the subscribers and for communication improvement for school zone flashers system.</p>
McKinney	\$25,000	\$20,000	Matt Tilke mtilke@mckinneytexas.org 972-547-7438	<p>What: Utilize this grant funding to supplement City funds for the procurement and implementation of the data sharing module of the KITS software system at select intersections.</p> <p>Why: Support City-funded signal controller and central system upgrade project that will improve traffic management.</p>

Clean Fleets North Texas 2018 Call For Projects Funding Recommendations

**Regional Transportation Council
June 14, 2018**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**

Available Funding

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

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	\$47,861
Call For Projects Funds Available	\$2,047,894

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

***Additional funds from the Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) will be Added to This Funding Initiative as They are Received.*

Project Eligibility

Eligible Entities:

Local Governments

Private Companies Who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

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

**All Old Vehicles/Equipment Must be Scrapped*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

Summary of First Round Applications

	Requested	Eligible	Recommended
Number of Applicants	5	5	5
Number of Activities	21	21	21
Funding Requested*	\$1,133,123	\$1,133,123	\$1,133,123
Call For Projects Funds Available			\$2,047,894
Balance Remaining for June 29 Deadline			\$914,771

**All Public Sector Applicants*

**Recommendations Represent Applications Received by April 27;
No Applications Received in May**

Refer to Reference Item 9.2 for More Details

Call for Projects Schedule

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

Fleet Funding Opportunities

Clean Fleets North Texas 2018 Call for Projects

Next Deadline: June 29 at 5 pm

TERP Emissions Reduction Incentive Grant Program

Heavy-Duty Vehicles, Equipment, or Stationary Engines

Primarily Replacements

Higher Funding Thresholds

TERP Light-Duty Motor Vehicle Purchase or Lease Incentive

Light-Duty Electric, Propane, or Natural Gas Vehicles

\$2500 Rebate for Electric and Plug-In Hybrids

\$5000 for Propane or Natural Gas

First-Come, First-Served through May 2019

Action Requested

Approval of Staff Funding Recommendations

Award of any Additional TCEQ SEP Funds Received to Recommended School Bus Projects

For More Information

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Clean Fleets North Texas 2018 Call For Projects Funding Recommendation

Project Recommendations from Applications Submitted by April 27, 2018 Deadline

Rank	Applicant	Activity	Old Vehicle Information						New Vehicle Information			NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*	Funding Level	Recommended Grant Amount		
			Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Idling Hours/Year	Model Year	Engine Fuel									Cost	
1	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	\$93,361	1.38	\$16,913	0.13	0.33	0.54	0.00	25%	\$23,340	
2	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	\$92,000	0.74	\$30,889	0.08	0.19	0.27	0.00	25%	\$23,000	
3	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	\$93,361	0.61	\$38,515	0.09	0.13	0.42	0.00	25%	\$23,340	
4	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	\$159,230	1.40	\$39,882	0.12	0.33	0.73	336.56	35%	\$55,731	
5	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	\$159,230	1.20	\$46,535	0.11	0.28	0.60	209.39	35%	\$55,731	
6	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	\$159,230	1.09	\$51,120	0.09	0.26	0.55	208.24	35%	\$55,731	
7	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	\$159,230	1.02	\$54,446	0.09	0.24	0.50	179.48	35%	\$55,731	
8	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	\$159,230	0.91	\$61,068	0.08	0.22	0.44	165.78	35%	\$55,731	
9	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	\$93,361	0.35	\$67,535	0.02	0.05	0.09	0.00	25%	\$23,340	
10	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	\$159,230	0.80	\$69,524	0.07	0.20	0.37	120.22	35%	\$55,731	
11	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	\$155,000	0.55	\$70,276	0.07	0.07	0.25	0.00	25%	\$38,750	
12	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	\$159,230	0.61	\$91,152	0.06	0.15	0.28	103.07	35%	\$55,731	
13	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	\$190,000	0.50	\$94,358	0.03	0.05	0.14	0.00	25%	\$47,500	
14	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	\$159,230	0.55	\$101,181	0.06	0.14	0.23	67.37	35%	\$55,731	
15	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	\$159,230	0.55	\$101,291	0.05	0.14	0.24	80.26	35%	\$55,731	
16	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	\$159,230	0.53	\$106,032	0.05	0.13	0.24	90.25	35%	\$55,731	
17	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	\$159,230	0.50	\$111,105	0.05	0.12	0.21	59.33	35%	\$55,731	
18	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	\$159,230	0.50	\$111,239	0.05	0.12	0.23	84.31	35%	\$55,731	
19	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	\$159,230	0.45	\$123,516	0.05	0.12	0.17	40.50	35%	\$55,731	
20	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	\$290,000	0.51	\$141,823	0.06	0.06	0.22	0.00	25%	\$72,500	
21	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	\$627,421	0.32	\$483,226	0.02	0.03	0.10	0.00	25%	\$156,855	
Totals													\$3,704,494	15.08	\$75,133	1.44	3.35	6.80	1,744.74		\$1,133,123

NO_x: Nitrogen Oxides
 PM2.5: Particulate Matter Less Than 2.5 Micrometers
 HC: Hydrocarbons
 CO: Carbon Monoxide
 CO2: Carbon Dioxide
 ULSD: Ultra-Low Sulfur Diesel
 CNG: Compressed Natural Gas

* Quantified Using EPA Diesel Emissions Quantifier (DEQ)

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

Air Quality and Transportation Funding & Resources



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



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
AirCheckTexas Drive a Clean Machine Program 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
Clean Diesel Funding Assistance Program FY 2018 (DERA) 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 aqgrants@nctcog.org	June 12, 2018
Clean Fleets North Texas 2018 Call for Projects Grants for Replacement of Heavy-Duty Diesel Vehicles and Equipment	Heavy-Duty Diesel Vehicles and Equipment	45% for Electric 35% CARB Low NOx Engines 25% for All Others	Local Governments Private Entities that Contract with Local Governments	Last Friday of each Month until All Funds Exhausted
Emissions Reduction Incentive Grants (ERIG) Program Grants for New Purchase or Lease, Replacement, Repower, Retrofit or Add-On of Emission-Reduction Technology for On-Road Heavy-Duty Vehicles, Non-Road Equipment, Marine Vessels, Locomotives or Stationary Engines	Medium or Heavy-Duty Vehicles (GVWR > 8,500)	Up to 80% of the Eligible Cost, not to exceed \$12,500 per ton NO _x reduced for locomotive or marine projects, or \$17,500 per ton NO _x reduced for all other projects	Individuals, Corporations, Organizations, Governments, School Districts, or Any Other Legal Entity	August 15, 2018
Federal Electric Vehicle Tax Credit 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
Fleets for the Future Discounted Prices through Cooperative Procurement to Purchase Alternative Fueled Vehicles and Related Infrastructure	Light, Medium and Heavy Duty Vehicles	Varies	Public Fleets	Varies
IC Bus Grant Program Grants for New Purchases of Propane-Powered CE Series School Buses	School Buses	\$5,000 per Purchase	School Districts	Until All Funds are Awarded
Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP)	Light-Duty Vehicles	Up to \$5,000 for CNG or LPG	Only Vehicles Purchased or Leased in Texas are	May 31, 2019

Air Quality Funding Resources

Grants for Replacement or Repower of Diesel or Gasoline Vehicles with Natural Gas or Propane		Up to \$2,500 for Electric or Hydrogen	Eligible for the Incentive	
Low or No Emission Grant Program 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
Propane Council of Texas Incentives Incentives to Purchase Propane Powered Vehicles or Convert Vehicles to Propane Power	Light, Medium or Heavy-Duty Vehicles	up to \$7,500 per Vehicle or Conversion	Private Companies	Until All Funds are Awarded
Texas Clean School Bus Program 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
Texas Natural Gas Vehicle Grant Program 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
Advanced Vehicle Technologies Research Funding for Research Projects to Advance Technology and Efficiency	Technology and Energy Efficiency	Varies	Unrestricted	Concept: 5/29/2018 Application: 7/13/2018
The Climate Trust Programs Funding for New Innovative Projects that Offset Greenhouse Gas Emissions	Energy Efficiency	Varies	Public Private General Public	No Deadline
Database of State Incentives for Renewable and Efficiency (DSIRE) Comprehensive Listing of Incentives and Policies	Energy Efficiency	Varies	Varies	No Deadline
Federal and State Incentive and Laws (Including Tax Credits) Comprehensive listing of Federal and State Incentives related to Clean Vehicles and Fuels	Alternative Fueled Vehicles	Varies	Varies	No Deadline
North Texas Airport Emissions Reduction 2017 Call for Projects Replace or Repower Diesel Ground Support Equipment	Airport Ground Support Equipment	25 - 40% of Incremental Costs	Public Private	Final Deadline September 29, 2018
Propane Council of Texas Incentives 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
Take a Load Off, Texas Incentive Programs Incentives for Energy-Related Retrofit Projects Provided by Oncor	Energy Efficiency	Varies	Public Private General Public	No Deadline
Texas Loan STAR Revolving Loan Program Low-Interest Loans to Finance Energy-Related, Cost-Reduction Retrofit Projects	Energy Efficiency	Up to a \$8 Million Loan	Public	August 31, 2018
Biofuel Infrastructure Partnership Grant via Protec NEW! Grants for purchase and installation of new fueling equipment	Infrastructure to support higher ethanol blend utilization	Up to 85%	State and local governments; businesses	August 31, 2018 Contact Andrew Greenberg at andy@protecfuel.com

Already Received Grant Funding from NCTCOG?

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[Usage Reporting](#)

[See what NCTCOG Has Already Funded and Sign Up for Email Updates!](#)



[Funding Opportunity Archive](#)



[Sign-Up for Email Updates](#)

Clean Air Action Day STTC Challenge

Air North Texas invites North Texans to participate in Clean Air Action Day (CAAD) on Friday, June 22, 2018, by doing at least one thing to help improve air quality. Example clean air actions include: carpooling, vanpooling, using mass transit, biking or walking, telecommuting, taking lunch to work, reducing idling, and combining trips. These are just a few examples of the simple things that make a difference in improving air quality. Participants can view the full list of actions and make Clean Air Action Day commitments at www.airnorthtexas.org/cleanairactionday.

We encourage Surface Transportation Technical Committee (STTC) member organizations to support this effort by facilitating Clean Air Action Day challenges through your organization. Transportation Development Credits (TDCs) will be available for top participating Air North Texas partners. Details about participating in the challenge and qualifying for the TDC incentive are below.

Challenge Participation Details

- To qualify for the TDCs, you must be an Air North Texas partner as of June 22, 2018. Refer to the attached contact list (Attachment A) to determine whether your organization is an Air North Texas partner. To become a partner, submit the signed Air North Texas Partner Agreement (Attachment B) to airnorthtexas@nctcog.org by June 22, 2018.
- Current partners should coordinate with their organization's Air North Texas representative (see Attachment A for list of contacts). They will be familiar with Air North Texas and Clean Air Action Day, and may already have a Clean Air Action Day plan in place.
- If your organization is lacking an Air North Texas representative and/or in the process of becoming a partner, coordinate directly with Whitney Vandiver at wvandiver@nctcog.org.
- Top participating organizations will be determined by percentage so smaller organizations have a fair chance of earning the TDC incentives.
- Encourage employees of your organization to make Clean Air Action Day commitments at www.airnorthtexas.org/cleanairactionday no later than Sunday, June 24, 2018. Request that employees fill in the "Company/Government Entity/Organization" AND "STTC Affiliation" fields. Air North Texas staff will use the information provided in this form to determine the top participating organizations.
- Have your Air North Texas partner representative submit the attached form (Attachment C) to Air North Texas staff by June 29, 2018.

STTC Member Organizations	ANTx Partner?	ANTx Contact	Email
DART	Yes	Bob English	REnglish@dart.org
DCTA	Yes	Kelly Briggs	kbriggs@dcta.net
Cit of McKinney	No		
City of Allen	No		
City of Arlington	Yes	Andy Richardson	andrew.richardson@arlingtontx.gov
City of Bedford	Yes	Jeff Florey	jeff.florey@bedfordtx.gov
City of Burleson	No		
City of Carrollton	No		
City of Cedar Hill	Yes	Duy Vu	duy.vu@cedarhilltx.com
City of Cleburne	No		
City of Colleyville	No		
City of Coppell	No		
City of Dallas	Yes	Kevin Overton	kevin.overton@dallascityhall.com
City of Denton	Yes	Katherine Barnett	katherine.barnett@cityofdenton.com
City of DeSoto	No		
City of Duncanville	No		
City of Euless	No		
City of Farmers Branch	No		
City of Fort Worth	Yes	Diane Covey	diane.covey@fortworthtexas.gov
City of Frisco	No		
City of Garland	No		
City of Grand Prairie	Yes	Cindy Mendez	cmendez@gptx.gov
City of Grapevine	Yes	Jimmy Brock	jbrock@grapevinetexas.gov
City of Greenville	No		
City of Haltom City	No		
City of Hurst	No		
City of Irving	No		
City of Keller	No		
City of Lancaster	No		
City of Lewisville	No		
City of Mansfield	No		
City of Mesquite	Yes	Kathy Fonville	kfonvill@cityofmesquite.com
City of North Richland Hills	Yes	Marrk Callier	mcallier@nrhtx.com
City of Plano	Yes	Alex Pharmakis	alexpharmakis@plano.gov
City of Richardson	Yes	Lindsay Turman	lindsay.turman@cor.gov
City of Rowlett	No		
City of Southlake	No		
City of The Colony	No		
City of Weatherford	No		
City of Wylie	No		
Collin County	No		
Dallas County	Yes	Lauren Trimble	lauren.trimble@dallascounty.org
Denton County	No		
DFW International Airport	Yes	Emily Conway	econway@dfwairport.com
Ellis County	No		
Hood County	Yes	Michelle McKenzie	mmckenzie@hoodcountycleanair.com
Hunt County	No		
Johnson County	No		
Kaufman County	No		
North Texas Tollway Authority	No		
Rockwall County	No		
Tarrant County	Yes	Sam Adamie	saadamie@tarrantcounty.com

TCEQ	No		
Town of Addison	No		
Town of Flower Mound	No		
Trinity Metro	Yes	Laura Hanna	laura.hanna@fwta.org
TxDOT, Dallas	Yes	Michelle Releford	michelle.releford@txdot.gov
TxDOT, Fort Worth	Yes	Michael Peters	michael.peters@txdot.gov
Wise County	No		



AIR NORTH TEXAS PARTNER AGREEMENT

WHEREAS, the Regional Transportation Council, 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 a forum for cooperative decisions on transportation; and,

WHEREAS, the _____ is a _____ that supports the Regional Transportation Council and the goals and mission statements of the *Air North Texas* campaign; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the primary goal of air quality management is the protection of public health and welfare, reducing and improving the health impacts caused predominantly by mobile-source emissions with the assistance of partnering entities while preserving the economic vitality of the region; and,

WHEREAS, the North Central Texas Council of Governments has formed alliances with public and private entities in the region to assist and support in the development of the *Air North Texas* campaign elements, and the dissemination of information; and,

WHEREAS, the *Air North Texas* campaign is a collaborative initiative involving partners from public, private and non-profit entities that will promote a consistent regional message; and,

WHEREAS, the *Air North Texas* campaign is committed to increasing air quality awareness to citizens and residents in the North Texas region; and,

AIR NORTH TEXAS PARTNERS PLEDGE TO ACKNOWLEDGE AND ACCOMPLISH THE FOLLOWING, AS IT APPLIES OR AS APPROPRIATE:

Section 1. *Air North Texas Goal and Mission Statement*

- 1.1** A voluntary effort and creative platform to develop a regional brand to generate increased awareness that will foster behavioral changes to improve air quality
- 1.2** An all-inclusive branding effort that will serve to bridge existing and developing air quality programs into one comprehensive and mutually complementary initiative

Section 2.

Air North Texas Support to Partners

- 2.1 Promotion and placement of partner logos on www.airnorthtexas.org
- 2.2 *Air North Texas* partners will be promoted and recognized throughout the run of the campaign as a regional partner, generating consistent brand visibility
- 2.3 Sample press releases are available for download online
- 2.4 Advertising collateral and campaign materials are available for download online
- 2.5 Partner recruitment tools will be provided to aid in the process of soliciting new and potential members
- 2.6 Shared results generated from the annual performance evaluation process
- 2.7 Shared results generated from audience survey

Section 3.

Partners Support to Air North Texas (where applicable and as appropriate)

3.1 Branding

- 3.1.1 Placement of the *Air North Texas* brand/logo on relevant printed collateral for air quality efforts and initiatives, or where applicable
- 3.1.2 Provide a link to the official *Air North Texas* campaign Web site on your Web site. *Air North Texas* Web site buttons are available for download or the URL can be listed that shows the link: www.airnorthtexas.org

3.2 Implementation

3.2.1 Air Quality Education and Outreach

- a. Plan, host and/or participate in one or more public event to generate awareness of the *Air North Texas* campaign
- b. Plan, host and/or support one or more press, promotional, or partner recognition event for media or other stakeholders
- c. Recruit and encourage general public audience to sign up as an *Air North Texas* member to promote clean air

3.2.2 Shared Resources (non-monetary)

- a. Assist new and existing partners by providing guidance and resources needed to fulfill partner commitments (resources may be in the form of promotional/educational materials, marketing collateral, and services)
- b. Provide discounted or complementary services to *Air North Texas* partners for article placement, advertising, conference registrations and/or other events that promote the partnership and/or campaign

3.2.3 Media Relations

- a. Issue one or more press release(s) announcing your membership and participation in the *Air North Texas* campaign. Sample press releases and boilerplate information are available for download on our Web site
- b. Each quarter, publicize your organization's involvement with the *Air North Texas* campaign. Sample advertising collateral are available for download from the Air North Texas Web site

3.2.4 Regional Partner Recruitment and Solicitation

- a. Inform your members or constituents about the partnership and promote the benefits of being involved in the regional initiative
- b. Publish articles or other informational materials endorsing the partnership
- c. Identify and provide opportunities for *Air North Texas* partners to communicate with your members or constituents about the *Air North Texas* campaign and the partnership
- d. Recruit new *Air North Texas* partner(s) to assist in the planning and implementation of this regional air quality collaborative effort

3.2.5 Progress Reporting / Annual Recognition

- a. Provide an annual status report on implemented tasks

- b.** Share and exchange information with *Air North Texas* partners highlights and successes of your promotional efforts
- c.** Qualify and/or participate in annual recognition event for partners and members of the *Air North Texas* community
- d.** Distribute a survey about the *Air North Texas* campaign's overall performance to your member and/or constituents

This partner agreement is a non-binding mutual expression of cooperation to support the principles outlined in section 1. This agreement is not intended to confer or create a financial obligation or expectation of payment to or from an Air North Texas Partner, the North Central Texas Council of Governments, or the Regional Transportation Council.

Execution Date _____

Name

Title

Entity

STTC Clean Air Action Day Challenge Participation Form

Please fill out and return to airnorthtexas@nctcog.org by June 29, 2018.
Call Whitney Vandiver at 817-704-5639 for assistance.

Entity:

Challenge contact person:

Contact's email:

Contact's phone number:

Total number of employees:

Brief description of your Clean Air Action Day Challenge:

DFW Clean Cities Meetings

Upcoming

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

Past

3/27/2018	Sustainable Landscaping Solutions Workshop	Presentations
4/5/2018	Clean Fleets North Texas CFP Workshop	Presentations
4/24/2018	National Drive Electric Week Planning Call	Presentations

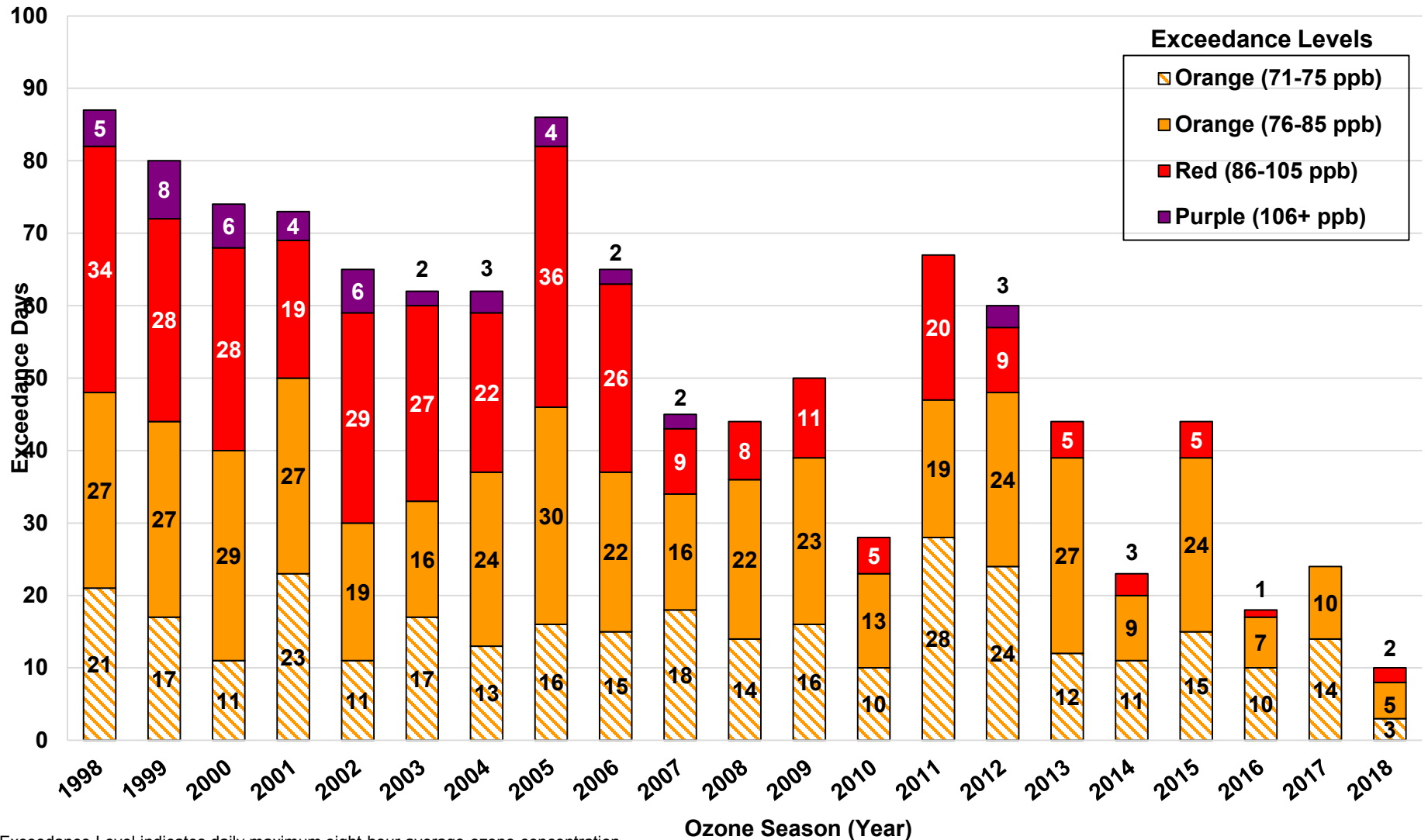
5/15/2018

Grant Funding and Fuel Cost Savings Luncheon

Presentations


8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 4, 2018)



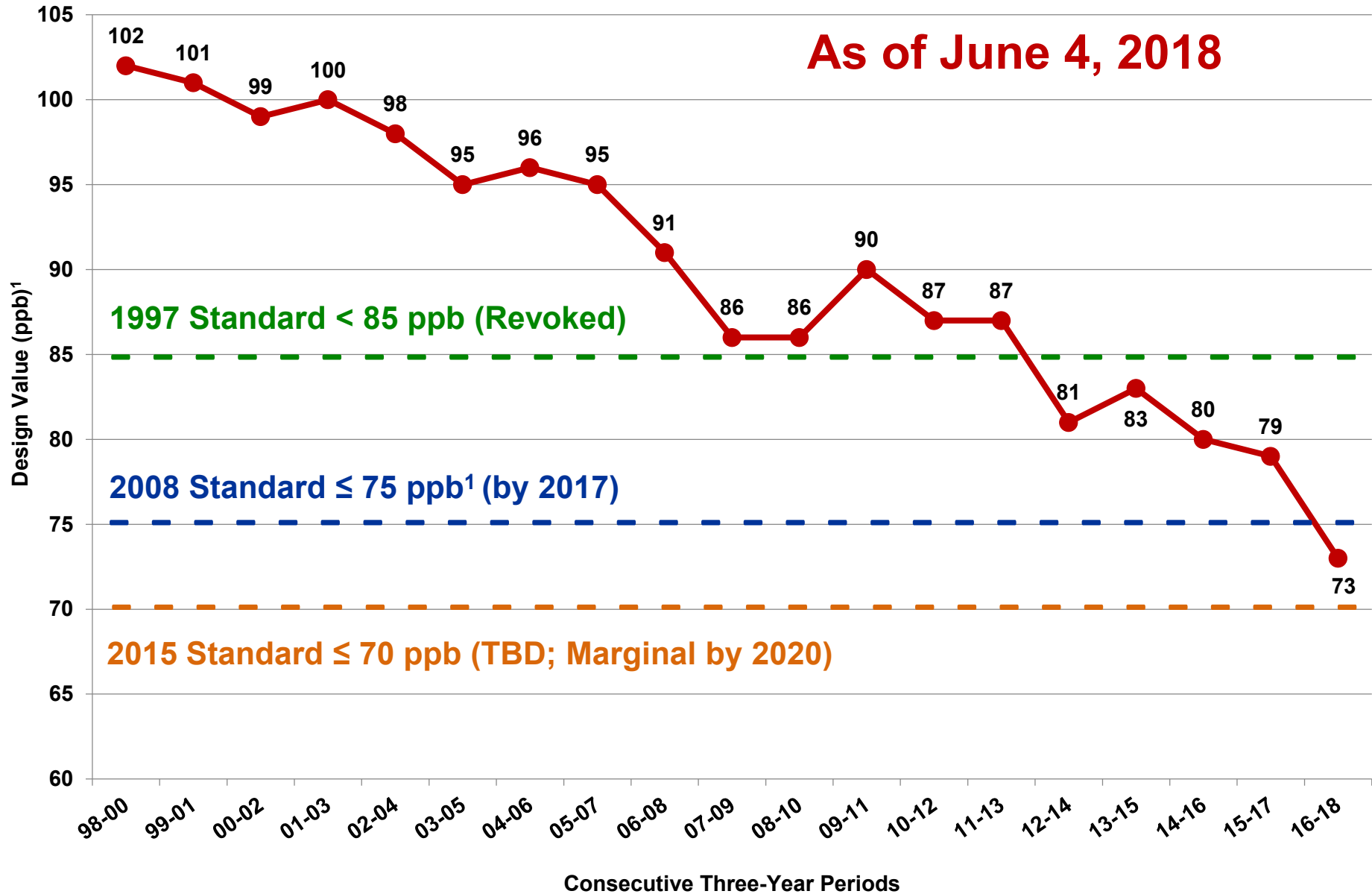
ELECTRONIC ITEM 3.4

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

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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

CONTACTS

General Air Quality:

Jenny Narvaez
Principal Air Quality Planner
(817) 608-2342
jnarvaez@nctcog.org

Jody Loza
Senior Air Quality Planner
(817) 704-5609
jloza@nctcog.org

Outreach:

Whitney Vandiver
Communications Coordinator
(817) 704-5639
wvandiver@nctcog.org



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

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

MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****Mobility 2045: The Metropolitan Transportation Plan for North Central Texas******2018 Transportation Conformity******Strategic Partnerships (Round 2)******School Projects Update*****Meeting Dates and Locations**

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

1. Tuesday, May 8, 2018 – 6:00 pm – Central Library (Fort Worth); attendance: 10; moderated by Christie Gotti, Senior Program Manager
2. Tuesday, May 15, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 10; moderated by Dan Lamers, Senior Program Manager
3. Wednesday, May 16, 2018 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 23; moderated by Dan Lamers, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Plan, 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 Metropolitan Transportation Plan for North Central Texas – presented by Kevin Feldt
2. 2018 Transportation Conformity – presented by Jenny Narvaez
3. Strategic Partnerships (Round 2) – presented by Christie Gotti (Fort Worth); Brian Dell (Arlington and Richardson)
4. School Projects Update – presented by Kathryn Rush (Fort Worth and Richardson); Shawn Conrad (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, and a video recording of the Arlington public meeting was posted at www.nctcog.org/video.

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

Summary of Presentations***Mobility 2045: The Metropolitan Transportation Plan for North Central Texas presentation:***

<https://www.nctcog.org/trans/outreach/meetings/2018/05/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 is 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 the 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.

The Regional Transportation Council (RTC) will take action on Mobility 2045 on June 14, 2018.

2018 Transportation Conformity presentation:

<https://www.nctcog.org/trans/outreach/meetings/2018/05/Conformity.pdf>

Ground-level ozone, commonly referred to as "bad ozone," forms when emissions from transportation, industrial and commercial operations and natural sources emit nitrogen oxides (NOx) and volatile organic compounds (VOC).

According to the latest Environmental Protection Agency (EPA) designations, ten counties in North Texas violate federal standards for having high concentration of ground-level ozone. This designation is known as nonattainment. These counties are currently designated nonattainment under the 2008 ozone standard. Additionally, nine out of the ten counties are also designated nonattainment under the 2015 ozone standard. (Rockwall County is in attainment under the 2015 standard.)

An air quality Conformity analysis demonstrates projected emissions from transportation projects are within emission limits established by the State Implementation Plan (SIP). The analysis also ensures federal funding and approval are applied to transportation projects that are consistent with air quality planning goals.

The RTC will take action on the 2018 Transportation Air Quality Conformity Analysis on June 14, 2018. The Federal Highway Administration (FHWA) is expected to approve Conformity no later than November 23, 2018.

Strategic Partnerships (Round 2) presentation:

<https://www.nctcog.org/trans/outreach/meetings/2018/05/Partnerships%20Round%202.pdf>

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection is occurring in stages throughout 2017 and into 2018.

The purpose of the Strategic Partnerships (Round 2) Program is to 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.

Staff is proposing to allocate more than \$20 million in non-RTC funding to various projects, including East Bear Creek Road, Merritt/Sachse Road, SH 66 at Dalrock, IH 635/LBJ at Belt Line Road, Meandering Road from SH 183 to Gillham Road, the Veterans Administration (VA) Hospital and the DFW Connector.

All partnership details will be finalized before the RTC takes action on the Strategic Partnerships (Round 2) Program in June 2018.

School Projects Update presentation:

<https://www.nctcog.org/trans/outreach/meetings/2018/05/School%20Projects.pdf>

According to the 2009 National Household Travel Survey, 72 percent of children in the Dallas-Fort Worth region are driven to school in a personal vehicle. Potential factors behind the decline in walking and biking to school include lack of sidewalks and crosswalks, distance, traffic safety concerns and personal security concerns.

The Community Schools and Transportation Program encourages coordination between school districts and local governments, advances long-term planning for school sitings, advocates for transportation safety improvements near schools and promotes alternative transportation options to schools. NCTCOG staff created several materials to help advance the program's initiatives, including a school siting guidebook, school zone safety flyer and a pamphlet for the Safe Routes to School Program, which helps identify measures to improve safety and encourage students to walk and bike to school.

Results of the program to date include over \$400,000 in funding for improvements around Applied Learning Academy as well the striping of new and faded crosswalks in Dallas. Upcoming projects include a State Farm grant to prepare more Safe Routes to School plans, development of a guide on coordinating school transportation and public transit and the study of impacts of school locations on traffic congestion and safety.

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

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

Charles Edmonds, Trinity Metro Board of Directors (Fort Worth)

A. Strategy to encourage transit use

Question: Do you all have a specific strategy to encourage people to utilize public transit?

Summary of response by Kevin Feldt: There isn't a specific plan or project at this point, but we try to encourage last-mile connections for transit.

Comment: We just started an initiative with the Tarrant County College (TCC) campuses. Students will be able to go from campus to campus using a public transportation pass. There might also be something we can do to help raise awareness.

James Watson, Citizen (Fort Worth)

A. Light rail

Question: Is anyone advocating the use of rail?

Summary of response by Kevin Feldt: We're trying to utilize some of the rail built for the TEX Rail project. We're also hoping to add an extension on the Trinity Railway Express (TRE). However, everything depends on funding.

Andre McEwing, Tarrant Transit Alliance (Fort Worth)

A. Technology's impact on transit funding

Question: Would transit funding be impacted by innovative technology?

Summary of response by Kevin Feldt: At this point, our plan does not account for technological advancements because we don't know what those will be. By the time we get to the next plan, we'll have a better understanding.

Summary of response by Christie Gotti: While the technology might change, I don't think the funding would stop being used for subsidized transportation sources. The source would still be available.

Mary German, Arlington Convention and Visitors Bureau (Arlington)

A. Advancement of technology

Question : How does the advancement of technology impact planning both today and in the future?

Summary of response by Dan Lamers: You can't turn on the TV today without seeing something about the advancement of technology. We can't predict the future, but we can plan for a system that can accommodate potential technology. We've hired a team of people who work on this initiative every day.

Sarah Depew, Citizen (Richardson)

A. Technology's impact on the plan

Question: How does innovative technology impact the plan?

Summary of response by Kevin Feldt: One of the things we're doing for the new plan is writing a whole technology section. We don't have data right now that tells us how the technology will impact transportation. However, we have policies that help with emerging technologies.

Summary of response by Dan Lamers: We also have a team of people who were hired to work on emerging technologies every day.

Nancy Jakowitsch, Citizen (Fort Worth)

Question: How are multimodal and land-use initiatives being factored into the plan?

Summary of response by Kevin Feldt: We forecasted what population and employment patterns will be by 2045 and used that information to cite land uses. We also take travel behavior and put it into the model to determine modes. We have a lot of policies that are geared towards getting people to use the system to its full extent, and we're looking at a lot of technological advances that might be last-mile connections between residential locations and bus stops or rail stations. Since we don't have land-use authority, we have to coordinate with the local governments.

Question: Do you factor in current behavior?

Summary of response by Kevin Feldt: Yes, that's correct.

Question: If we're basing the plan on current behavior, will we be able to make progress?

Summary of response by Kevin Feldt: Yes, the projects themselves are one thing. The strategies and policies lead programs to create some of the changes, including things like telecommuting to work or incentivizing strategies. There are things, however, we can do better on, including parking. We keep making progress, but there are challenges.

Summary of response by Christie Gotti: Our model looks at historical behavior and programs and projects we're implementing to see how they affect decisions. It tries to capture how it's changing behavior. We try to incentivize things too. We don't have direct land-use authority, but we can fund projects that help steer land-use authority. We work with cities to help change their programs to align with regional initiatives. We're also encouraging improvement of sidewalks.

Debbie Fisher, Lucas City Council (Richardson)

A. Transportation impacts on City of Lucas

Comment: I am a councilmember for the City of Lucas. We are a low-density population and yet all of the plans have created a congestion bottleneck our citizens are paying for, and it's a big concern. We're not a wealthy city, and the arterial plans are impossible to attain. We aren't the ones adding to the congestion.

Summary of response by Dan Lamers: You're in an unfortunate situation. You're in a small city surrounded by larger cities growing very quickly. People are cutting through your city to get to their jobs because there are a lack of options available to them. We've looked at many solutions, and we're continuing to work with Collin County. Within the next 40 years, Collin County will be as big as Dallas County is today, and we're going to have to figure out how to

provide as much roadway capacity as we can. We update this plan every two or three years, which gives us an opportunity to include whatever comes out of our continued work in the next plan.

Alex Gonzalez, Creekside at Lake Highlands Homeowners Association (Richardson)

A. Status of LBJ East project

Question: What is the latest news on the LBJ East project?

Summary of response by Dan Lamers: The plan recommends a tolled managed lane in the LBJ East Corridor along with an addition to the general purpose lanes. We want to move ahead with the construction of the corridor but right now the authorization would only allow us to reopen one of the managed lanes in each direction. We hope to work with the state government to ultimately have two tolled managed lanes in each direction. The RTC has already voted to move ahead with staged construction, widening the road to five non-tolled lanes and one tolled managed lane in each direction.

2018 Transportation Conformity

Chris Guldi, Sierra Club (Richardson)

A. Attainment in Rockwall County

Question: How did Rockwall County manage to be in attainment?

Summary of response by Jenny Narvaez: We don't have an answer for that yet. We've asked the Environmental Protection Agency (EPA), and they have to have scientific documentation to back up the decision. This documentation hasn't been published yet in the Federal Register, but it should will be available hopefully in the next week or so.

B. Source of ozone formation

Comment: I noticed in your presentation you only addressed the on-road vehicle emission source.

Summary of response by Jenny Narvaez: Our main contribution to the air quality issue is cars. That doesn't mean the other sources aren't addressed, but they are addressed by the Texas Commission on Environmental Quality (TCEQ).

C. Emission budget

Question: Who sets your emission budget?

Summary of response by Jenny Narvaez: We contract with TCEQ, tell them the estimated emissions and they set the budget. We have to meet the budget in order to pass Conformity.

School Projects Update

Charles Edmonds, Trinity Metro Board of Directors (Fort Worth)

Question: Can you provide more information on the development of coordination between schools and public transportation systems.

Summary of response by Kathryn Rush: We are in the very beginning stages. It will involve a peer review of what others are doing across the county. We then plan to conduct interviews with major school districts and transit agencies in the region to come up with example strategies.

Stephanie Morris, My Ride Tarrant (Fort Worth)

A. Bicycle and pedestrian safety

Question: What is the plan to address safety while walking and biking to school?

Summary of response by Kathryn Rush: Traffic and crime are two key factors related to safety, and they require different strategies. We can combat crime by creating walking school buses and patrolling in communities. We're also looking into regional walking-and-biking-to-school days, and we provide funding for the traffic side through calls for projects.

Other

Andre McEwing, Tarrant Transit Alliance (Fort Worth)

A. Coordination between local governments and NCTCOG

Comment: The Tarrant County Mayors' Council developed a resolution related to a study in the City of Lakeside. How would NCTCOG work with Tarrant County cities like Lakeside to address projects and programs?

Summary of response by Kevin Feldt: I don't know parameters of that study, but we're always looking for better ways to coordinate with local governments.

Summary of response by Christie Gotti: We will pull the resolution and get you a more formal answer.

B. Federal funding

Question: Is NCTCOG the steward of federal dollars?

Summary of response by Kevin Feldt: We are the steward of some smaller federal dollars for transit agencies. For larger projects, funding goes directly to the agencies.

Summary of response by Christie Gotti: Congress establishes a transportation funding bill every so often. They only give the federal agencies the authority to spend a portion, and we plan around our expenditures knowing that. It rarely impacts our specific budgets.

Dustin Germany, Citizen (Richardson)

A. Funding process

Comment: You mentioned you funded public transit efforts in Arlington. Did Arlington approach you about it? Do you research organizations and projects before providing funds?

Summary of response by Dan Lamers: Our goal is to try and provide funding everywhere in the region. We work with cities to make sure folks are served. Arlington many years ago recognized the need to provide transportation services to the elderly, low-income individuals, etc. The process involves both us looking for gaps and cities approaching us for funding opportunities.

There are also always very specific requirements for funding. We must make sure entities are following the rules and implementing the service they told us they were going to implement.

Barbara Tunstall, Bubbl (Richardson)

A. Funding for Bubbl

Comment: I am here today on behalf of Bubbl, which provides transportation services to young children, the elderly and peoples with disabilities. We're looking for federal funding opportunities for the program.

Summary of response by Dan Lamers: We need to put you in touch with the right people at our organization. Every year we do a call for projects.

John Stafford, Citizen (Richardson)

A. Vehicle occupany detection on tolled managed lanes

Comment: There is a sensor on roads in Washington DC that checks the number of people in the car yet here in Dallas, we have to call ahead if we have more than two people in our car to take managed lanes. Can we put sensors on LBJ East?

Summary of response by Dan Lamers: We actually have a program we're working on to use technology to do what you're saying. It's not perfect, but it's better than the current system. I agree it's cumbersome.

B. Grade separation initiative

Question: Have we given up on the idea of grade separation on Preston Road?

Summary of response by Dan Lamers: We have been requested by local governments to take them out of our transportation plan. Whenever you have grade separation, it limits development in corners and intersections. Folks don't want to lose access to their transportation systems.

Dr. Elaine Edmonds, Citizen (Fort Worth)

A. Traffic circles

Question: Do you encourage the use of traffic circles?

Summary of response by Christie Gotti: We don't encourage one recommendation over another. We have funded a traffic circle in Frisco and one in Colleyville, but they don't work in all situations.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Debbie Fisher	Lucas City Council	Mobility 2045 draft	Attachment 1
Alex Gonzalez	Creekside at Lake Highlands HOA	LBJ East	Attachment 2
Chris Guldi	Sierra Club	Conformity analysis	Attachment 3
Sarah Depew	Citizen	Mobility 2045 draft; technological innovation	Attachment 4
Reza Sardari	C&M Associates	Transportation planning; ozone forecasts	Attachment 5
Barbara Tunstall	Bubbl	Federal funding	Attachment 6



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 Debbie Fisher
 Organization City of Lucas
 Date 5.16.2018
 Meeting Location Richardson Civic Center

Please provide written comments below:

The City Council of Lucas does not support this draft plan. You have created a bottle neck in our city rather than solving the congestion problem. The upgrades submitted by our city were contingent on the LAR crossing the peninsula to go south. Without that, ~~we~~ I cannot support the arterial upgrades you are recommending for Lucas in this document.



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

Name Alex Gonzalez
 Organization Crookside at Lake Highlands HOA
 Date 5-16-18
 Meeting Location Richardson Civic Center

Please provide written comments below:

What is the latest regarding the LBJ EAST project?
 What will the vote request be at the upcoming RTC meeting?



Public Meeting Comment Form

Instructions:

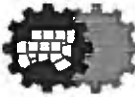
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
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Name Chris Guldi
 Organization Sierra Club (Dallas Group)
 Date 5/16
 Meeting Location Richardson

Please provide written comments below:

Questions: What are pages 14-16 in the mobility 2045 roadmap?
 Re Air Quality Conformity Analysis
 Why is NCTCOG restricted to on-road vehicle concerns?
 Who sets the NOx & VOC budgets?
 How do we get to attainment after 30 years of failure?
 How is NCTCOG improving transit availability -
 efficiency of buses? avail. to low-income?
 What did Rockwall do to achieve attainment?



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

Name Sarah Dapew
 Organization _____
 Date 5/16/18
 Meeting Location Richardson

Please provide written comments below:

I'm overall supportive of the plan. I'd like to hear more about transportation innovations that will ~~be~~ get more commuters off the roads. I've heard that automated vehicles will be a daily reality in 10 years.



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Name Reza Sardari

Organization C&M Associates - UT Arlington

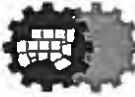
Date 5/16/2018

Meeting Location _____

Please provide written comments below:

The total expenditures for mixed use and land use strategies are ~ 1/17 of HOV and tollways. Considering induced travel demand, these highway developments with low density affects ~~both~~ VMT and encourage suburbanization.

secondly, in your OZON forecast, did you considered AV and connected or electric cars in your model?



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

Name Barbara Tunstall
Organization Bubbl
Date 05-16-18
Meeting Location Richardson Civic Center

Please provide written comments below:

I am interested in knowing how to partner / access
federal funding for transportation needs in
Collin County, Denton County, Dallas County
for special needs, low income and senior citizens.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

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

Email

1. Jim Bookhout

My comment is **NO MORE TOLLS**. I am opposed to any further tolling of our Texas roadways.

2. Dan Mingea

4/30/2018 DMN has an article, "Cars are ruining our cities," which needs to be read and digested by COG, Commish, and City Councils. More roads is not the answer, it's time to think outside the old weary and worn box. What's wrong with being a small city??? Where's the bad in that? No urban sprawl needed, JUST SAY NO!!

Smog in Dallas? Build some new roads into the 'burbs, spread the smog around! Bring it on!!

3. Jon Donhy

Dear NCTCG,

1. Why are toll roads still being discussed?

I thought the public had made it clear that no more toll roads were to be constructed.

2. Why is it necessary for TxDot to duplicate your extensive studies? (They are presenting their study for Hwy. 380 tonight in Princeton.)

4. Erik Smith

A few months ago, the curious decision was made to seemingly worsen traffic flow on the 121 to 35 south ramp in the morning. What used to be 3 lanes of traffic merging into 2 lanes on the 'weave segment' leading to the Bush Turnpike is now 3 lanes of 121 being merged into 1 lane - seemingly for the benefit of the single lane exiting 35 and onramp from the 35 south service road. I feel this should be reversed given the immensely greater traffic flow on 121 relative to the 35 exit and 35 service road onramp - traffic on 121 now seems no better than it was prior to the installation of the 'weave segment'.

5. John Koonz

Car-First transportation policies have failed us. The death toll on our roads is unacceptable. The financial stain of car ownership on struggling families is overwhelming. Traffic is at a standstill, but we cannot pave enough lanes to get out of it. Our climate is affected by car pollution. We must shift transportation modes, but we are going to meet a lot of NIMBY resistance. Americans are lazy and addicted to the convenience of personal car ownership. Our leaders must have the courage to stand up to the push-back from the people who think the status quo is ok - even though they are harmed by it too.

6. Matt Daigle

Hi, I was wondering which people that put forward this plan are elected officials in Dallas? Or, is any of this plan subject to approval by any elected officials in Dallas?

What I'm getting at, is this is the dumbest plan I have ever heard in terms of use of money, and none of the podunk communities like Cleburne would ever make financial sense to run a DART rail line to them.

I hate this plan, I hate this committee, and I want to complain to the correct people, so kindly direct me to whom I may speak.

Response by Kevin Feldt, NCTCOG

Mr. Daigle,

Thank you for your comments regarding the Mobility 2045 Plan. I am attaching the current Regional Transportation Council roster which identifies members representing Dallas. Hopefully this information is helpful. Thank you for your interest in transportation planning in North Central Texas.

7. Karl Woods

Subject: Royse City, TX, Immediate Transportation I-30 Improvements projects

Dear Madam or Sir:

I am selling my farm property located in Royse City, Texas, just 31-miles east of downtown Dallas on Interstate-30 East.

My attorney has asked me to contact your transportation experts to determine whether or not any **current-in progress transportation/construction projects** are happening **NOW** for the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas.

Also, are there any **immediate** transportation/construction improvement plans that are proposed where construction will begin soon that will improve the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas.

Specifically, are there any "just-completed" projects now open that will improve the Interstate-30 transportation corridor from Dallas through Rockwall and Royse City to Commerce, Texas and beyond?

For example, is there a eight-lane (that is four lanes in each direction) proposed construction and expansion projects for a Super-Interstate-Highway from Dallas, along I-30, to Commerce, TX, through Rockwall, Royse City, and Greenville?

Response by Mitzi Ward, NCTCOG

Mr. Woods,

The North Central Texas Council of Governments (NCTCOG) Transportation Department is currently finalizing the recommendations for the region's long-range transportation plan, Mobility 2045. We have coordinated extensively with our transportation partners in the development of the plan. A Metropolitan Transportation Plan (MTP) typically recommends projects out to a 20-year horizon, with this plan extending out to 2045. Federal requirements state that the recommendations must be staged at least 10-years apart, therefore; the lane recommendations will be reported in this plan for the years 2018, 2020, 2028, 2037 & 2045. Due to the years of staging, a project may be open to traffic in the year 2021 but it will not show reported until 2028. You may find the recommendations here; https://www.nctcog.org/trans/mtp/2045/documents/9MAY2018PACKET_002.pdf.

You may also find more near-term improvements in NCTCOG's programming document, the recently approved 2019-2022 Transportation Improvement Program. You can query 'IH 30' in the project listing to review the various funded projects and determine the status based on the estimated completion date. <https://www.nctcog.org/trans/tip/19-22/FinalTIPListings.pdf>

The Texas Department of Transportation (TxDOT) would have a better source of information regarding ongoing and completed projects. They have an excellent project tracking tool on their website. http://apps.dot.state.tx.us/apps-cq/project_tracker/ The interactive map is color-coded by; construction underway or begins soon, construction begins within 4 years, constructions begins in 5-10 years, and corridor studies/constructions in 10+ years. This database also contains a contact person for each project.

I hope that you find this information helpful. Please feel free to contact me if you have questions or need further information.

8. Dave Carter, City of Richardson

Mitzi –

Here are some comments:

1. RSA 2.305.275 - is shown on map as located on Campbell Road between Greenville and Glenville Road. However, the table lists it as on Campbell between Jupiter and Shiloh which would over lap with RSA 2.305.325. I believe the RSA 2.305.275 location on the map is correct - however, Campbell is not planned to be widened to 8 lanes wide in this section between Greenville and Glenville. I suspect it is a hold over from the Campbell Road Tunnel project which was eliminated around 15 years ago. I think you can eliminate this project.
2. RSA 2.330.425 - Main Street from US75 to Sherman Street is already at least 6 lanes (3 Eastbound, and 5 Westbound when you include left turn and right turn lanes). It won't be getting any wider in that segment so I think you can remove this project as well.
3. RSA 2.330.475 - Belt Line Road from Abrams to Frances Way- This project shows widening Belt Line from 4 lanes to 6 lanes which is never going to happen. Main Street / Belt Line in downtown Richardson is constrained to only 4 lanes. Widening Belt Line Road to 6 lanes east of Abrams would not remove the downtown bottleneck and would require acquisition

of land from approximately 50 single family homes, 2 apartment buildings, 3 churches, and a shopping center. We could use some isolated widening to add a westbound left turn bay at Abrams and at Walton, however, the full widening to 6 lanes can be removed from the Mobility Plan.

Response by Mitzi Ward, NCTCOG

Dave,

Thanks for your review and comments. These projects must have been left over from previous MTPs. We will remove the overlapping project and the recommendations for widenings.

9. Patrick Kennedy, DART Board

Chair Bauman/Mr. Thomas,

I'm responding to chair Bauman's request for feedback and/or questions related to the NCTCOG's 2045 Mobility Plan. I have three:

First, I was of the understanding that Dallas city councilwoman Sandy Greyson (cc'd) requested the inclusion of targets for mode share would be included so that there are performance metrics applied to the taxpayer dollars that the RTC and NCTCOG are appropriating. However, after reviewing the 2045 plan I have not seen any such targets. Is there a reason target metrics have not been included? Without those policy targets, the long-range regional performance metrics are projecting current commuting patterns/modes to 27 years in the future and assume the market would not in any way adapt to changing conditions. Thus not including target metrics as guides makes long-range planning inherently directionless.

Second, after reviewing the Revenue and Expenditure Summary and subsequently reviewing the project-related parameters for the traditional sources of funding (categories 2, 5, 7, and 12), it seems that at the very least Category 7 (Surface Transportation Block Grants) and Category 5 (Congestion Mitigation and Air Quality grants) can be used for public transit capital projects. The funding sources account for \$8,277,500,000 by 2045. However, only \$84,500,000 or 1% of these funds are currently earmarked for transit. I would like to know why so little of these kind of multi-modal discretionary funds are being utilized in a truly multi-modal fashion and what specific projects are these funds going towards instead.

Lastly, why are the population projections largely outside of currently populated cities within the region while nationwide trends are reversing course and instead favoring infill locations? It would seem a better use of taxpayer dollars to be investing and reinvesting in areas where taxpayers currently live and/or in areas needing greater density in order to better support transit and modal-shift away from single-occupant vehicle travel. Furthermore, on the population projection heatmaps, why is 10,000 per square mile, a number lower than needed baseline for transit-supportive density, the highest color category? There are many census tracts within the region that are already over 20-, 30-, and even 40-thousand residents per square mile.

10. Paul McManus

Hello,

I enjoyed watching the replay of NCTCOG's transportation public meeting held in Arlington last Tuesday (May 15), and I wanted to comment on a portion of the meeting and also ask a couple of questions. I was very impressed with and pleased to hear about NCTCOG's plans to work with school districts and local governments throughout DFW to help encourage and promote kids walking or riding bicycles to and from school in order to help reduce car traffic and road congestion, and also to promote physical activity and the enjoyment of walking and bicycle riding.

I live in the master planned community of Lantana (pop. 12,000) in Denton County, which has three elementary schools and one middle school. One of the elementary schools is about a block or two off of Lantana Trail, the main thoroughfare, and another elementary school is adjacent to the middle school. While there are a fair number of kids here in Lantana who walk or ride bikes to and from school, there are many who don't, which creates much car traffic, the potential for either illegal or unsafe parking, and it also increases the potential for accidents with pedestrians. In the seven years I've lived in Lantana, there have been at least two incidents of cars hitting kids walking to or from school, and also at least three near misses. I think it would be wonderful if Denton ISD, the schools here in Lantana, the Lantana Community Association, and Denton County Fresh Water Supply Districts 6 and 7 could encourage and promote kids walking or bicycling to and from school. Has NCTCOG contacted or worked with the aforementioned groups here in Lantana and Denton County to help promote walking and bicycling to and from school?

I also wanted to follow up regarding a question I had after watching the replay of the previous transportation public meeting in April. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized options to improve air quality?

Please let me know if you have any questions or need any additional information. Thank you very much!

Response by Carli Baylor, NCTCOG

Hi, Paul

Thank you for contacting the NCTCOG Transportation Department. You'll find answers to your questions enclosed below.

Has NCTCOG contacted or worked with the aforementioned groups here in Lantana and Denton County to help promote walking and bicycling to and from school?

We are glad to hear of your support for our collaboration with school districts. We are currently working with Denton ISD and Denton County on the siting of new schools in ways that encourage walking and biking and the alleviation of traffic congestion. At this point in time, our focus with Denton ISD and Denton County is not on the promotion of walking and bicycling to existing schools. Additionally, we have not had the opportunity to work with Lantana on our school initiatives.

More information on Safe Routes to School can be found [here](#). We will pass these resources along to the local governments you mentioned, make them aware of your concern and look for ways to work with them in the future.

Please let us know if you have concerns about particular routes or streets related to walking and biking to school.

I also wanted to follow up regarding a question I had after watching the replay of the previous transportation public meeting in April. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized options to improve air quality?

Air Quality Initiatives

NCTCOG supports the use of transit and non-motorized options for improving air quality, as many strategies are needed to reach ground level ozone attainment. For more information, visit our travel demand management (TDM) website: <https://www.nctcog.org/trans/cmp/tdm/index.asp>

Many collaborations exist between the NCTCOG and public transportation providers. We work together to find opportunities for increased service in the region, establish transit service in locations where it currently does not exist and improve the efficiency and effectiveness of current systems: <https://www.nctcog.org/trans/transit/planning/index.asp>

The Regional Transportation Council is finalizing the region's long-range transportation plan. Chapter 6.4 outlines opportunities to effectively expand and modernize public transportation service throughout the region. This information can be found on page 27: <https://www.nctcog.org/trans/mtp/2045/documents/6.0MobilityOptions.pdf>

Lastly, many NCTCOG transportation initiatives benefit air quality while keeping other primary goals in mind. Some of these initiatives include retiming traffic signals, adding turn lanes to intersections and implementing strategies to improve traffic flow and reduce emissions. Additionally, we implement strategies specific to improving air quality directly. (Many are focused on identifying high-polluting vehicles and either replacing them with newer, cleaner vehicles or repairing them to run properly.) A full discussion of regional air quality, including a sampling of programs, is available in the [Air Quality Handbook](#).

Travel Demand Management (TDM) Program

NCTCOG's Travel Demand Management Program manages and implements multiple programs and projects to promote and encourage the use of alternatives to driving alone. These programs include the Regional Employer Trip Reduction Program, TryParkingIt.com and the Regional Vanpool Program. A brief summary of each program is enclosed below.

Employer Trip Reduction (ETR) Program

An educational program designed to reduce work-related drive alone commute trips through the marketing and implementation of Travel Demand Management strategies such as rideshare programs (carpooling and vanpooling), telecommuting, flexible work-hour programs, transit, bicycling and walking. Through the ETR Program, employers are

assisted with the formation of company-specific Trip Reduction Programs, which may include program education and recruitment, program setup and maintenance, data collection and reporting of results.

TryParkingIt.com

The region's ride-matching and commute tracking website. It assists users in locating traditional carpool and vanpool matches as well as matches 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.

Regional Vanpool Program

A TDM strategy implemented in the Dallas-Fort Worth region to reduce drive alone travel from the roads and help improve air quality in our region. The Regional Vanpool Program is operated by three transit agencies, Dallas Area Rapid Transit (DART), Trinity Metro (previously known as The T), and Denton County Transportation Authority (DCTA). The vans used in the program are available at a low monthly cost to riders and can seat as many as 15 people.

11. J. David Chilcott

In Collin County (City of Murphy), Please connect the North End of North Murphy Road to the Southern End of Angel Parkway. Having the 1 light at an intersection would alleviate a ton of traffic instead of having 2 right next to each other. Also the areas of Murphy, Wylie, Parker, Lucas are in need of better access to get to freeways. People are using Park, Parker, 544, Renner and Bethany like freeways at freeway speeds, just to get to 75 or George Bush. This area is and has developed too fast with no real freeway access.

12. Sam Gutierrez

To whom it may concern;

I just viewed a story from NBC5 on your plans for expansion into Collin county. Many of my co-workers are frustrated with the fact that there is no community transportation/DART rail for us in southern Dallas! Duncanville, Cedar Hill, DeSoto, Lancaster, Red Oak, Ovilla are just a few cities that are still in Dallas county but yet DART continues to move further North and ignore the southern portion of Dallas.

I have to drive south to Glenn Heights to get a DART shuttle that will take me to downtown where I take the DART train to work. I no longer take that route because of the waste of 30 minutes coming from and to the Glenn Heights station which makes my total commute time 75 minutes, one way, which is more time as me driving to work.

Also recognizing that DART has no interest in providing reasonable transportation for our southern Dallas cities, I choose not to support DART by stopping to use their services, even though we get a discount from TI. Why should I financially support DART if it doesn't benefit me, but only residence in North, far North and now even farther North Dallas. Please create a DART rail to these southern parts of DALLAS county instead of another county. Your company is D(Dallas)ART not C(Collin)ART.

DeSoto is currently using a private transportation contractor to provide buses for us to get from place to place because of growing demand and DART's lack of concern for southern Dallas county. Lancaster, Cedar Hill along with other cities will soon be starting their own community transportation. Please start a dialog with our southern cities for opportunities to provide transportation solutions and services for us instead and before expanding to another county.

13. Tim Glass

Hello –

Can NCTCOG provide the 2045 plan's GIS data, specifically the passenger rail, high-speed rail, and new major surface transportation corridors (freeways and major roadways)? Thank you.

Facebook

1. Shenita Cleveland

The Mobility 2045 presentation is very thought provoking. Great information. Many questions.

Response by NCTCOG Transportation Department

Hi, Shenita! If you have any thoughts you'd like to share or questions you'd like answered, feel free to email us at transinfo@nctcog.org. Have a great day!

Carli Baylor

From: mobilityplan
Sent: Tuesday, May 15, 2018 3:56 PM
To: Carli Baylor
Subject: FW: Rowlett Comments
Attachments: Pages from Rowlett 2045 Comments-3.pdf; Pages from Rowlett 2045 Comments-2.pdf; Pages from Rowlett 2045 Comments.pdf

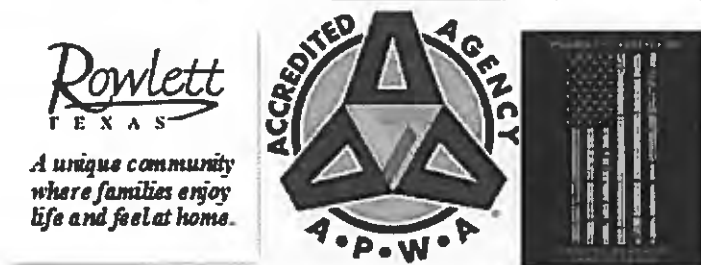
From: Shawn Poe <spoe@rowlett.com>
Sent: Tuesday, May 15, 2018 12:19 PM
To: mobilityplan <m3@nctcog.org>
Subject: Rowlett Comments

Hello,

Attached are comments related to the 2045 Mobility Plan for consideration to be included in the proposed plan. I apologize for the late response but had to gather input from staff and the process took longer than expected. Sarah Chadderdon at the NCTCOG already informed me the DART rail extension in Dalrock would not be considered for this draft but I was directed to submit the comments anyhow. Let me know if you have any questions.

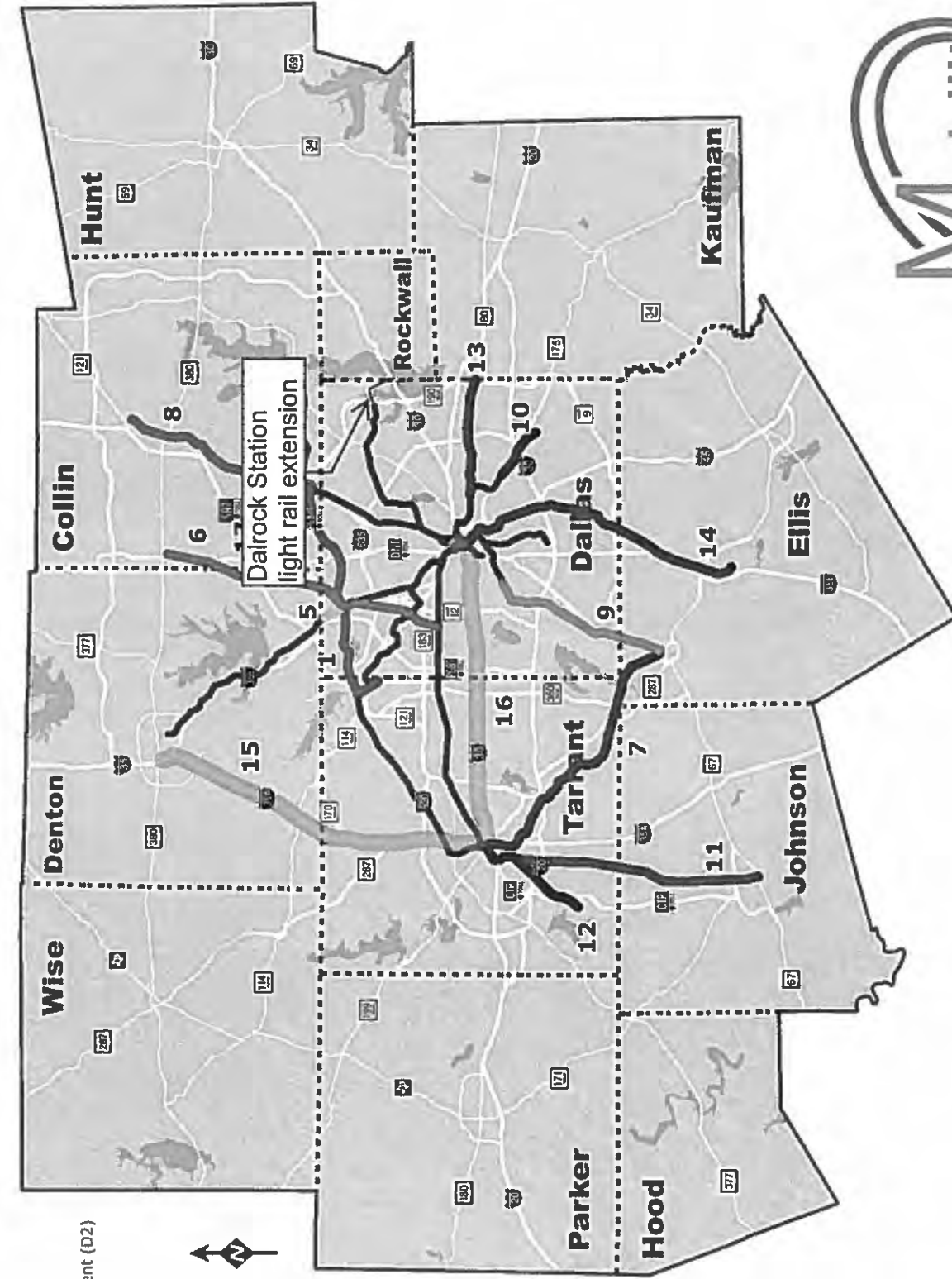
Kindest regards,

Shawn Poe, P.E., CFM | Director of Public Works
City of Rowlett | 4310 Industrial St. | Rowlett, TX 75088
o 972.412.6196 | m 469.745.9214 | spoe@rowlett.com
Visit our Citizen Action Center at www.rowlett.com for questions or requests.

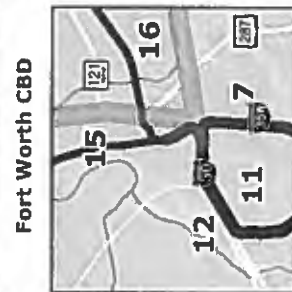


OUR PURPOSE IS TO SERVE. IT'S THE ROWLETT WAY!

Transit Corridor Projects



- Rail**
- 1 - Cotton Belt
 - 2 - Cotton Belt East Extension
 - 3 - Downtown Dallas Second Alignment (D2)
 - 4 - Dallas Streetcar
 - 5 - A-train Extension
 - 6 - Frisco Line
 - 7 - Mansfield Line
 - 8 - McKinney Line
 - 9 - Midlothian Line
 - 10 - Green Line Extension
 - 11 - Cleburne Line
 - 12 - Southwest TEX Rail
 - 13 - Scyene Line
 - 14 - Waxahachie Line
- High-Intensity Bus**
- 15 - IH 35W Express
 - 16 - IH 30 Express
 - 17 - Spring Creek Parkway Express
- Existing Rail



DRAFT



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



North Central Texas
Council of Governments

Transit Projects Listing

Corridor ID	MTP ID	Corridor	From	To	Estimated Length (miles)	Region	Agency	Mode	Status	Conformity Network Year *				Recommendation	Project Type	Capital Cost (\$M) (YOE)
										2018	2020	2028	2037 - 2045			
1	TRL-10314.0	Cotton Belt	DFWIA Terminal A/B	Shiloh	26	East	DART	Regional Rail	Programmed	N	N	Y	Y	DART	New Corridor	\$1,100
2		Cotton Belt East Extension	Shiloh	Wylie	9	East	East-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$908
3	TRL-10333.0	Downtown Dallas 2nd Alignment (D2)	Victory Station	Deep Ellum	2.4	East	DART	Light Rail	Programmed	N	N	Y	Y	DART	New Corridor	\$1,300
4	TRL-10351.2	Dallas Streetcar (Central Link)	Urban Circulator/McKinney Avenue Trolley	Union Station	1.5	East	East-Other	Streetcar	Programmed	N	N	Y	Y	DART	New Corridor	\$92
5	TRL-10306.2	A-train	Trinity Mills	Belt Line (Carrollton)	2	East	DCTA	Regional Rail	Future	N	N	Y	Y	DCTA	Extension of Line	\$125
6	TRL-10318.0	Frisco Line	South Irving Transit Center	Frisco	29	East	East-Other	Regional Rail	Future	N	N	Y	Y	RRCS	New Corridor	\$1,271
7	TRL-10328.0	Mansfield Line	Midlothian	Fort Worth ITC	30	West	West-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$1,730
8	TRL-10300.2	McKinney Line	Parker Road Station (Plano)	McKinney North	18	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS	New Corridor	\$1,817
9	TRL-10336.0	Midlothian Line	Westmoreland	Midlothian Central	18	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS	New Corridor	\$1,817
10	TRL-10302.2	Green Line - Southeast Extension	Buckner Blvd.	South Belt Line Road	6	East	East-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	Extension of Line	\$606
11		Cleburne Line	Fort Worth ITC	Cleburne Intermodal Transportation Depot	30	West	West-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$1,730

Add the Dalrock Station to serve the Bayside development per the DART draft 2040 plan

Arterial Improvements - Dallas (Northeast)

- RSA Recommendations
- Non-RSA
- Other Study Roadways



May 2018



North Central Texas Council of Governments

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Elm Grove 2 to 4 lanes undivided. Non-RSA \$1.2M

Castle Road 2 lanes to 4 lanes undivided. Non-RSA \$5.5M

Liberty Grove 2 lanes to 4 lanes undivided. Non-RSA \$1.2M

Dalrock 2 lanes to 4 lane divided. Non-RSA \$20M

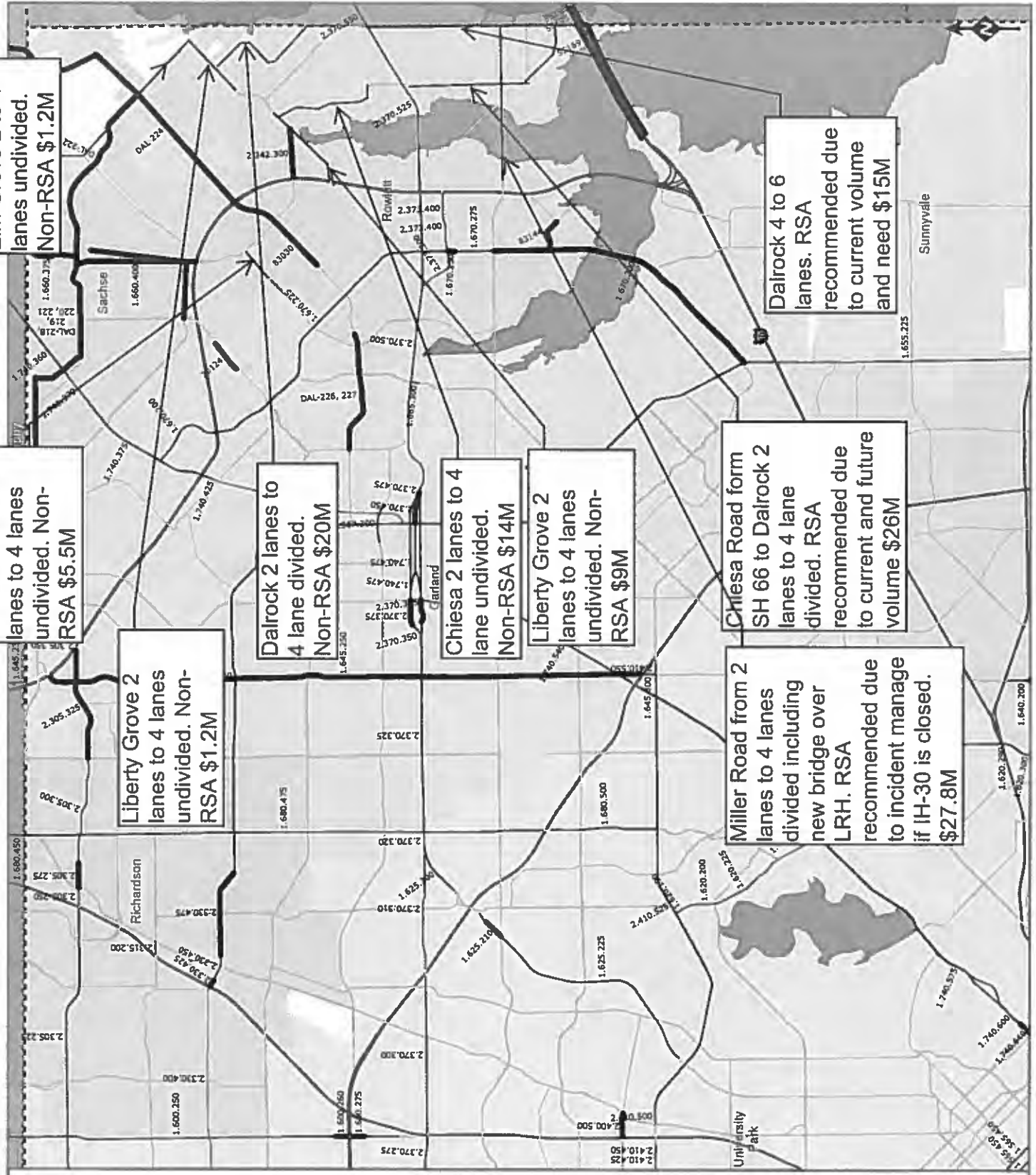
Chiesa 2 lanes to 4 lane undivided. Non-RSA \$14M

Liberty Grove 2 lanes to 4 lanes undivided. Non-RSA \$9M

Chesa Road from SH 66 to Dalrock 2 lanes to 4 lane divided. RSA recommended due to current and future volume \$26M

Miller Road from 2 lanes to 4 lanes divided including new bridge over LRH. RSA recommended due to incident manage if IH-30 is closed. \$27.8M

Dalrock 4 to 6 lanes. RSA recommended due to current volume and need \$15M



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

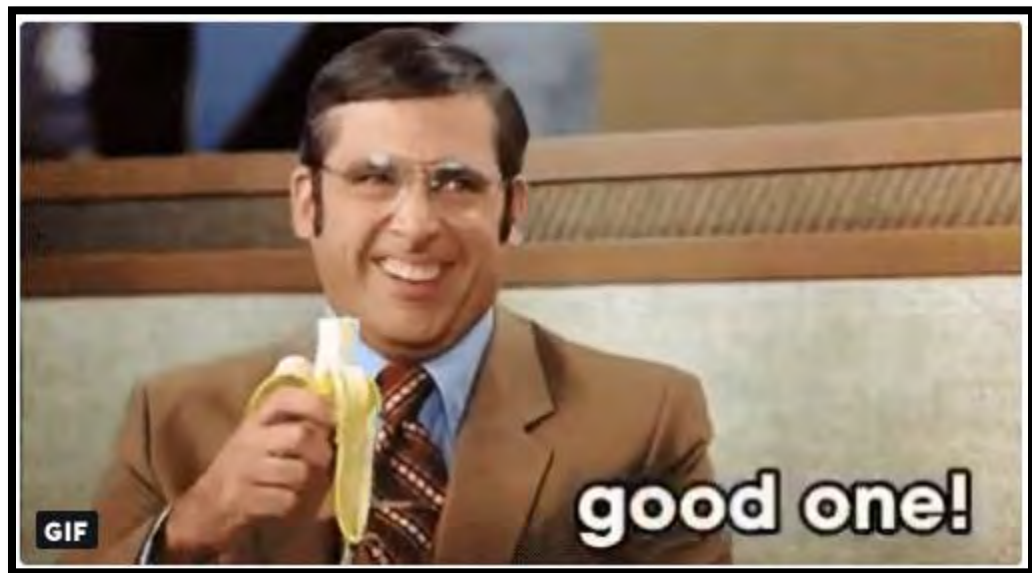
Twitter

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

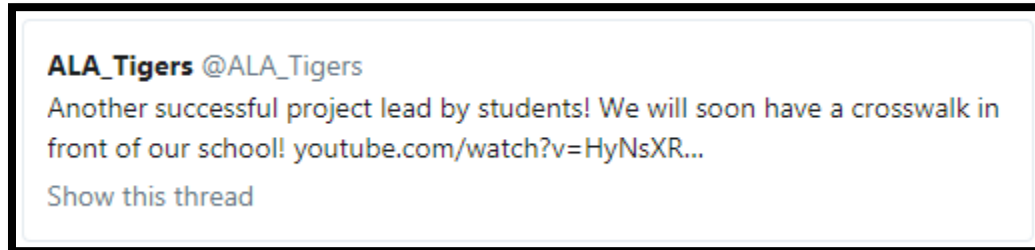
Clean Cites – Marko Sakal (@markosakal)



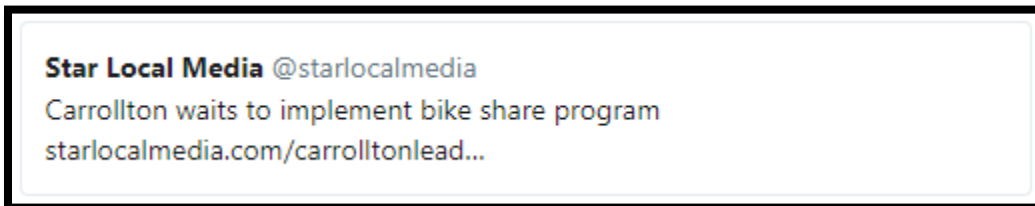
Bike & Pedestrian

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

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 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

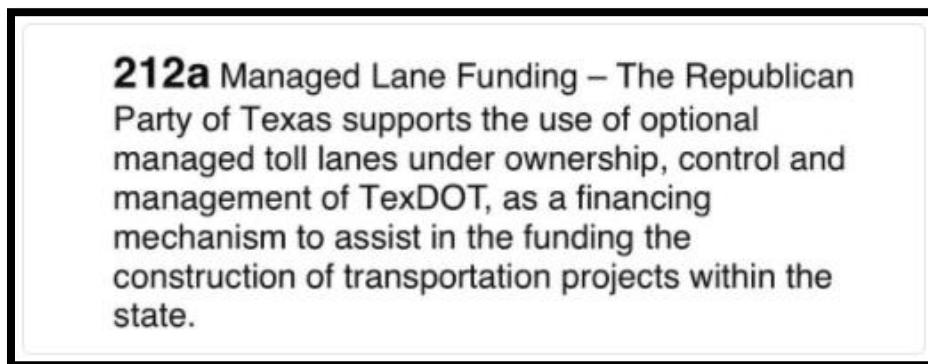
Regarding the South Shady Shores Bridges project. I am writing in support of this project When the Lewisville Lake conservation pool level was raised in 1987 when Lake Roberts was completed nothing was done at the time to address the effect that would have on South Shady Shores Rd. So this project is 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)

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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 Brantley

IID 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.

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
- Clean Air Action Day—June 22, 2018: www.airnorthtexas.org/cleanairactionday
- April Car Care Clinics: www.nxcarcare.org
- Spring Outreach Events: www.airnorthtexas.org

The Arlington meeting will be live streamed at 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.



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 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 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.

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...

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)

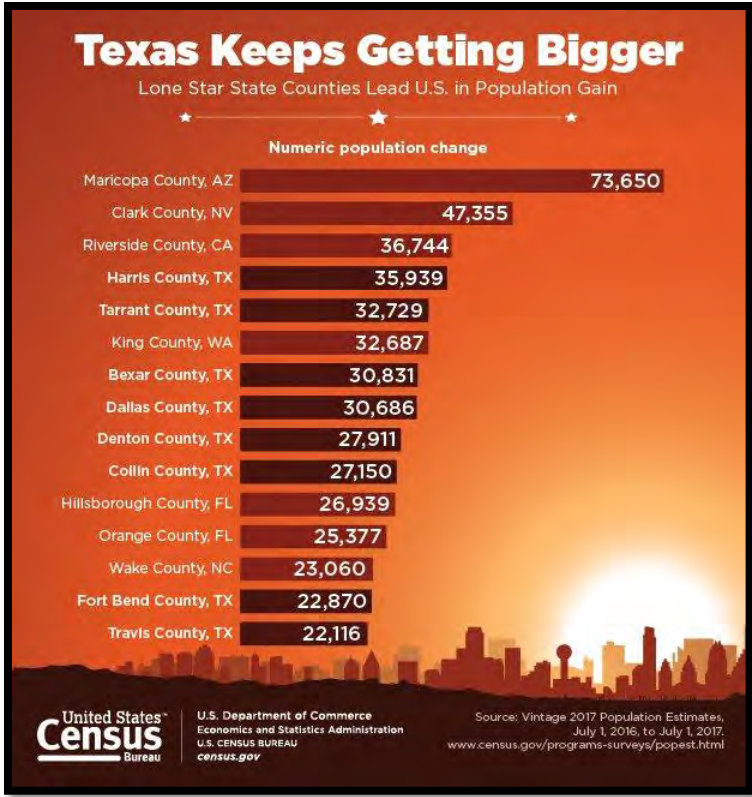


3. Thanks @NCTCOGtrans for being a great partner and for giving @DallasCountyTx two vehicles for the @Dallas_Sheriff to use to keep the roads safe and catch polluters! – Judge Clay Jenkins (@JudgeClayJ)



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)

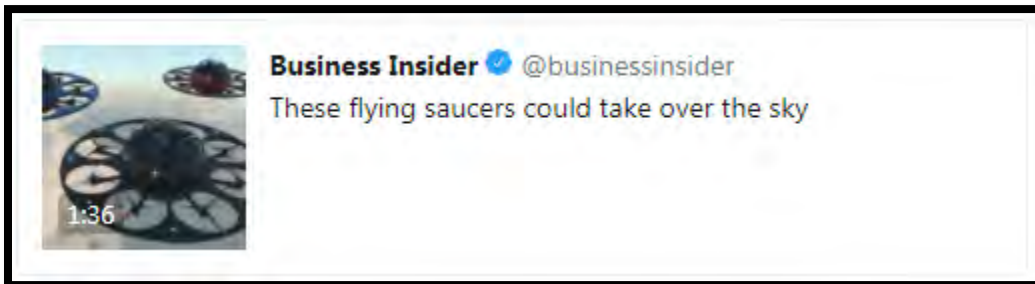


- J_C.Alexander (@JYakburger)



– 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 – NCTCOG Transportation Department

PAYMENT IS *Easy.* 

TOLLTAG **PAY BY MAIL**

Toll Roads are unethical and evil. – Phil Neil

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

	<p>Free Car Care Clinics for Air Safety</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)

May 10, 2018

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 East 11th 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.

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,

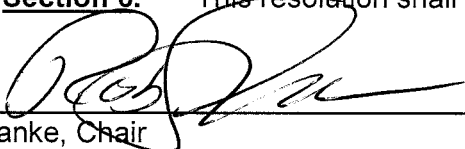
WHEREAS, in October 2017, the RTC approved Policy P17-01 to support the expediting of IH 635 East from US 75 to and including the IH 30 Interchange; expressing its desire to complete the project in its entirety through tax-supported general purpose lanes and frontage roads with dynamically priced managed 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,

WHEREAS, staff has developed options to fully fund the project with a risk assessment of each option for consideration by the RTC.

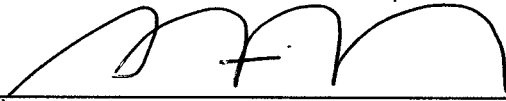
NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- 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.



Gary Fickes, Vice Chair
Regional Transportation Council
Commissioner, Tarrant County



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,

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

Base Project Estimate:	\$1,800 million
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

IH 635 East Funding Table (in Millions)

	Cost	Current TTC Approval	Previous RTC Approval	New Approval	Total	Percentage
Cost	\$1,800					
Cost Savings	-\$200					
Updated Cost	\$1,600					
Category 12 (TTC)		\$442			\$442	28%
Category 4 (District)		\$175			\$175	11%
Category 2 (RTC)		\$100	\$115	\$268	\$483	30%
Engineering and Right-of-Way (TxDOT)				\$200	\$200	13%
Category 5 (CMAQ)				\$100	\$100	6%
Category 7 (STBG)				\$50	\$50	3%
Toll Revenue				\$150	\$150	9%
Total Revenue		\$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



May 7, 2018

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P. O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris:

RE: Discontinuation of TRE Shuttle Service

Thank you for your letter dated April 6, 2018, subject as above. The following is provided as a summary of actions developed and agreed on by DFW Airport (DFW), DART, and Trinity Metro transportation professionals.

- DFW has informed the NCTCOG that we will continue to operate the service until such time as TexRail service is fully established. DFW conducted several service reviews along with possible service reductions and termination options in discussions with representatives of DART and the Trinity Metro (T) during February and March 2018.
- DFW will continue to operate service with remaining operating funds along with local funds provided by the transit partners. DFW will return any capital funds intended for the purchase of new transit vehicles.
- TRE daily service will be reduced from two (2) buses to one (1) effective Monday, June 4. TRE termination of service is currently planned for January 2019 once the TexRail service is fully established, exact date to be determined. DFW will continue to request reimbursement of eligible operating costs until the service is discontinued. However, it is likely that there will be operating funds remaining when service is terminated, at which point any remaining funds would be returned.
- DFW, DART, and Trinity Metro communication's plan has been coordinated. Such communication plans include overhead signs placed in buses, "seat drop" information flyers, and posted changes at CentrePort TRE station, DFW South Remote Parking, and on the TRE website. Details and timelines of the service termination will be disseminated to stakeholders a minimum of 30 days in advance.

Sincerely,



Sean Donohue

cc: Ken Buchanan, EVP DFW

Sean Donohue
Chief Executive Officer

sdonohue@dfwairport.com
T (972) 973 5200
F (972) 973 5751

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428

RECEIVED
MAY 11 2018
TRANSPORTATION



May 18, 2018

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76005-5888

Re: Project Paseo also referred to as Omni Hotel and Convention Center DART Station
Lamar Street from Young Street to Ross Avenue (Phase 2c and Phase 2d)

Dear Mr. Morris,

We received the draft amendment #1 to the Funding Agreement for the Project Paseo (also referred to as Omni Hotel and Convention Center DART Station) Sustainable Development Infrastructure Project in December 2016. Since then, significant progress has been made to revise the plans for the two remaining phases (2c and 2d) and update the construction cost estimate. The Project promotes pedestrian activity within the corridor along Lamar Street, as well as the Convention Center and the Omni Hotel. It will provide sidewalks with pedestrian lighting, bike lanes, crosswalks, traffic signals, and landscaping improvements that will encourage walkability. We believe this is a great project with improvements that allow for greater connectivity between surrounding buildings with high public activity and encourages residents and visitors to use alternative transportation methods.

Phase 2a and 2b of the Project along Lamar Street between Canton Street and Young were completed in December 2015. The two remaining phases (2c and 2d) were let for construction in June 2014. However, due to several roadway constructions in the same vicinity simultaneously, and to avoid the disruptions to the businesses and convention activities, the construction activities of the Project did not start. With most of the construction in the vicinity are now completed, we plan to re-advertise the Project for construction. At this time, we are trying to refine the project scope and identify our internal funding sources. Our goal is to identify our funding sources by June 15, 2018. We are requesting a time extension until this date. We are making every effort to reduce the cost and still meet the current needs for this area.

Please let me know if this is acceptable and if you have any questions or concerns please contact me at (214) 671-9465.

Majed Al-Ghafry, P.E.
Assistant City Manager

cc: Rick Galceran, P.E., Director, Department of Public Work
Chris Turner-Noteware, P.E., Assistant Director, Department of Public Works
Chiamin Korngiebel, P.E., Senior Program Manager, Department of Public Works
Haytham Hassan, P.E., Senior Program Manager, Department of Public Works

RECEIVED
MAY 25 2018

TRANSPORTATION



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

May 11, 2018

Mr. Hamid Kamalpour
U.S. Air Force
AFCEC/CZN
2261 Hughes Ave. Ste. 155
JBSA-Lackland AFB, Texas 78236-9853

Dear Mr. Kamalpour:

The North Central Texas Council of Governments (NCTCOG), serving as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, conducts air quality-related analysis, including transportation conformity, and is responsible for carrying out regional emission inventories for the Texas Commission on Environmental Quality. On behalf of the RTC, thank you for the opportunity to provide comments on the *Notice of Intent to Prepare an Environmental Impact Statement for the Air Force Reserve Command F-35A Operational Beddown*, including the operation of 24 Primary Aerospace Vehicles Authorized (PAA) F-35A aircraft with two Backup Aircraft Inventory (BAI), and infrastructure development at the Naval Air Station Fort Worth Joint Reserve Base (NAS Fort Worth JRB).

NAS Fort Worth JRB is a major contributor to the region's economic foundation by providing direct jobs to military personnel, contractors, civilians, and support staff. The F-35A Operational Beddown is an integral part of our national security and will further NAS Fort Worth JRB's vital role to the economies of Texas and the DFW area. Additionally, we appreciate the Air Force's sensitivity to air quality challenges facing the 10-county ozone nonattainment region.

Currently, 10 counties in the DFW area are designated nonattainment for the national eight-hour ozone standard. This nonattainment designation necessitates identification, implementation, and tracking of emission reduction control strategies, not only to limit formation of ozone but also to ensure successful transportation conformity analyses. NCTCOG is tracking developments and recognizes the Operational Beddown may have impacts on general conformity and the development of future state implementation plans for our region. If results of the Environmental Impact Statement require the need for additional emissions offsets due to replacement of F-16 with F-35A aircraft, NCTCOG commits assistance to NAS Fort Worth JRB to ensure needed emissions offsets will be met allowing continuation of flight operations at NAS Fort Worth JRB and its role to national defense and homeland security.

Additionally, NCTCOG has various resources that are available to the Air Force. This data may be helpful during the preparation of the Environmental Impact Statement for the F-35A Operational Beddown. Examples include enhanced information pertaining to land use, soils, water quality and infrastructure, and closed landfill inventories.

Mr. Hamid Kamalpour
Page Two

May 11, 2018

NCTCOG looks forward to a continued partnership between our agencies. Should you have any questions about the available environmental resources or require emissions offsets, please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke". The signature is fluid and cursive, with the first name "Rob" being more prominent than the last name "Franke".

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

JPL:ch

cc: Kay Granger, Congresswoman, U.S. House of Representatives
Michael Morris, P.E., Director of Transportation, NCTCOG



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

May 16, 2018

Mr. Vincent Osier
Geographic Standards, Criteria, and Quality Branch
Geography Division
US Census Bureau, Room 4H173
4600 Silver Hill Road
Washington, DC, 20233-7400

Re:
Block Groups for the 2020 Census – Proposed Criteria (Docket Number 171005975-7975-01)
Census Tracts for the 2020 Census – Proposed Criteria (Docket Number 171005976-7976-01)

Dear Mr. Osier:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Area, we would like to submit comments on two notices published in the February 15, 2018, Federal Register by the US Department of Commerce's Census Bureau.

Metropolitan Planning Organizations are empowered by federal law with the responsibility of developing long-term transportation plans and selecting transportation improvements to be funded through various federal transportation programs, which use census data to inform the selection of transportation projects. As the US Census Bureau reviews and updates the boundaries and attributes of census tracts and block groups under the Participant Statistical Areas Program (PSAP), the RTC and NCTCOG ask that you consider the following recommendations:

- Determine minimum employment thresholds needed to have an equivalent level of sampling validity as population thresholds have for both the block group and census tract levels;
- If population sample size requirements are a reasonable sample size proxy for employment sample size needs, the minimum employment thresholds could be the same thresholds as population: block group - 600; census tract - 1,200;
- Have no maximum employment threshold;
- Add these employment thresholds as alternative criteria of the standard block group type or census tract type;
- Allow PSAP participants to use their own local employment data to justify delineating within these thresholds;
- Allow employment number to be reflective of 2010 to current year data, or projections for growth by approximately 2020.

May 16, 2018

Another option may be to develop a combined population-employment threshold for the definition of the block group and census tract boundaries. This threshold can be calculated by converting employment to equivalent population using a population to employment ratio within the metropolitan statistical area or the county. The US Bureau of Economic Analysis employment estimates for counties could be used for this purpose. For example, a census block group within a county with a population to employment ratio of 1.5 would consider each employment equivalent to 1.5 population. This method would result in smaller block groups and census tracts in high concentration employment areas. It would also provide a method for consideration of employment where population and employment are both present in a geographic boundary.

The collection of employment data is vital in travel modelling and it is critical that job locations are accurately incorporated into the planning process. We believe the above recommendations will help MPOs plan a more reliable transportation network.

We appreciate the opportunity to provide these comments. If you have any questions, please 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

RH:ch

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



GARLAND
TEXAS MADE HERE

Office of the Mayor
DOUGLAS ATHAS

May 9, 2018

Mayor Rob Franke
Chairman
Regional Transportation Council
P O Box 5888
Arlington, Texas 76005-5888

Dear Chairman Franke:

As Mayor of the City of Garland, I will be completing my term as Mayor of the City of Garland on May 15, 2018 thus finishing my appointment to the Regional Transportation Council. I am proud of the work the RTC has done and the support you and the other members have given to Garland and to the transportation industry for our region. I appreciate the opportunity to serve on behalf of the City of Garland and am hopeful that our city will have the opportunity continue to gain insight and future considerations from the Regional Transportation Council. We appreciate the cooperative partnership between the two organizations. Our city will soon be making their selection and notifying staff.

Thank you again for the opportunity to serve and I look forward to having our paths cross again in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Douglas Athas".

Douglas Athas
Mayor

Cc: Michael Morris, Director of Transportation

RECEIVED

MAY 21 2018

TRANSPORTATION



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

June 4, 2018

Mr. Gary Thomas
President/Executive Director
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-7213

Dear Mr. Thomas:

RE: Comments on the Cotton Belt Corridor Regional Rail Project Draft Environmental Impact Statement

On May 16, 2018, the North Central Texas Council of Governments (NCTCOG) submitted a Statement of Support for the Cotton Belt Corridor Regional Rail Project (Cotton Belt), highlighting that the need for the Cotton Belt Corridor Regional Rail Project has been recognized in long-range transportation plans for the North Central Texas Region since 1986, and its present development is consistent with the region's current long-range metropolitan transportation plan, Mobility 2040, as well as Mobility 2045: The Metropolitan Transportation Plan for North Central Texas, which is proposed for adoption in June 2018. This letter provides additional feedback on the Cotton Belt Draft Environmental Impact Statement (DEIS). The comments are organized by the topic areas of transportation network and connectivity, stations, double tracking, regional bicycle and pedestrian trail, air quality, and environmental justice.

Transportation Network and Connectivity

- Support for the corridor as a key east-west connector of the Red, Orange, and Green Light Rail Lines, as well as TEXRail.
- Support for the corridor as a network connection at Downtown Carrollton to future A-train service and to future rail service from Irving to Frisco on the Madill subdivision and Burlington Northern Santa Fe (BNSF) corridor.

Stations

- Support for all stations included in the DEIS and as contained in the approved Metropolitan Transportation Plan.
- Support for direct service into Dallas Fort Worth International Airport (DFWIA) at the Terminal B station shared with TEXRail.
- Support including north platform at the DFWIA North Station to accommodate future cross-corridor service.
- Support for highly integrated station at Downtown Carrollton to accommodate convenient passenger transfer among and access to Cotton Belt, DART Green Line, future Denton County Transportation Authority A-train extension, and future Irving to Frisco service. It is unclear whether access has been preserved for a pedestrian connection on the west

side of the Cotton Belt platform to a future A-train station. It is also unclear from the text whether the space preserved for a future Irving to Frisco platform would accommodate both north-bound and south-bound passengers. Clarity on both of these items is needed to ensure future connectivity to new services at the Downtown Carrollton Station.

Double Tracking

- Support for double-tracking of entire corridor and upgrading to Class 4 track standards.
- Support for ongoing, close communication with freight operators to maintain adequate freight service in the corridor and where freight lines cross the corridor.
- Support for implementation of Positive Train Control.
- It is unclear whether the design to grade-separate the Cotton Belt Corridor from the Madill subdivision will preclude future direct passenger service from Frisco to DFWIA. Request clarification on whether the configuration maintains this potential future regional service.

Regional Bicycle and Pedestrian Trail (Shared Use Path)

- We do not want to risk delay in the Cotton Belt for a bicycle and pedestrian component due to environmental clearance and in consideration of cost inflation over time. It is our expectation that the Cotton Belt Regional Trail would be environmentally cleared concurrently with the Cotton Belt. There are critical elements of the Cotton Belt Regional Trail that must be constructed concurrently with the Cotton Belt due to physical constraints and feasibility that would prohibit future construction on a separate timeline. NCTCOG is actively coordinating with DART to advance both projects concurrently and is coordinating with cities to provide funding for design and construction. We strongly encourage that the Cotton Belt Regional Trail be included in a supplemental environmental document or the Final Environmental Impact Statement for the Cotton Belt. Attachment 1 is a summary memo outlining components of the Cotton Belt Regional Trail to help DART determine whether the trail will be cleared with a supplemental environmental document or the Cotton Belt Final Environmental Impact Statement.

Air Quality

- NCTCOG expects to receive an updated designation for air quality attainment status by the time the Final Environmental Impact Statement and Record of Decision are issued. However, it is anticipated that the counties traversed by the Cotton Belt will retain nonattainment status. The project's air quality benefits will remain important to the region.

Environmental Justice

- Table 4-6: The DEIS separates ethnicity and race when establishing Environmental Justice (EJ) thresholds and populations for block groups. This alters the thresholds used to identify block groups as minority EJ populations; it also affects the population that can be counted to reach that threshold. Federal Transit Administration Circular 4703.1 includes Hispanics or Latinos in their definition of minority. The DEIS could support its reasoning for separating ethnicity and race by describing how these populations are "distinct" populations per the circular.
- Public participation efforts meet requirements and include non-traditional methods of outreach and efforts to reach populations with limited English proficiency.

June 4, 2018

- The Overall Environmental Justice Findings section states that an analysis was done to compare design elements, impacts, mitigation and enhancement measures, and offsetting benefits between EJ and non-EJ populations.
While impacts to EJ populations are reported, impacts to non-EJ populations are not evident in the DEIS. Providing this information could bolster statements declaring impacts would be borne evenly between EJ and non-EJ populations (demonstrating no disproportionately high and adverse effect).
- The Indirect Impacts section (page 4-100) states EJ populations will face indirect impacts in the form of housing prices, neighborhood character, and others; the section states these impacts will not be disproportionately high or adverse. Providing data, such as current housing values, in EJ and non-EJ block groups could support this statement.

The Regional Transportation Council strongly supports this project and looks forward to its implementation shortly. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the Cotton Belt Corridor Regional Rail Project, including innovative ways to fund the project.

Sincerely,



Michael Morris, P.E.
Director of Transportation

SC:tmb
Attachment

**Summary Memo for the
Cotton Belt Regional Veloweb Trail
06/01/18**

All Sections of the Regional Trail

1. The plans for the Cotton Belt Regional Trail identify a minimum 12-ft wide shared use path within the rail right-of-way. Additional coordination may be necessary to identify the few exceptions where the shared use path is not feasible within the right-of-way.
2. The intent of the Cotton Belt Regional Trail is to create a continuous off-road system of shared use paths maximizing non-motorized access and travel to/from the rail stations, rather than individual disconnected shared use path segments connected to sidewalks. The design of the path is expected to be consistent with AASHTO guidance for bicycle accommodations and have a minimum width of 12-ft. It is expected there will be no instances where the path is disconnected or where sidewalks are provided in lieu of a continuous 12-ft wide shared use path accommodation.
3. Mobility 2040 and the Cotton Belt Regional Trail assume that traffic sufficient to warrant a rail separation would also warrant grade separation (bridges) of a shared use path for the safety of the path users. All bridges are expected to be designed as multi-use shared use paths with a minimum 16-ft width /clearance (12-ft plus 2-ft shy zones each side), rather than pedestrian-only bridges.
4. In locations of suitable at-grade trail crossings of roadways, the intent of the Cotton Belt Regional Trail is to include a refuge island in locations where a roadway median is provided, ADA ramps, high visibility crosswalks, and pedestrian/bicycle traffic signals to accommodate safe travel by the users of the path. The setback of the path from the street curb is expected to be consistent with AASHTO guidance and have no obstructions within the path including railroad crossing assembly, utilities, signs, and related elements.

City	DART Design Plan Station Reference	Proposed Changes from DART Preliminary Trail Findings ^{1,2}
Coppell	STA 1129+00	Royal Ln. Include signalized at-grade trail crossing parallel to rail crossing
	STA 1164+00	Freeport Pkwy. Include signalized at-grade trail crossing parallel to rail crossing
	STA 1193+00 - STA 1228+00	Trail to be located in rail ROW east of Coppell Rd. to 800 ft. east of Sanders Loop (in lieu of existing sidewalk along Southwestern Blvd.)
	STA 1195+60 - STA 1199+30	Include trail bridge at Grapevine Creek (370 ft.)
	STA 1220+70 - STA 1228+00	Include trail bridge over S. Belt Line Rd. and Sanders Loop (730 ft.)
	STA 1362+40 - STA 1372+60	Include trail bridge east of Fairway Dr. (1020 ft.) in lieu of at-grade trail
	STA 1299+00	MacArthur Blvd. Include signalized at-grade trail crossing parallel to rail crossing
Carrollton	STA 2055+00 - STA 2111+40	Trail to remain located in rail ROW through Luna Rd. along the north side of Belt Line Rd. (in lieu of sidewalk along the south side of Belt Line Rd.) eastward to new Cotton Belt Downtown Carrollton DART Station and connect to existing "Green Trail" along Denton Dr. The trail constructed through the station area should be separate from the station platform. Trail remains at-grade under IH 35E (along the north side of Belt Line Rd)
	Not in plans	Trail to be constructed in lieu of existing sidewalk along Perry Rd. to the rail ROW
	STA 2173+00	Josey Ln. Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circuitous route several blocks from rail crossing)
	STA 2213+00	Kelly Blvd. Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circuitous route several blocks from rail crossing)
Addison	STA 2286+50	Marsh Ln. Include signalized at-grade trail crossings parallel to rail crossings (in lieu of circuitous route several blocks from rail crossing)
	STA 2319+50 - STA 2333+00	Trail to remain in DART ROW along south side of rail line to a new Midway Rd. trail bridge in lieu of existing sidewalk along Arapaho Rd.
	STA 2333+00 - STA 2335+00	Include trail bridge at Midway Rd. (200 ft.) and trail remain within rail ROW along south side of rail line.
	STA 2335+00 - STA 2365+00	Include new trail from a new Midway Rd. trail bridge eastward to the Addison Station (in lieu of existing sidewalk along Arapaho Rd.) including a trail through the station area separate from the station platform and drive aisle. Trail should remain along the south side of rail line.
	STA 2362+00	Addison Rd. Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circuitous route to Arapaho Rd. intersection)
	STA 2365+00 - STA 2388+20	Include trail along south side of rail within DART ROW, east of Addison station to DNT (in lieu of existing sidewalk along Arapaho Rd.). Trail crossing to the north side of rail line along the west side of the SB DNT frontage road.

Summary Memo for the
Cotton Belt Regional Veloweb Trail
06/01/18

City	DART Design Plan Station Reference	Proposed Changes from DART Preliminary Trail Findings ^{1, 2}
Dallas	STA 1236+00 - STA 1299+00	Trail alignment (outside of DART ROW) to follow Belt Line Rd. from the intersection of the rail ROW eastward to the Campion Trail (currently under construction) at the intersection of Belt Line Rd. / Mockingbird Ln. Includes trail bridge over Grapevine Creek.
	STA 3010+00 - STA 3024+50	Include trail bridge adjacent to new DNT rail bridge and trail connection along north side of rail line to Knoll Trail Station within DART ROW (in lieu of existing sidewalks along Arapaho Rd. and Knoll Trail Dr.)
	STA 3010+00	DNT SB Frontage Rd. Include signalized at-grade trail crossing parallel to rail crossing
	STA 3011+50	DNT NB Frontage Rd. Include signalized at-grade trail crossing parallel to rail crossing
	STA 3018+00	Knoll Trail Dr. Include signalized at-grade trail crossing parallel to rail crossing
	STA 3024+50 - STA 3077+50	Critical trail section for construction. No change to alignment
	STA 3098+00	Davenport Rd. (W) Include signalized at-grade trail crossing parallel to rail crossing (In lieu of circuitous route along sidewalks to the Keller Springs Rd. intersection)
	STA 3101+30 - STA 3103+40	Include trail bridge (210 ft.) at McKamy Branch east of Davenport Rd. (W)
	STA 3110+00	Campbell Rd. Include signalized at-grade trail crossing parallel to rail crossing (In lieu of circuitous route along sidewalks to the Keller Springs Rd. intersection)
	STA 3127+00	Davenport Rd. (E) Include signalized at-grade trail crossing parallel to rail crossing (In lieu of circuitous route along sidewalks to the Duffield Dr. intersection)
	STA 3127+00 - STA 3131+00	Include trail within DART ROW east of Davenport Rd. (E) and trail bridges over Osage Branch Crossing #1 (In lieu of circuitous route along sidewalks to the Duffield Dr. intersection)
	STA 3162+00 - STA 3170+00	Include trail bridge over Hillcrest Rd. (In lieu of circuitous sidewalk along Hillcrest Rd. and McCallum Blvd.) (800 ft.)
	STA 3162+00 - STA 3170+00	Include trail within DART ROW east of Hillcrest (In lieu of circuitous sidewalk along Hillcrest Rd. and McCallum Blvd.)
	STA 3170+50	McCallum Blvd. Include signalized at-grade trail crossing parallel to rail crossing
	STA 3179+50	Meandering Way Include signalized at-grade trail crossing to the Preston Ridge Trail parallel to the rail crossing (in lieu of circuitous sidewalk south to the intersection of McCallum Blvd./Meandering Way)
	STA 3194+50	Dickerson St. Include signalized at-grade trail crossing (In lieu of circuitous sidewalk north to the intersection of Hidden Creek Dr.)
STA 3216+00	Trail alignment moved to the south side of rail line, east of Coit Rd. with the trail crossing under a new roadway bridge for Coit Rd.	
Richardson	STA 3252+00 - STA 3270+70	Trail Alignment moved to the south side of the rail line.
	STA 3252+00	Include trail bridge (225 ft.) over Waterview Pkwy. in lieu of at-grade trail crossing.
	STA 3290+00	Include trail bridges (3) over Synergy Park Blvd., W. Renner Rd., Custer Pkwy. (1520 ft.)
	STA 3270+70 - STA 3378+00	Trail remain within DART ROW from west of Synergy Park Blvd. to existing trail at Alma Rd. (In lieu of sidewalks along Renner Rd. and Alma Rd.)
	STA 3378+00	Alma Rd. Include signalized at-grade trail crossing
	STA 3379+00	Critical trail section for construction. No change to alignment (anticipated DART Mitigation).
	Not in plans	Trail alignment generally follows DART rail west of City Line/Bush Station in lieu of use of the Spring Creek Trail extending south to Renner Rd.
	STA3426+00	Alignment of trail remain on the west side of the City Line/Bush Station in lieu of use of sidewalk on the east side of the station, including a trail through the station area separate from the station platform.
Plano	STA 3437+50 - STA 3438+00	WB PGBT frontage road Include signalized at-grade trail crossing.
	STA 3449+00	E. Plano Pkwy. Include signalized at-grade trail crossing in lieu of circuitous route to F Ave.
	STA 3469+50 - STA 3485+00	Trail remain within DART ROW from 10 th Street north to 12 th St. Station and connect to Municipal Ave. (including a trail through the station area separate from the station platform)
	STA 3485+00	Trail connection to cross the rail line (from south to north) on the east side of N Ave.
	STA 3501+00	Jupiter Rd. Include signalized at-grade trail crossing in lieu of circuitous route north to 14 th St. intersection

Notes:

¹ All Trail sections a minimum 12-ft width

² All Trail bridges a minimum 16-ft width /clearance (12-ft plus 2-ft shy zones each side)

PETE SESSIONS
32ND DISTRICT, TEXAS

CHAIRMAN
COMMITTEE ON RULES

COMMITTEE ON
FINANCIAL SERVICES
(ON LEAVE)



Congress of the United States
House of Representatives

2233 RAYBURN HOUSE OFFICE BUILDING
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FAX: 972.392.0615
sessions.house.gov

October 11, 2017

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Dear Secretary Chao:

I am writing in support of the United States Department of Transportation 2017 Infrastructure for Rebuilding America (INFRA) Grant application for the **IH 635 LBJ East Project** submitted by the North Central Texas Council of Governments (NCTCOG).

The IH 635 LBJ East Project will consist of full reconstruction and widening of IH 635 from US 75 to IH 30, approximately 11 miles. The general-purpose lanes will be widened from 8 lanes to 10 lanes and the existing Managed/Express Lanes will be widened from 2 lanes to 4 lanes, for a total of 14 general purpose and managed lanes. In addition, continuous frontage roads will be constructed. The approximate total project cost is \$1.74 billion, with a grant request of \$300 million.

The project originally received a Finding of No Significant Impact (FONSI) in January 2003. A public hearing on the environmental re-evaluation was held in January 2017 and environmental clearance was received in April 2017. The Texas Department of Transportation (TxDOT) anticipates delivering all or a portion of the project through a design-build procurement with the procurement starting in late 2017. The proposed IH 635 LBJ East Project would improve mobility and safety within the I-635 corridor, accommodate dedicated managed lanes, improve freight mobility, reduce congestion and improve the roadway connections between IH 635 and IH 30 and between the general-purpose lanes and the adjacent frontage roads and cross-streets.

I request that you give the application submitted by the NCTCOG your full consideration, consistent with your existing guidelines and policies. If I can be of further assistance, please do not hesitate to contact me or my staff by phone at 202.225.2231, or by email at Ryan.Ethington@mail.house.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Sessions", with a long, sweeping underline.

Pete Sessions
Member of Congress

Impact on homes, business of possible U.S. 380 relief routes unclear as Collin County keeps growing, TxDOT says

April 30, 2018

Written by Nanette Light, Staff Writer
Dallas Morning News

McKINNEY — City leaders know something has to be done to improve traffic gridlock on U.S. Highway 380 as more and more people pour into Collin County.

“The problem is that y’all are way behind. This should have been done 10 years ago,” Mayor Pro Tem Rainey Rogers said during a Monday night work session after the Texas Department of Transportation presented a draft list of possible freeway corridors. “We’re creating more traffic than your roads can handle.”

What remains unknown is exactly how a freeway meant to relieve traffic congestion could affect businesses and people’s homes and land, particularly in rural areas just outside McKinney’s city limits.

TxDOT spokesman Ryan LaFontaine has said the potential impact is still being studied. Getting answers is difficult, he said, because Collin County is growing so rapidly.

And that’s a critical missing piece that city leaders have said is needed for an opinion on the different scenarios. So far, Mayor George Fuller has said, residents have seen only alignments “with no context.”

“We certainly won’t dictate it, but we will have a resolution at some point giving our input at what we think most benefits our city,” Fuller said of the possible alignments.

Residents got an early glimpse of the possible freeway corridors during an open house last week when TxDOT laid out early options as part of its feasibility study on U.S. 380. Other meetings are scheduled for Tuesday and Thursday.

Five options for freeway routes were presented last week. No final alignment has been selected. A freeway isn’t the only option, though. Other possibilities include building grade-separated intersections that would preserve the highway’s current alignment while allowing drivers to bypass some major intersections. Another option is to do nothing.

“We’re not just stuck to these alignments. Based on comments, we can change an alignment and shift it over,” TxDOT transportation engineer Stephen Endres said Monday. “These aren’t set in stone. We found five, but they can be moved.”

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.

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 after the public meeting last week. Voigt 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.

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.

And TxDOT projects that by 2040 Collin County will be larger than Dallas County was last year — but with far fewer freeways.

“The county is drowning,” council member La’Shadion Shemwell said. “Somebody’s going to have to take the lead and say, ‘OK Listen, we’ve got millions of people coming and something needs to be done.’”

Endres said it's difficult for the infrastructure to get ahead of development when the region has "minimum funding" for transportation.

McKinney council members have approved a resolution opposing conversion of U.S. 380 within the city’s borders into a freeway because development leaves little room for expansion. But Fuller has said that now all ideas are on the table.

TxDOT projects that five years from now is about the earliest construction might begin. The agency plans to analyze the data and feedback it’s receiving from residents and city leaders and come back in the fall for another round of public meetings with the alignments narrowed down.

Fuller emphasized the need for “better and clearer information” as the project progresses.

“There’s a lot of heartache over this project ... a lot of controversy, a lot of conflict,” he said.

Next open houses

Tuesday: Open house at 6 p.m. and presentation at 7 p.m. at Princeton High School, 1000 E. Princeton Drive in Princeton

Thursday: 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/2018/04/30/impact-homes-business-possible-us-380-relief-routes-unclear-collin-county-keeps-growing-txdot-says>

America's great strides in cutting smog at risk of being eroded, experts warn

Scientists and health experts say Trump administration's bid to undo pollution rules are 'extremely counterintuitive and worrying'

May 2, 2018
Oliver Milman
The Guardian

America's leading cities have some of the cleanest urban air in the world but huge advances made in reducing smog are in danger of falling backwards, experts are warning.

New Yorkers breathe air that is 800 times less polluted than Delhi's and twice as clean as in London and Berlin, the World Health Organization reported.

Nine out of 10 people around the world are breathing in high levels of pollutants. This amounts to a sprawling health crisis that causes about 7 million deaths a year, according to the latest global data from the WHO, which warned that air pollution inequality between the world's rich and poor is widening.

Many of the luckier one in 10 people are found in US cities such as New York, Miami and Boston. Here, air quality has improved dramatically since landmark environmental regulations in the 1970s started to disperse the choking smogs that commonly lingered there and over cities such as Los Angeles, confining people indoors on warm days, the WHO said.

But US scientists and public health officials have warned that the stunning improvements in American cities have already starting to slow and are even in danger of reversing. They point to diminishing returns from existing regulations and the Trump administration's zeal in demolishing recent rules designed to improve air quality and combat climate change.

"The actions of this administration are extremely counterintuitive and worrying," said Christine Todd Whitman, who was administrator of the Environmental Protection Agency (EPA) under president George W Bush. "Time will be lost, pollution will be increased and lives will be endangered. It's not that we will turn into Beijing or Delhi tomorrow but people take clean air for granted now and we can't slide back to the smogs we once had."

In New York, levels of haze-causing airborne particles called PM2.5, expelled from vehicle exhausts and power plants, are about 800 times less than they are in Delhi, where the air is considered a significant risk to human health, the WHO found. New York also compares well to Berlin and London. Those cities have struggled with a major air pollution problem and have PM2.5 levels around double that of the US metropolis – referring to microscopic atmospheric particulate matter.

Enforcement of the Clean Air Act to reduce harmful emissions from heavy industry and transportation has seen levels of the six most common air toxins, including lead and particulate matter, drop by 50% in the US since 1970 despite growth in population and economic activity, according to the EPA. These six pollutants can cause or worsen a host of health issues, ranging from runny eyes to asthma and heart disease.

However, this progress has slowed in recent years. A new analysis of satellite data by the National Center for Atmospheric Research found that reductions in pollutants that cause ground-level ozone, or smog, "slowed down dramatically" between 2011 and 2015.

This slowdown, of around 76% compared to 2005 to 2009, is sharper than is shown in EPA data, which typically uses ground-level monitoring. The study's authors suggest the lagging progress could be down to decreasing relative contributions from vehicle emissions reduction technology and a worse than expected impact from heavy duty diesel trucks.

"More reductions are still necessary – ozone is still too high in many places in the US," said Noelle Eckley Selin, an air pollution expert at the Massachusetts Institute of Technology, who wasn't involved in the study.

"Continued improvement is not a given even with existing regulations; repealing relevant standards could even make air quality worse. Policies that repeal emission standards and encourage more fossil fuel use move us in the wrong direction for air quality and human health."

Concern over a regression in air quality stems from a whirlwind of deregulation instigated by the EPA under administrator Scott Pruitt, a self-described opponent of the "activist agenda" of the regulator.

The clean power plan, the centerpiece of the Obama administration climate change effort, is in the process of being dismantled, with Pruitt claiming that it improperly uses clean air laws to curb emissions from coal fired power plants. The EPA previously estimated that the plan would prevent 3,600 premature deaths, 1,700 heart attacks and 90,000 asthma attacks per year.

Pruitt has also overseen attempts to delay or scrap vehicle emissions rules, new regulations to prevent the release of methane from oil and gas drilling operations and the implementation of smog standards. The agency is also erasing requirements that companies continue to use pollution reduction methods once emissions dip below a certain level.

"This agenda is very detrimental. It will slow progress and in some instances make things worse," said George Thurston, who specializes in environmental hazards at the New York University School of Medicine. "The problems won't be evident to the average person, because people have heart attacks and asthma attacks for various reasons. But that harm will be there, it will happen."

Thurston said the reversals could even hamper air quality improvements overseas. "The US is showing a failure of leadership," he said. "If the developing world sees we are not serious about climate change and air pollution, they will be less willing to do something. It's really irresponsible on the part of the administration."

It remains unclear how successful Pruitt's EPA will be in repealing its targeted regulations, given stiff resistance from environmental groups and some states via the courts. The agency didn't respond to a request for comment on its agenda.

On Tuesday, the EPA revealed that 51 areas in 22 states do not meet ozone standards, after being ordered by a federal court not to delay the publication of its assessment. The administration is facing a further fight after 17 states, led by California and New York, sued to protect California's waiver to enforce stricter vehicle emissions rules than the federal standard.

"The administration will lose in court over a lot of these regulations because you can't just get rid of them on a whim," said Whitman. "What will be lost, though, is the institutional knowledge at the EPA. A lot of people are leaving in frustration and young people looking for a career are hardly looking to the EPA because it's deemed unimportant. The damage has been done."

<https://www.theguardian.com/environment/2018/may/01/america-smog-clean-air-pollution-risk-trump>

What the Latest Highway Fight Says About Future of the DFW Region

Watching the debate over the widening of U.S. 380 is like looking back through time at the entire history of DFW's growth

May 1, 2018
By Peter Simek
D Magazine

A simple concept of astronomy has always boggled my mind. Because of the rate of speed by which light moves through space, the illuminated stars we see when we look up at the sky at night are the images of stars as they existed millions of years ago. The light is old; we are looking through time.

I thought of this astronomical phenomenon while reading this article in the *Dallas Morning News* about a highway fight unfolding on the outer fringes of our metropolitan galaxy. Collin County and TxDOT are planning new roads to keep up with massive growth. Residents are worried the new roads will cut through and destroy their neighborhoods, ruin the value of their homes, and damage their communities. It is like the growing pains of 1960s Dallas are unfolding in Collin County in 2018. The debate is old, reading about it feels like peering through time.

The players involved are repeating the same old refrains. Demographers looking through their statistical telescopes expect Collin County to double in population by 2030, outpacing Dallas County's population by 2050. Public officials—both the data crunchers at TxDOT and the dutiful elected servants of the county—believe that this problem needs to be addressed by making more room, not for the expected arrival of people, but for their cars.

“Congestion on the county’s major roadways will only get worse,” the *DMN* reports.

“[Michael Quint, executive director of development services for McKinney] said 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.”

“It just happened so fast and so unexpectedly that we weren’t able to catch up. But I think we’re doing better jobs of that now,” [Quint] said, adding that finding a solution to U.S. 380 is just one step. The county needs to build out its arterial network, he said, and that means “smarter” and “more refined” traffic management.”

To build out that “smart” and “more refined” traffic management system, which fundamentally resembles every dumb traffic management system that has been rolled out across America over the past 70 years, Collin County commissioners are going to ask residents to approve a \$671 million transportation bond this November. Eighty percent of the funding would go towards building new highways where it is “expected to see a lot of population growth.” Twenty percent of the funds would go to improve thoroughfares and city arteries “that help feed traffic onto highways.”

In other words, people are coming, so we must build lots of new roads. The debate currently hinges on fears over how this will affect the future of Collin County. But there is an advantage of looking back in time: you know how the future will turn out.

This is what will happen: Federal, state, and local governments will subsidize a massive expansion of highway and auto-centric infrastructure as a singular solution to deal with their

expected growth. The new infrastructure will, in turn, determine where that growth occurs. The majority of new development will be low density, single-family homes and subdivisions, with office towers and parks, strip centers and big box stores to service employment and consumer needs. Investors will be driven by new or widened roads towards undeveloped land—the cheapest land—placing new growth where it doesn't exist today, thus putting pressure on the further expansion of the highway infrastructure.

The massive expenditure of public funds on infrastructure will function as a subsidy and incentive for this low-density development, and yet, the low density will not be able to generate sufficient new taxes to deal with the maintenance, upkeep, and continued expansion of auto infrastructure. But those costs won't be realized for decades. In the short term, there will be reduced congestion, and the public officials—from the politicians to the TxDOT engineers—will appear to have successfully navigated the challenges of the future. But they will fail to see that congestion is like a rash, a symptom of a deeper problem that is more difficult to diagnose and treat.

The real problem is a cyclical pattern of development that we have seen transpire over and over throughout the past 70 or so years in DFW. The transportation infrastructure doesn't treat the challenge of congestion, rather, it establishes the economic conditions to generate further growth that will only place continual new pressure on roadway capacity. Congestion will only get worse again. That is because there will be one singular defining characteristic of this new growth cycle: all those new people—the millions whom officials believe will help Collin County grow larger than Dallas County—will have to drive cars to survive in the new world their public officials plan to build.

There are some Collin County residents who are unhappy with this strategy for the future. They have packed public meetings; they have spoken of their fears that new highway construction will divide their neighborhoods or destroy the value of their homes. Some believed, like long ago residents of Preston Hollow, Bent Tree, Richardson, or parts of Plano before them, that they purchased homes on the rural fringes of the region believing they had secured a piece of country heaven with easy access to the benefits of city living. Now they are being told that a tsunami of concrete is on its way, and they must either prepare for it or be plowed under by the sea of sprawl.

Reading about their concerns, I'm reminded of that scene at the end of *A Christmas Carol* when Scrooge throws himself at the feet of the Ghost of Christmas Yet to Come and pleads for a reprieve from his sorry fate.

"Before I draw nearer to that stone to which you point," Scrooge says, "answer me one question. Are these the shadows of the things that Will be, or are they shadows of things that May be, only?"

Sitting here at the center of the metropolitan galaxy, looking out from the future and back into the past, I feel like I can offer the residents of Collin County little more than the ghost could offer Scrooge. Must these things be? Is the fate of their homes and communities inevitable? Will it all succumb under the tsunami of sprawl?

Of course, Collin County does not need to spend nearly three-quarters of \$1 billion to build new highways and expand existing roadway infrastructure. In fact, the last 70 years of urban growth have demonstrated clearly that this is a fool's errand, a Sisyphean task born of short-term, misguided thinking based on unsound ideological and unproven pseudoscientific thinking that

has only destroyed communities as we once knew them, while kicked the challenges of urbanization down the road to subsequent generations.

Dallas did this, doubling down in its investments in highways to facilitate and speed up the spread of a monolithic vision of sprawling growth across the open blackland prairie of North Texas. Dallas' solution to projected growth was to devise ways that allowed the growth to bypass Dallas for newer and newer developments built in the pastures of the north, a strategy that placed an ever-increasing pressure to further expand infrastructure while allowing its own tax base to erode.

The inner-ring suburbs bought into the same mindset, and their decades of rapid success were plowed under as the concrete tsunami continued its surge northwards, dragging with it jobs and taxes. Now they face community challenges similar to those of the historic urban centers.

If the Collin County residents are worried about losing their little slices of country life on the outskirts of the region, they should be. The growth their public officials are attempting to sell them on allows for only one way to live—suburban sprawl.

Which is the great irony in this debate. The leaders of Collin County, a bastion of conservative power, are attempting to sell their constituents on a vision of future growth that uses vast amounts of public funding to subsidize a form of growth that vastly limits choice in the marketplace.

Furthermore, it is happening in a corner of the region that has already seen the benefits of what reintroducing housing and community choice—things like restoring historic downtowns, strategically reintroducing density to lure younger residents and decrease dependence on cars—can do for suburban communities. Places like Legacy in Plano and downtown McKinney show the potential of a new kind of suburban growth, which is really the oldest kind of growth: clusters of density at town centers, with decreasing density as you move away from the town center towards lower-density suburban-style neighborhoods and semi-rural fringes.

This is a possible vision for Collin County's future. It is the kind of growth that would absorb those expected millions of new residents without putting the same pressure on building and expanding roadways. But it would require a radically different way of thinking—a complete reversal of how everything has been done. It would require thinking about how to incubate urban clusters in suburban communities, how to allow more residents to get out of their cars, how to invest in public infrastructure designed for people, and not for the cars we presume they want to drive.

Looking out though time and into the past, I feel a little bit like Scrooge's ghost. I can't say whether things Will or May be. All I can do is point to a quote in that *DMN* story that stands like Scrooge's tombstone in the cemetery, a reminder that if things don't radically change—if people and politicians don't take power and ownership over the fate of their own communities instead of continuing to continue to do business as usual and defer to false ideology and singular-minded logic of highway engineers—there is only one possible future. Behold, the quote:

“Ultimately,” Quint said, “we will support whatever TxDOT comes down with.”

<https://www.dmagazine.com/frontburner/2018/05/what-the-latest-highway-fight-says-about-future-of-the-dfw-region/>

Aiming to revitalize its downtown, Weatherford eyes northern bypass for truck traffic

May 02, 2018
By Rick Mauch
Fort Worth Star-Telegram

Weatherford officials recently got word that the city will receive \$11.5 million from the North Central Council of Governments and the Texas Department of Transportation to help construct a northern bypass around downtown.

It will be the initial step toward developing Heritage Square, which the city describes as an authentic livable downtown that would offer entertainment, restaurants and pedestrian-friendly walkways. The project is also designed to bring back Weatherford's historic downtown square by diverting truck traffic on U.S. 180 and Farm Roads 51 and 2552 away from the city's central core.

About 150 residents attended a town hall meeting on Monday, April 30, where city officials explained the options and took written feedback on comment cards. Most of those in attendance appeared to support the project, particularly the solving of the traffic congestion — as long as the surrounding neighborhoods aren't affected.

"I'm excited about the progress Weatherford is making, trying to alleviate the problems we have," said resident Meg Carter. "I commute and go through downtown every day. It's the fastest route ... but it gets crowded downtown.

"But we want the historic neighborhoods to stay vital and alive. I'm a sixth-generation resident, and I plan on staying here. I love downtown and going through there. I just need to get where I'm going faster."

City Manager Sharon Hayes said the comment cards will be put on file, along with written answers from city officials, who say they share residents' concerns.

"Our goal is to protect neighborhoods and downtown," Hayes said.

Realtor Jim Duncan said that his family has lived in Weatherford since 1948 and that a solution is long overdue. "There's more tires on the road than we have asphalt to carry them," he said.

According to the city's director of capital improvements, Terry Hughes, the congestion is not going to improve without this project moving forward. Even with the opening of Ric Williamson Memorial Highway, a loop around the city, downtown traffic is expected to continue to grow, he said.

"Weatherford provided existing traffic numbers, land use projections and growth trends to NCTCOG, which ran travel forecast modeling to the year 2035," he said. "The 20-year projections indicated traffic numbers could be as high as 24,000 vehicles per day along U.S. Highway 180 near downtown. Even with the outer loop, traffic will continue to be a problem for the downtown Weatherford area, based on the projections."

The proposed northern bypass is the first of what the city hopes will be three phases to solve the traffic problem and rejuvenate downtown, although the bypass is the only one that's funded

so far. Hughes said the funding is on an 80/20 basis, meaning the city will still have to come up with around \$4 million.

"Before you panic, they have other options for us to get more money, perhaps even eliminate that 20 percent," he told the crowd.

If no more funding is found, Hayes said, it's possible the city could move forward with just the northern bypass, "but the problem is we'd be limited with what we could do downtown. Downtown would stay about like it is now."

Hayes also noted that even if downtown is renovated, it will be up to individual business owners as to what other changes, if any, they'd like to make. She also assured folks that there would be no impact on nearby Cherry Park, adding that the city has committed \$1 million for renovation of the city pool at the park.

Weatherford city consultant Trent Petty, former city manager of Grapevine, encouraged the city to move forward regardless of the uncertainty of future funding. He compared the project to when Grapevine was threatened with expansion of Dallas/Fort Worth Airport putting a runway parallel to the city's main street. The runway never materialized, and downtown Grapevine is now one of the area's biggest tourist destinations.

"You can take Grapevine Main Street and substitute it for downtown Weatherford," Petty said. "Imagine what Grapevine would have lost if they had walked away thinking they were defeated."

Engineering plans for the northern bypass are expected to be completed in 2019, with construction and completion taking two or three years.

<http://www.star-telegram.com/news/local/community/weatherford-star-telegram/wt-news/article210341664.html>

After Fatal Uber Crash, a Self-Driving Start-Up Moves Forward

May 7, 2018
By Cade Metz
New York Times

FRISCO, Tex. — On Monday, an orange and blue car with the words “Self-Driving Vehicle” prominently displayed on both sides drove itself through the streets of this rapidly growing city north of Dallas, navigating across four lanes of traffic and around a traffic circle.

The car, operated by the Silicon Valley start-up Drive.ai, will eventually become part of a fleet of autonomous taxis that will ferry locals along a predetermined route between the Dallas Cowboys facility in Frisco and two other office, retail and apartment complexes.

While other companies have tested self-driving cars for years and some are in the early stages of offering a taxi service, Drive.ai’s autonomous vehicle debut on Monday was still notable. It was the first new rollout of autonomous cars in the United States since a pedestrian died in Arizona in March after a self-driving car operated by Uber hit her.

The fatal crash renewed a debate about driverless technology safety, casting a chill over the industry. Uber immediately halted its testing program, which remains at a standstill. Other big players, including Toyota, also paused their self-driving tests.

But Drive.ai’s announcement that it will officially begin its taxi service in July showed that the industry is starting to get back on track.

“You don’t succeed by staring in the rearview mirror,” said Andrew Ng, a board member of Drive.ai, who helped found the artificial intelligence labs at Google and the Chinese internet giant Baidu.

Drive.ai said it was moving ahead even as questions about the cause of Uber’s crash remained unanswered. Sarah Abboud, an Uber spokeswoman, declined to comment on specifics, citing an continuing investigation by the National Transportation Safety Board. But she said the company had initiated a “top-to-bottom safety review” and had brought on Christopher A. Hart, a former chairman of the safety board, as an adviser on its “overall safety culture.”

Tarin Ziyadee, until recently the chief technology officer of the self-driving start-up Voyage, said he hoped the Uber crash would push companies to openly discuss the powerful but still limited technologies inside their test cars.

“We need to talk about the nitty-gritty — what these systems are really doing and where their weaknesses are,” said Mr. Ziyadee, who also worked on autonomous systems at Apple. “These companies are putting secrecy over safety. That has to change. The public deserves to know how things work.”

Mr. Ng said the Uber crash had not affected Drive.ai’s rollout plans. “We’re focused on the path forward,” he said.

Drive.ai was founded in 2015 by Mr. Ng’s wife, Carol Reiley, a roboticist, and several students who worked in a Stanford University A.I. lab overseen by Mr. Ng. The start-up specializes in a rapidly progressing type of artificial intelligence called deep learning, which allows systems to learn tasks by analyzing vast amounts of data.

Venture capital firms including New Enterprise Associates have since invested in the start-up. Based in Mountain View, Calif., Drive.ai has raised \$77 million and has more than 100 employees.

Waymo, the autonomous vehicle company that was spun out of Google, is already running a private taxi service outside Phoenix, in a state that is a popular destination for self-driving car

experiments. Drive.ai chose to begin its trials in Frisco, where the streets are clean and wide, pedestrian traffic is light and the sun is out for 230 days a year, on average. A Texas law passed in the fall also lets companies operate self-driving services with no restrictions from municipal governments.

When Drive.ai's free, daytime-only service begins this summer, it will be open to 10,000 people who live or work in the area. The cars will travel along a few miles of road where the speed limit does not exceed 45 miles an hour, with passengers being picked up and dropped off at only a few specific locations.

Backup drivers will be behind the wheel, taking control when needed. But as the program expands, Drive.ai plans on moving drivers into the passenger seat and out of the cars entirely by the end of the year.

Though pedestrians are scarce in the area, the cars will drive through parking lots where they are likely to encounter foot traffic. So Drive.ai equipped its cars with digital displays designed to communicate with pedestrians and other drivers. While an autonomous vehicle cannot make eye contact with a pedestrian or respond to hand signals, it can display a simple message like "Waiting for you to cross" or "Picking up."

Because the cars are equipped with sensors that gather information about their surroundings by sending out pulses of light — as well as radar and an array of cameras — the cars could potentially operate at night as well. But the start-up decided to keep a tight rein on its service before gradually expanding the route and exposing the cars to new conditions. Drive.ai said it would suspend operations during a downpour and in the rare event of snow.

There will still be situations where the cars are slow to make decisions on their own — in the face of extremely heavy traffic, for instance — but remote technicians employed by Drive.ai will send help to the cars over the internet. The cars will include connections to three separate cellular networks.

Drive.ai said it was working closely with Frisco officials. The city of 175,000 can keep the company abreast of construction zones and other road changes, Mr. Ng said, and signs identifying the area where the cars will drive have been installed.

Thomas Bamonte, a senior program manager for automated vehicles with the North Central Texas Council of Governments, which handles planning for Dallas and surrounding areas, said such work would become increasingly important as the metropolitan area added roughly a million new people every 10 years.

"We want to invest in new technology rather than the physical expansion of roadways," he said.

Asked if the Uber crash gave him pause, he said state law allowed companies like Drive.ai to operate without interference from local governments. The companies, he said, must be cautious.

Noah Marshall, a financial analyst with Jamba Juice, which is based in Frisco, said the new autonomous taxi service would be a "great thing" for the town. His office is along Drive.ai's route, and he said he hoped to try the service.

Other Frisco residents were warier.

"This might be a good idea, but there is so much traffic here, and Texans aren't very patient," said Mark Mulch, a local real estate agent. Referring to one Arizona city where self-driving cars are being tested, he added: "Scottsdale is laid back. But Dallas is too fast."

<https://www.nytimes.com/2018/05/07/technology/uber-crash-autonomous-driveai.html>

Collin County wants voters to approve \$750 million for gridlock-relieving road projects

May 7, 2018
Written by Nanette Light, Staff Writer
Dallas Morning News

Collin County commissioners know something has to be done to mitigate traffic gridlock on the county's highways, which is only expected to worsen as more people pour into North Texas' northern suburbs.

On Monday, commissioners unanimously approved putting three propositions on the Nov. 6 election ballot to pay for \$750 million in transportation improvements. They predict they'll be able to do the work without raising residents' tax rate.

If approved, that bond money will be earmarked for transportation projects, including \$600 million for freeways, \$140 million for strategic arterial roads and city/county thoroughfare projects, and \$10 million for open spaces, such as parks and trails.

Specifics are still being hammered out, but the list includes building a new north-south highway east of U.S. Highway 75, and constructing the outer loop and improving U.S. Highway 380. Collin County Judge Keith Self said upgrading U.S. 380 is the county's No. 1 priority with the bond funds.

The highway has been a recent hot topic of interest as it remains unknown exactly how a possible new freeway corridor meant to relieve traffic congestion on Highway 380 could affect businesses and people's homes and land, particularly in rural areas just outside McKinney's city limits.

"We will do the best we can to impact the fewest people, but we're building highways for people that are not here, frankly," Self said.

Residents got an early glimpse of the possible routes during three recent open houses when the Texas Department of Transportation laid out early options as part of its feasibility study on the highway. Five options for freeway routes have been presented, but no final alignment has been selected. A portion of the roadway between Frisco and Prosper is being upgraded to a six-lane freeway with access roads.

"The problem is that y'all are way behind. This should have been done 10 years ago," McKinney Mayor Pro Tem Rainey Rogers said during a recent meeting after TxDOT presented a draft list of possible Highway 380 freeway corridors. "We're creating more traffic than your roads can handle."

Self said there's an urgency to move forward now. Collin County is expected to double in size before 2030 and surpass the populations in Dallas and Tarrant counties with more than 3.5 million residents by 2050. McKinney's population of nearly 180,000 is projected to increase to roughly 284,000 by 2040.

And by 2040, TxDOT projects, Collin County will be larger than Dallas County was last year — but with far fewer freeways.

Congestion on the county's major roadways will only get worse.

Some commissioners wanted a transportation bond election last year so money would be available sooner. But others said they needed more specifics on the plan before bringing it to taxpayers.

"We can no longer wait," Self said after Monday's vote. "We've got to take the need to voters. ... If you hope to have a highway in 10 years, we've got to get started."

Self has said the goal is to help solve some short-term transportation issues while also planning for long-term roadway needs in the county.

"Throughout this process, we must maintain our focus on building a robust transportation network that can handle double our current population," he wrote in a recent newsletter to residents.

Beyond Highway 380, other possible projects include a north-south highway east of U.S. 75. Population density in the county's more rural eastern communities could eventually rival its more heavily-populated western portion.

Clarence Daugherty, director of engineering for Collin County, said the North Central Texas Council of Governments has done an initial study for such a freeway, although no final route has been selected. He said the county would need to "revisit" it, with input from the public and myriad city leaders and other officials involved in highway planning.

If the bond is approved, Self estimated, construction still would be years away. The bond money also will pay for environmental studies, engineering design and right-of-way acquisition that must happen before any new freeways rise up.

"If the citizens approve the bond, we'll start spending, but they won't see anything," he said. "Before you ever see the first orange barrel and the first blade of dirt turned is probably five years."

<https://www.dallasnews.com/news/collin-county/2018/05/07/collin-county-wants-voters-approve750-million-gridlock-relieving-road-projects>

With Austin and North Texas leaders seeing eye-to-eye, LBJ East has another shot at state's 'to-do' list

May 7, 2018
Written by Ray Leszczynski, Communities
Dallas Morning News

State officials are promising a long-awaited go-ahead for the \$1.8 billion LBJ East freeway improvements if regional officials agree to build the road without additional tolled lanes in a Thursday meeting.

Interstate 635, LBJ Freeway, currently has four free lanes and an HOV/express lane running down the middle in each direction, a "4-1-1-4" format. That would change to "6-1-1-6" with widening to include two more free lanes in each direction between Central Expressway and Mesquite.

In addition, the plan being proposed to the Regional Transportation Council at its meeting this week in Arlington stipulates the continuous frontage roads and a rebuilt interchange at Interstate 30 that Dallas, Garland and Mesquite officials have wanted.

"Based on agreement from the RTC ... the commission and TxDOT are ready to advance," J. Bruce Bugg, chairman of the Texas Transportation Commission, told regional leaders in a letter. The TTC oversees the Texas Department of Transportation.

Final approval of the deal later this month at the TTC's monthly meeting in Austin would send the project out for bids. Regional transportation planners believe bids will come in about \$200 million under the current cost estimate, making the true cost \$1.6 billion.

The 10.8 miles of freeway deemed North Texas' No. 1 priority has been stalled politically for years. Local leaders proposed expanding the region's dependence on tolled, managed lanes as a means of offsetting a shortage of transportation dollars for the fast-growing region.

Without tolls to help pay for the project, regional leaders feared LBJ East would get the lion's share of available money and other projects would have to wait.

Toll roads of any sort have fallen out of favor in Austin, however. At the request of Gov. Greg Abbott and Lt. Gov. Dan Patrick, the Texas Transportation Commission took LBJ East off the state's to-do list in December because its plan included new toll lanes.

Some 200,000 drivers per day who use LBJ East continue to wait for a solution.

As a concession of sorts, the state has agreed to "grandfather" the former high occupancy vehicle lane running in each direction through Lake Highlands and Garland on LBJ Freeway. With advance registration, that lane is currently free to motorcycles and vehicles with two or more passengers. But the majority of its riders don't register and pay a toll to use the lane.

TxDOT will include that single lane in each direction as part of its rebuild "provided the RTC agrees to align with the Commission's non-toll road policy by not adding new toll roads or toll lanes to this project," Bugg wrote in his letter to RTC leaders.

At its April 19 meeting, the RTC -- which consists of 40 elected officials from across North Texas -- had actually discussed a plan including six free lanes and the current HOV/express lane in

each direction. But it stopped short of sending a resolution to Austin because members were unsure whether the HOV/express lane fit the state leaders' request.

No private third-party company will benefit from the tolls. Revenue from the HOV/express lanes will be used for debt service, operations, maintenance, and congestion management and optional off-peak and weekend tolling.

<https://www.dallasnews.com/news/transportation/2018/05/07/austin-north-texas-leaders-seeing-eye-eye-lbj-east-another-shot-states-list>

Here's how self-driving cars could catch on

A limited, controlled experiment in Texas charts a path forward for AVs.

May 9, 2018
By David Roberts
Vox

There's been a string of stories in the past year or so about fatalities involving self-driving cars. The latest, from March, was about a pedestrian run down in Arizona by a self-driving Uber vehicle, which apparently saw her but deemed her a "false positive" (shudder).

Of course, as fans of the technology will rush to tell you, none of the vehicles involved were actually "self-driving" — they are vehicles with driver-assist features, which can take over for human drivers in limited circumstances. (Level 2 autonomy, in the jargon.)

The public, however, is unlikely to track such distinctions. The casual news consumer can be forgiven the impression that self-driving vehicles are being deployed, and killing people, at random — that we're just winging it, using public streets as live experiments.

Predictably enough, there's been blowback, leading Arizona to suspend its testing program (as has Toyota). It seems that simply tossing autonomous vehicles into the wild is not going to work.

A program in Texas aims for a gentler debut for AVs

Happily, a self-driving vehicle experiment planned for Texas shows a better and more realistic path to public acceptance.

A Silicon Valley startup called Drive.ai announced yesterday that it will launch a ride-hailing service using autonomous vehicles in Frisco, Texas, in July. It's not the first company to offer such a service — there's one in Phoenix, Arizona — but it's the first one in Texas.

If you want a deep dive into the details, Cade Metz at the New York Times has one. I'll just focus one aspect: the pains the program has taken to introduce autonomous vehicles in a safe and nonthreatening way, aimed at winning public support and growing incrementally.

If shared autonomous vehicles are going to catch on — if they're going to ease congestion and eliminate parking like their enthusiastic fans promise — it's not going to be through uncontrolled experiments on public roads. It's going to look something like what Drive.ai is doing.

The key challenge for AVs is incremental introduction

As I've written before, autonomous vehicles have always faced a chicken-and-egg problem. If cities and infrastructure could be designed around autonomous vehicles (AVs), containing only AVs, the difficulties facing AVs would be negligible. All vehicles would be smart and would respond in standard, predictable ways to one another and to pedestrians.

But new cities are the exception. In most places, AVs will have to enter a market dominated by old infrastructure and human drivers. Those are enormous challenges, given their unpredictability and enormously variable features. (Pesky humans ...)

The last 10 percent of AVs will be easy; it's the first 10 percent that's the problem.

The answer will be incrementalism in all aspects: in autonomy, range, scope, and usage. That's the direction the Drive.ai pilot points; everything about it is geared toward slow, incremental introduction, focused on the comfort and confidence of the human beings involved.

Drive.ai's program will serve limited, fixed routes, with clearly marked vehicles

To begin with, Drive.ai vehicles will operate only on fixed routes in a limited part of Frisco (a northern suburb of Dallas with 175,000 residents), which boasts wide streets, speed limits of under 45 mph, and an average of 230 sunny days a year. They will connect a Dallas Cowboys facility with two nearby retail and residential centers and be open only to the roughly 10,000 employees or residents of those buildings (for free, at least for the first six-month trial). The vehicles will stop at set pickup points.

The company is closely coordinating with the city and private partners to stay abreast of any construction or changes on the route.

Drive.ai's passenger vans, modified Nissan NV200s, will be bright orange and clearly marked "self-driving." (The bristling array of equipment on the roof, including multiple cameras, radar, and sensors that triangulate using pulses of light, is another clue.)

And here's a cool twist: The vans will be able to communicate with pedestrians via LED screens on the front and both sides, which will feature messages like, I assume, "Out of my way, flesh sack."

Initially, each van will have a human in the driver's seat, ready to take over if needed. If the complexity of a situation overwhelms the vehicle's ability to navigate it, it will ping the driver in. Over time, Drive.ai hopes to move to a "chaperone" in the passenger's seat (mainly there to help the people using the service) and eventually to full autonomy.

AVs need to learn and they need to keep humans happy

The Drive.ai project has two features I think are going to be crucial to the successful introduction of AVs.

The first is a focus on deep learning. The chair of Drive.ai's board is Andrew Ng, a legend in artificial intelligence and deep learning circles. He was a professor of computer science at Stanford, then directed the Stanford Artificial Intelligence Lab, then directed the Google Brain Deep Learning Project, then directed Baidu's AI research, and so on. (Here's his Medium post on Drive.ai's debut.)

He's helping the Drive.ai team, which came out of the Stanford lab, focus on deep learning, which means every vehicle will learn from every interaction and all incoming data and share what it learns with the rest of the fleet. In that way, the vans are meant to become more and more confident, not only in these particular routes but in the vagaries of human interaction generally.

In terms of deep learning, starting with a fixed, limited set of routes is like establishing a clean experiment. Complications, in the form of pedestrians, road features, or more congested routes, can be introduced in a deliberate, controlled way, allowing the scope of the program and its learning to rise together, incrementally. It can master one set of challenges before taking on more.

The second important feature is the focus on human-machine interaction (HMI — yes, there's always an acronym). Drive.ai seems to be taking a broad view of HMI.

Narrowly, HMI involves interactions between vehicles and their passengers. More broadly, it involves the safe interaction of vehicles with pedestrians, cyclists, and other vehicles.

More broadly still, it involves the interaction of the ride-hailing system with the public and public institutions. That's the part Silicon Valley types are not always the best at: getting buy-in and support from local officials, businesses, and civic groups, not by promising "disruption" but by offering a service that is tangible, useful, and safe.

If AVs are like a scary new species, the modest service Drive.ai is offering will effectively put them in a zoo, a "geofenced" area, rather than releasing them into the wild. Here's how Ng puts it:

Self-driving cars have different strengths and weaknesses than human drivers. They are always attentive, have <100 ms reaction times, and have no blind spots. On the flip side, they don't understand certain complex situations, such as a construction worker communicating using hand gestures. By choosing geofenced regions and working with partners, we can take advantage of self-driving cars' strengths while diminishing their weaknesses.

If these first 10,000 AV users are excited about their new ability to hop from home to work to shopping without lugging a car around; if they are charmed on their evening walk when the van stops, makes some cute ding-dong noise, and says, "Go ahead and cross, friend!" on its LED; if they give glowing quotes to the journalists who are certain to be swarming the area — well, then, confidence will build. The service could add new routes and stops; it could start operating at night as well; it could open up to the public at large.

What's likely, if the program succeeds, is that other cities will begin thinking about limited areas or routes of their own where AVs might prove useful — or even limited areas where all vehicles except AVs could be banned.

As that kind of thinking starts, it will be important for advocates of livable urbanism to engage, to make sure that AVs are used to enhance transit and multi-modal urban transportation systems, rather than seeking to replace them.

On that score, Drive.ai is saying all the right things. It will "aim to unlock access to areas underserved by traditional mass transit and improve connectivity to existing transit lines," Ng writes. "Thoughtful self-driving deployments can increase mass transit ridership and reduce individual car usage, thus driving down a city's transportation costs."

Silicon Valley cynics (and who has better earned their cynicism?) may see this as lip service. But one way or another, autonomy is going to creep into the transportation system, likely through limited, geofenced programs like Drive.ai's. Advocates for good urbanism would do well to engage with early experiments like this and try to guide them to uses that enhance urban livability rather than adding to urban congestion.

AVs won't transform the transportation system in one big sci-fi flash. They will do so incrementally, step by step. It's up to the rest of us to ensure that those steps move in the right direction.

<https://www.vox.com/energy-and-environment/2018/5/8/17330112/self-driving-cars-autonomous-vehicles-texas-drive-ai>

Uber's flight plan

Ride-hailing company eyeing the sky with flying-taxi prototype

May 9, 2018
By MELISSA REPKO Staff Writer
Dallas Morning News

A year ago, Uber announced that Dallas would be the test ground for a new ridehailing service that could allow customers to travel through the skies to work, home or a night out, thousands of feet above congested highways.

The tech company and its local partners have pushed ahead since then to make air taxis a reality.

On Tuesday, the San Francisco-based company unveiled the latest prototype and design specifications for aircraft manufacturers that build the four-person flying taxis. The flying taxis — called electric

vertical takeoff and landing aircraft, or eVTOLs — would be similar in size to helicopters but quieter and more energy-efficient. They would be flown by a pilot, powered by a battery and available in dense urban areas.

Customers would request the flight through the Uber app.

In its new guidelines, Uber said the flying taxis would travel between 150 and 200 mph and cruise 1,000 to 2,000 feet above the ground.

That's much slower and lower than commercial flights, which cruise around 500 mph at 35,000 feet.

Uber also set a goal for vehicles to fly 60 miles on a single charge.

Back in Texas, Bell is working to build the eVTOLs. The Dallas-based real estate developer Hillwood Properties plans to break ground on the first vertiport, a mini-airport where the flying taxis would take off and land, in Frisco.

Uber aims to begin flight demonstrations in Dallas-Fort Worth in 2020 and launch commercial service by 2023. It gave the latest project updates at a two-day conference in Los Angeles on Tuesday and Wednesday. Its first annual summit was in Dallas in 2017.

Uber has announced two other test markets for the flights: Los Angeles and Dubai.

How much per mile

Uber has put together a team of specialists to work on the project. It hired Mark Moore, a veteran engineer for NASA, to be its director of engineering, and Celina Mikolajczak, a lead battery expert for Tesla, to focus on developing batteries for the eVTOLs. It tapped aircraft companies, including Bell, Brazil-based Embraer and Boeing-owned Aurora Flight Sciences, to develop and manufacture eVTOLs that could be used for the service.

Uber announced Tuesday that it would collaborate with NASA, an existing partner, to run simulations of the small aircraft flying in Dallas- Fort Worth airspace during peak times for air traffic. NASA will do the computer modeling and simulations at a research facility at DFW International Airport to identify safety issues and set industry standards.

At the Uber Elevate Summit, Uber chief product officer Jeff Holden told the audience that the company has four major challenges as it prepares to take flight: operating safely and at scale, managing airspace as it becomes more heavily trafficked, developing long-lasting electric batteries and working with manufacturers to build the vehicles.

But he said the company is on track to launch its demonstration flights in 2020.

Uber plans to make the air taxis affordable, with the help of technology and widespread adoption. Eric Allison, Uber's head of aviation, said the electric aircraft would be less expensive than helicopters to maintain and operate.

When Uber launches the service, he said, it will cost about \$5.73 per passenger mile to operate — so prices to customers would be similar to those for Uber Black, the company's high-end car service. The company will drive down costs by using software to operate efficiently and make sure each flight is full. In the nearterm, that would lower the cost to \$1.84 per passenger mile — so rides would cost about what UberX does — and in the long term, the cost would drop to 44 cents per passenger mile, he said.

Dallas' vertiport

An overgrown field in Frisco will be the site of the first vertiport, or takeoff and landing site for flying taxis, in the Dallas area. Construction is expected to begin in the fall, but don't expect to see flying taxis yet, Hillwood Properties president Michael Berry said. He said helicopters would initially test the network, which will have connection points at Frisco Station, DFW Airport, Fort Worth Alliance Airport, downtown Dallas and downtown Fort Worth.

The first vertiport will be on the ground in Frisco Station, a development of offices, apartments, retail and a park that is near The Star, the home of the Dallas Cowboys. Later, vertiports will be built atop buildings and parking garages.

Uber and Hillwood are working together to identify the best locations for the vertiports, said Moore, Uber's director of engineering. He said they have looked for noisy places, such as sites near freeways. They recorded frequency and decibel levels of the soundscapes, so manufacturers can try to develop aircraft that mimic them.

Hillwood and Uber have also discussed basic specifications for the vertiports, which will be a cross between valet stands and a mini airports.

They will have a loading area where passengers get dropped off and picked up by Uber cars, charging stations for the batteries, passenger lounges and security areas.

When he first heard of Uber's idea, Berry was skeptical. But he became convinced, he said, when he saw major aircraft companies spending millions of dollars to develop the flying taxis.

In London and New York City, people pay more for condos near the subway. In the future, he said, vertiports will be the desirable transit hubs that drive up real estate prices.

And Hillwood sees another potential business opportunity, too. It would like for companies that make batteries, propellers and aircraft to move to Fort Worth Alliance Airport, which is managed and operated by Hillwood.

“Our corporate philosophy is all built toward the next big idea,” Berry said. “No idea is too crazy. We want to be involved with things that are outside of the box.”

Michael Thacker, Bell’s executive vice president for technology and innovation, said one of the project’s challenges would be persuading the public to trust the futuristic mode of transportation. Bell has taken a simulation of the air taxi to trade shows and set it up for its own employees at its Fort Worth headquarters.

On Tuesday and Wednesday, attendees of Uber Elevate’s Summit could try it out in LA.

“The idea is to give people as realistic of an experience as we can to understand how aviation could become a part of their everyday life,” he said.

The simulation walks participants through each step of being a passenger: They check in for a flight on a tablet. They step into a room that simulates an elevator with windows that flash scenes of the outside as they “ride” up to the rooftop. Then, they take a seat in a prototype of the aircraft and put on a virtual reality headset to “fly” above a city.

Bell has decades of experience building aircraft used by the military and industries such as oil and gas. But Thacker said it’s been a different experience to design for customers, many of whom have never flown in a helicopter.

He said he expects early adopters to be frequent aviation users, business travelers and people who take the flying taxis for a special trip, such as flying to the airport for a honeymoon — similar to the way people spring for a limo for an occasion.

“We have the opportunity to fundamentally change transportation, mobility and aviation,” he said. “It isn’t just another aircraft, but a different way of flying.”

LBJ East project dodges possible road-finance pothole uncovered by Paxton opinion

May 9, 2018

Written by Robert T. Garrett, Austin Bureau reporter
Dallas Morning News

AUSTIN -- The No. 1 priority of North Texas road planners -- a widening of LBJ East freeway between Central Expressway and Mesquite -- may be safe from challenge.

But any future "big builds" that try to ease traffic jams in the Dallas-Fort Worth area could sit on drawing boards longer, if designers want to add toll lanes to the mix.

That's the likely result of this week's advisory opinion by Attorney General Ken Paxton to a House lawmaker, transportation advocates and experts agreed Wednesday.

At issue is whether the Texas Department of Transportation may allow certain new state funds in its possession to be used on highway improvements that include toll lanes.

When state voters approved dedicating revenue from existing energy and sales taxes to TxDOT, the ballot language specified that highway congestion-relief projects receiving the money were "not to include toll lanes" and should be "nontolled roads."

Paxton, though, said Texas' constitution and laws don't define "toll roads."

Paxton said that as a result, he could not say whether TxDOT's overseer, the Texas Transportation Commission, might be able to use the new money "on non-tolled portions of toll projects."

If the agency did, it would have to track exactly which dollars are used to build the free portions of projects that include tolls, Paxton wrote in response to a query last fall from Rep. Joe Pickett, D-El Paso.

Bottom line: mixed effects

Officials said that Paxton's letter doesn't appear to affect North Texas' biggest request for money to help ease congestion, though it may contribute to delays on a backlog of similar projects.

A \$1.8 billion plan to add two more free lanes in each direction to Interstate 635, LBJ Freeway, is before the Regional Transportation Council on Thursday.

In planners' latest incarnation, the LBJ East project doesn't involve any money from Proposition 1 or Proposition 7, which were constitutional amendments passed in 2014 and 2015, respectively.

So far, they have deflected about \$2.3 billion away from the state's rainy day fund and general-purpose budget to TxDOT. Much, much bigger shifts are scheduled to start next year, as prescribed portions of general sales tax and motor vehicle sales tax go toward roads.

While LBJ East appears safe from legal attack for any of the commingling of funds that Paxton warned about, it would continue to have one lane in each direction for motorcycles and vehicles

with two or more passengers that are registered in advance -- and for motorists willing to pay tolls.

That's unpopular with toll opponents, said Sen. Bob Hall, R-Edgewood.

"I don't think the grassroots will agree with that," said Hall, who helped force the commission to back off last fall from adding 15 projects with "managed toll lanes" to the state's 10-year highway plan.

"The people who keep putting the issue on the Republican platform and keep writing about 'no more toll roads' don't view the [high occupancy vehicle/express] lane of 635 as being legitimate because that was once an HOV lane, which was a free lane, that got converted to being a toll lane," he said.

Hall said that if lawyers for regional transportation bodies have found any loopholes that permit Proposition 1 and Proposition 7 money to be used "as seed money to advance tolling," then lawmakers next year should make it clear the money can't be used in projects that include any lanes or sections charging tolls.

Referring to Paxton's opinion, he said no lawmakers were confused during the 2013 and 2015 sessions when they voted to put the amendments before voters.

'It's when you get charged'

"I don't think anybody had any question in their mind what a toll road was -- it's when you get charged for riding on the road," he said.

David White of Texans for Traffic Relief, though, said Paxton "made the right call" in his opinion, which isn't binding.

White's group, which includes motorists, civic leaders and transportation-industry interests, says selective tolling can make sense, given money shortages for big road projects in Texas' fast-growing cities.

"It is clear that taxpayers do not want Proposition 1 and Proposition 7 money used to subsidize a toll road or a toll lane," he said. "Surely in this modern age the state can figure out the accounting to keep those funds separated."

White called for lawmakers "to weigh in, with input from their constituents," next year.

<https://www.dallasnews.com/news/texas-politics/2018/05/09/lbj-east-project-dodges-possible-road-finance-pothole-uncovered-paxton-opinion>

Why the makers of Texas' high-speed rail line want to connect to Amtrak

May 09, 2018
By Gordon Dickson
Fort Worth Star-Telegram

Texans who look forward to the day when they can take a bullet train from Dallas to Houston — a roughly 240-mile trip in about 90 minutes — will now have the added bonus of connecting to more traditional (and slower) Amtrak service.

The company working to build the high-speed rail line, Texas Central, recently announced that an agreement had been reached with Amtrak — the nation's only coast-to-coast passenger rail network — to share services. Such services could include a shared reservation system, through-ticketing and marketing efforts.

"It gives both local and interstate travelers more options and ease of travel not previously available by intercity passenger trains in Texas," Tim Keith, Texas Central president, said in an email.

But that's only if Amtrak survives in its current form.

President Trump's budget proposed cutting more than \$700 million in Amtrak funds, which rail supporters say could lead to a shutdown of many long-distance trains that include the two services that offer daily travel in and out of Fort Worth — the Texas Eagle, and the Heartland Flyer.

Also, Joseph Boardman, former Amtrak chief executive, recently published an open letter expressing concern that the Amtrak leadership is using an upcoming deadline for installation of safety equipment known as positive train control as an excuse to shut down the Southwest Chief long-distance line.

Boardman's letter was shared on Twitter by an Oklahoma passenger rail group, @PassRailOK.

Texas Central officials say their bullet trains — which would cost an estimated \$12 billion or more but would be privately funded — could be running by 2023. Construction could begin as soon as next year.

By sharing booking services, Texas Central and Amtrak would make it possible to travel from Houston to Chicago with one ticket. But what would that be like?

The first part of the trip to Dallas would take about 90 minutes, if the bullet trains operate as promised. However, the second leg of the trip — Dallas to Chicago — would take another 22 hours, 12 minutes, according to the current Amtrak Texas Eagle schedule.

<http://www.star-telegram.com/news/traffic/your-commute/article210778854.html>

Debut of 360 Tollway makes south Arlington, Grand Prairie and Mansfield more connected than ever

May 10, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

MANSFIELD — Boom times continue on the western side of Joe Pool Lake, where residents in new \$300,000 homes and upscale apartments will gain connectivity Friday as the ribbon is cut and the 360 Tollway is opened.

The North Texas Tollway Authority's 9.7-mile project will extend the highway along the Arlington and Grand Prairie border from Camp Wisdom and Sublett roads south to U.S. Highway 287.

The tollway service roads have been open for years and will remain as the official State Highway 360.

"Residents certainly still have the opportunity for driving at no cost," said Mansfield Mayor David Cook. "It's a win-win."

Arlington Mayor Jeff Williams said the road will provide connectivity to business areas and the Tarrant County College Southeast Campus. It has taken decades for the area's leaders to secure the limited access highway.

"The main lanes would not be built if it were not a toll road," Williams said. "It's a very congested frontage road."

Grand Prairie officials say the \$340 million highway extension opens up 1,200 acres for development. Farthest south on the 360 Tollway is an area Mansfield leaders call the "Triangle," an undeveloped area between Broad Street, the highway and U.S. 287 that has attracted 4,500 nearby home plats and, with a quicker connection to DFW International Airport, maybe something more.

"I would say the opportunities are endless as far as what's going to be the final makeup," Cook said. "Certainly corporate headquarters are on our radar."

Grand Prairie officials are excited about what could happen at or around three new freeway exits. The increased traffic will also reinvigorate the city's SH 360 southeast corner at Interstate 20, where a theater was planned but didn't develop.

"It sets the stage for some parcels, some hard corners, to have the visibility," said Marty Wieder, Grand Prairie's director of economic development. "For people to pull over and shop and eat or be entertained."

There's aren't as many large undeveloped areas along the highway in Arlington, where neighborhoods are more fully developed around Timberview High School. But infill in the area on the west side of the 360 Tollway is now more likely.

"There is a great opportunity for economic development," Williams said.

Following a ribbon-cutting, the tollway will open in segments starting Friday afternoon. NTTA says the 9.7 miles will be fully driveable by Saturday morning.

NTTA has taken 2 1/2 years to build the project. Drivers with a TollTag will pay \$1.62 to travel the full length of the highway extension.

Gov. Greg Abbott signed legislation naming the northern portion the Rosa Parks Memorial Parkway in memory of the civil rights legend, and the southern portion the Sen. Chris Harris Memorial Highway to honor the longtime state legislator from Arlington who pushed hard to make the highway a reality.

Tie-in to other projects

The 360 Tollway also ties in to projects happening on other main thoroughfares in the area. On the Arlington-Grand Prairie border, TxDOT started construction in February to add southbound and northbound lanes on SH 360 from Interstate 20 to Jefferson Boulevard. That will link with another project to improve SH 360's interchange at Interstate 30.

Those improvements north of I-20 are scheduled to be complete by the end of 2020.

At the southern endpoint, the Texas Department of Transportation plans to open an overpass in early June, allowing through traffic on U.S. Highway 287 to skirt traffic lights.

Having doubled in size in the last 17 years to 70,000 residents, Mansfield could become the region's next city to hit 100,000. A decade ago, it started drawing family-friendly amenities like a championship golf course, Hawaiian Falls water park and the Big League Dreams ball fields to anchor the southern end of SH 360.

While it has capitalized a great deal on what it calls the "Grand Peninsula" between the arms of Joe Pool Lake, the U.S. 287 corridor is an undeveloped frontier for Grand Prairie, a city that plans eventually to grow farther south into Johnson County.

Grand Prairie has the experience of having witnessed and helped manage development in one of the more recent highway corridors, the State Highway 161 extension of the Bush Turnpike. That area has drawn the likes of Ikea and the Epic Waters indoor water park.

While, unlike the Bush Turnpike, Grand Prairie has only one side of the 360 Tollway, the affluence and newness is undeniable on both sides of the new roadway. Wieder said the region sometimes gets lost as North Texas' economic development buzz focuses on growth to the north and east.

"Those are all tremendous projects on the North Dallas Tollway, [State Highway] 121 and other places," he admitted. "Yet the opportunities we're going to have with populations to the south, now that they're going to be able to travel more easily, are going to get recognized."

<https://www.dallasnews.com/news/transportation/2018/05/10/debut-360-tollway-makes-south-arlington-grand-prairie-mansfield-connected-ever>

New Highway Planned for Collin County

Highway would be east of US 75, service eastern portion of Collin County

May 14, 2018
By Ben Russell
NBC5

This November, residents in Collin County can vote on a \$750 million transportation bond that will, among other projects, help to fund the creation of an entirely new north-south highway somewhere east of U.S. Highway 75.

The population growth of Collin County is outpacing that of Dallas and Tarrant counties in recent years, and the overall population of Collin County, according to some projections, is expected to exceed both Dallas and Tarrant counties by 2050.

To that end, local governments have started the process of determining the potential route for a new freeway that could eventually connect all the way down to Interstate 20 in Dallas or Kaufman counties.

“We want to be real careful here. We want to impact as few people as possible,” said Collin County Judge Keith Self. “But at the end of the day we need to start the planning for a major road somewhere on the east part of the county.”

The North Central Texas Council of Governments (NCTCOG) created a regional transportation plan called Mobility 2040 that looked at the impact that increased population and recommended highway projects, including the creation of a new highway in Collin County.

Mobility 2040 projects that by 2040 the population of Dallas-Fort Worth will have grown from an estimated 7,235,508 people in 2017 to 10,676,844 people.

As of 2017, the report noted that the average person already spends 72 hours delayed in traffic. By 2040, if the recommendations are made, that number will have still risen to 114 hours spent, in average, in traffic per year. But if the recommendations, including the creation of a new highway in Collin County, are not made, the projection is that by 2040 people will spend an average of 199 hours stuck in traffic.

By comparison, in Los Angeles – a city that is known for its prolific gridlock – drivers spent at average of 102 hours in traffic last year.

<https://www.nbcdfw.com/news/local/New-Highway-Planned-for-Collin-County-482523231.html>

Trump appears open to negotiations with Calif. on auto gas mileage

May 12, 2018

BY TOM KRISHER AND KEN THOMAS

Associated Press

WASHINGTON – Addressing a key concern for manufacturers, President Donald Trump instructed his administration to explore negotiations with California on achieving a single fuel economy standard for the nation during a meeting with auto industry executives Friday.

The president met with top auto executives to discuss the standards and tasked Transportation Secretary Elaine Chao and Environmental Protection Agency Administrator Scott Pruitt to handle the talks with California officials, according to two people briefed on the meeting. The people spoke on condition of anonymity to describe the private discussions.

The auto industry wants to relax the federal fuel economy standards, but not so much that they provoke a legal fight with California, which has power to impose its own stricter tailpipe pollution limits. Such a fight could create two different mileage standards in the U.S., forcing automakers to engineer and produce two versions of each of their vehicle models and driving up costs.

A Trump administration official said the two agencies have had meetings and discussions with California officials on the issue for several months.

Two auto industry trade groups confirmed in a statement that Trump was willing to talk with California, but they provided no specifics. The Alliance for Automotive Manufacturers and Global Automakers said they appreciated Trump's "openness to a discussion with California on an expedited basis."

During the meeting, one executive brought up how it would be better for the industry to have one standard instead of two, and Trump instructed Pruitt and Chao to go to California for talks, the people said.

White House press secretary Sarah Huckabee Sanders said the president and the automakers discussed "how best to move forward" on the fuel economy standards.

The EPA under Trump has proposed freezing the standards at 2020 levels for the next five years, according to a draft of the proposal obtained by Sen. Tom Carper, D-Del. Under the proposal, the fleet of new vehicles would have to average roughly 30 miles per gallon in real-world driving, and that wouldn't change through at least 2025.

The EPA under Obama proposed standards that gradually would become tougher during that period, rising to 36 mpg in 2025, 10 mpg higher than the current requirement. California and automakers agreed to the rules in 2012, setting a single national fuel economy standard.

If California splits from the federal rule under consideration by the Trump administration, it likely would be joined by 12 states that follow its standards. Together they make up about 40 percent of U.S. new-vehicle sales.

Any big change by Trump certainly would bring lawsuits from environmental groups as well as California. Leaks about the Trump EPA plan already have provoked a suit from California and 16 other states.

In testimony to Congress this month, Mitch Bainwol, CEO of the manufacturers' alliance, said the trade group urged the administration to find a solution that increases mileage requirements from 2022 to 2025 and includes California to keep one national standard.

"The resulting regulatory nightmare would ultimately harm consumers by increasing vehicle costs and restricting consumer choice," Bainwol said.

Trump said during the meeting in the Roosevelt Room of the White House that he wanted to discuss the "manufacturing of millions of more cars within the United States, for Michigan, for Ohio, for Pennsylvania" and states like South Carolina and North Carolina.

As the auto executives introduced themselves, the president joked to Sergio Marchionne, CEO of Fiat Chrysler, that "right now he's my favorite man in the room" because he's moving a plant from Mexico to Michigan.

Trump won the presidency in 2016 in part on his strength in the industrial Midwest states of Michigan and Ohio, which employ thousands of people in auto and parts manufacturing. The meeting came as the administration has been holding extensive negotiations with Mexico and Canada on a rewrite of the North American Free Trade Agreement, which the auto industry is watching warily.

Asked if the deal might adversely affect the industry, Trump said, "NAFTA has been a terrible deal, we're renegotiating it now, we'll see what happens."

"Mexico and Canada, look, they don't like to lose the golden goose. But I'm representing the United States. I'm not representing Mexico and I'm not representing Canada," he said. "We'll see if we can make it reasonable."

Automakers have been lobbying the Trump administration to revisit the fuel economy requirements, saying they'll have trouble reaching them because people are buying bigger vehicles due to low gas prices.

When the single national standard was adopted six years ago, cars, which get better mileage than trucks and SUVs, made up just under half of U.S. new vehicle sales. By the end of last year, however, trucks and SUVs were close to two-thirds of all sales.

Some environmental groups oppose any reduction in the standards, saying that the ones developed in 2012 allow for changes in consumer buying habits. Reducing the standards, they say, will increase pollution and raise gasoline prices at the pump.

Requirements now are lower for bigger vehicles such as trucks and SUVs, said Luke Tonachel, director of clean vehicles for the Natural Resources Defense Council.

"The standards automatically adjust to the sales mix of vehicles," he said.

Environmental groups also say the industry marketed trucks and SUVs to the public because they make bring higher profits than cars.

Auto executives attending the meeting included Marchionne, General Motors CEO Mary Barra, Ford CEO Jim Hackett and Bob Carter, executive vice president of North America for Toyota.

As cities sprawl, more Texans are exposed to tornadoes

Texas has been America's growth center this decade, and when it comes to tornadoes, that poses an increased threat to residents. The Dallas-Fort Worth tornado outbreak on April 3, 2012 was just one example of how much damage can be done to expanding metropolitan areas.

May 17, 2018
By Daniel Levitt
Texas Tribune

Mark Fox cringes every time he relives the day his worst weather nightmare came true.

April 3, 2012 was a hot and humid day in North Texas, and the unstable atmosphere spawned 17 tornadoes in five hours in the Dallas-Fort Worth area, one of the most destructive tornado outbreaks ever in Texas. The storms flattened neighborhoods, ruined elementary schools and took out approximately 110 airplanes at Dallas/Fort Worth International Airport, part of more than \$700 million in damage.

Fox has worked as a meteorologist in North Texas and the Panhandle — the bottom of the country's infamous Tornado Alley — for nearly 20 years. As the warning coordination meteorologist at the National Weather Service's Dallas-Fort Worth office, he's tasked with deciding when a storm is dangerous enough to warrant an emergency alert. More than 8.8 million people live in the 46 counties that Fox oversees — and 2.2 million of them have moved there since 2000. That means more people live in harm's way.

"The more we grow and the more targets we give the storms, the more targets they can hit," Fox said.

Texas has grown faster than any other large state this decade. It's been the nation's growth center and has shown no signs of slowing down, according to Steve Murdock, former director of the U.S. Bureau of the Census.

For Fox, this means the tornadoes that he's spent his whole career tracking can destroy more lives than ever before.

Some suburbs around Dallas and Fort Worth have doubled in size over the past 20 years. Others have tripled. To accommodate additional residents, new housing developments and businesses have sprung up in multiple cities.

As a result, the recipe for disaster that Fox said he fears has already begun: Tornadoes striking densely populated communities that simply didn't exist a few years before.

The environment was ripe for severe weather on April 3, 2012: Warm, moist air from the Gulf of Mexico rose north and collided with cold, dry air that rolled down from the Rocky Mountains.

The first of four major tornadoes — an EF-2 or greater with reported winds of more than 110 mph — touched down just south of Lancaster at noon. Within minutes, the tornado's path ripped through several subdivisions within the city, injured 10 people and damaged or destroyed 173 homes — many of which were in neighborhoods that didn't exist a decade before.

The strongest tornado of the day struck Forney, a suburb 20 miles east of downtown Dallas. Forney has grown by more than 230 percent since 2000, adding 13,000 residents. At 2:33 p.m., an EF-3 tornado with peak winds of 170 mph tore through more neighborhoods, including the Diamond Creek subdivision that didn't exist a decade before.

What made this day particularly rare, Fox said, was that there were tornadoes on both sides of the Dallas-Fort Worth metro area within such a short space of time. That hardly ever happens.

Fortunately, no one died that day, something that Peter Morgan, Forney's director of community development, still can't quite believe.

"We had a number of buildings which were totalled. We had a number of buildings not standing," Morgan said. "We were just very lucky."

It's a big reason why that in May 2017, Forney adopted a new building code that Morgan said will ensure all new buildings will be able to withstand winds of up to 115 mph, or the equivalent of a weak EF-2 tornado. The majority of the city's existing buildings, however, fall under an older code, which Morgan said ensures buildings can withstand winds of up to 90 mph, or the equivalent of an EF-1 tornado.

This means that the peak winds reported from the 2012 tornado could still destroy the majority of the structures in its path if it were to strike again today.

In response to the various natural disasters that threaten the state — including tornadoes — Texas' Legislature has taken steps to help its communities to recover quicker. In 2017, a bill was passed to make it easier for prescription drugs and other medical supplies to be transported to disaster areas. And in 2015, out-of-state businesses and employees working on disaster recovery became exempt from taxes and certain licensing requirements.

Across the state, there have been more than 650 reports of tornadoes since 2013, ranging from Lubbock to Corpus Christi, from El Paso to Houston. Seventy of those have been EF-2 and above.

Aside from luck, Fox said that earlier weather forecasts from improved radar technology allowed his office and other emergency agencies to start preparing for a potential disaster up to seven days in advance. Mobile radar apps, emergency alerts, NOAA Weather Radio, warning sirens and social media were all used to communicate the warnings to residents.

After seeing the destruction across his city for himself on April 3, 2012 Dallas Mayor Mike Rawlings described the events as a miracle. Texans may have to hope for more miracles in the future.

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

<https://www.texastribune.org/2018/05/17/cities-sprawl-more-texans-are-exposed-tornadoes/>

State commissioners to reconsider \$1.8 billion LBJ East improvements next week

May 17, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

The Texas Transportation Commission plans to put \$1.8 billion in LBJ East freeway improvements back on track after a four-month political detour.

The commission, overseer of the Texas Department of Transportation, is again set to send the 10.8 miles of Interstate 635 connecting Lake Highlands, Garland and Mesquite out for bids at its May 24 meeting in Austin.

According to the agenda released Wednesday, "the project includes the full reconstruction of the facility with the addition of one general purpose lane in each direction, to 'grandfather' and permit the reconstruction of the existing one tolled managed lane in each direction, construction of continuous frontage roads, and improvements to the I-635/I-30 interchange."

LBJ East was also on the agenda in January and died without a vote. The difference this time is that with regional officials' May 10 sign-off on conditions negotiated with Gov. Greg Abbott's office, the TTC says it stands ready to advance the project.

"The one thing everybody agrees to is let's get it started," said state Sen. Bob Hall, R-Edgewood, who was the last of many speakers asking the state commission for its approval in January.

Construction could start by the end of 2019 with completion targeted in mid-2024. Dallas' connected project for improvements at the intersection of the freeway with Skillman Road and Audelia Street is also included.

State and local officials have long agreed that the project known as LBJ East is the No. 1 transportation priority for North Texas. But a stalemate over whether the freeway would have tolled lanes sidetracked the underlying commitment to improve the commute for the 200,000 who use I-635 each day.

"There were times I was very concerned about this project," said Rob Franke, Regional Transportation Council chairman and Cedar Hill mayor prior to the RTC's approval of the negotiated plan last week. "At times it felt like we were at a standstill with some of the requirements we had versus state policy."

"While I'm pleased that local transportation leaders are finally beginning to respect voters' clear demands for no new tolls, I'm also frustrated that it took them this long to listen to the clear and unified voices of voters, state leaders, and the Texas Legislature," Sen. Don Huffines, R-Dallas, said in a prepared statement Wednesday.

Franke and others praised TTC Chairman J. Bruce Bugg, specifically for his work with Abbott's office to include the HOV/Express lane which has been at the center of controversy.

With advance registration, that lane is currently free to motorcycles and vehicles with two or more passengers. But the majority of its riders don't register and pay a toll to use the lane. The lane was built as HOV-only, but the use was expanded in 2015 to introduce the tolls to relieve congestion.

"It permits us to advance the existing tolled managed lanes in the project," Michael Morris, transportation director for the North Central Texas Council of Governments, told the RTC. "This closes the funding gap without cashing in other projects."

As part of the political back-and-forth, Morris earlier had proposed projects connecting to Denton, Kaufman and Rockwall counties be delayed as "collateral" to close the funding gap.

"There is more than enough money currently available without touching any of the existing projects to build all nine to 10 lanes [in each direction, including frontage] and not have any tolls," Hall contended, saying there will still be room for interpretation to take place once the commission approves the project.

Without a second tolled lane that was in the RTC plans until last month, Dallas City Council member Adam McGough expressed disappointment that it's not the result his Lake Highlands constituents went above and beyond to secure.

"It may not be the project that for the last 10 to 20 years we have had the consensus around," McGough told the RTC. "But here we are, and I am going to vote for this resolution in the spirit of the collaboration that got us to this point."

Timeline: LBJ East

1994: The Texas Department of Transportation unveils a plan to refurbish LBJ Freeway from U.S. Highway 80 in Mesquite to Luna Road in Dallas. The project is broken into three phases. The \$50.2 million Phase I opened in Mesquite in 2009, while the \$3.2 billion Phase II (LBJ West) opened in 2015.

Summer 2015: To ease congestion, those who want to pay a toll are allowed to use the existing high occupancy vehicle lane in each direction of the freeway.

Dec. 14: At the direction of Gov. Greg Abbott and Lt. Gov. Dan Patrick, the Texas Transportation Commission takes LBJ East and I-35 in Austin off the state's "to-do" list because of plans to use tolled lanes to help finance the projects.

Jan. 25: The TTC puts LBJ East on the agenda for a vote, but instead passes the project back to regional planners to solve a \$1 billion funding gap.

Feb. 8: Leaders in Denton, Kaufman and Rockwall Counties oppose delaying "collateral" projects connecting their areas in order to fund LBJ East.

April: TTC testimony in Austin and in a letter to the RTC reiterates support of the Texas Clear Lanes Program, which advocates non-tolled projects for the major metropolitan areas.

May 10: The Regional Transportation Council accepts the state's conditions to build the freeway without new toll lanes.

May 24: The TTC will consider putting the LBJ East project out for bids.

<https://www.dallasnews.com/news/transportation/2018/05/16/state-commissioners-reconsider-18-billion-lbj-east-freeway-improvements-next-week>

Column: 4 things North Texas is doing right on infrastructure

May 18, 2018

Written by Wendy Lopez, Contributor
Dallas Morning News

Let's not sugarcoat things: America's infrastructure took home a report card with a D+ average from the American Society for Civil Engineers in 2017. Older metro areas such as Boston and New York struggle with 100-year-old bridges and nearly 100-year-old tunnels. Growing metro areas such as North Texas have had to stretch federal highway funding that has been frozen at 1993 levels.

Now, the upside: The Dallas region, which adds more than 100,000 people a year, is better positioned for the future than many other metro regions thanks to Texas' regulatory environment, planning, and rapid advances in smart-traffic technologies. But we must remember that excessive government interference could easily cloud that future.

Here are four things North Texas is doing right on infrastructure.

1. **High-speed rail:** Texas laws grant eminent domain authority to railroads like the Texas Central Partners' high-speed rail project. This helps in the event railroads can't come to an agreement on property values with landowners. When completed, that rail line will connect the North Texas to Houston in just 90 minutes.

The Dallas Regional Chamber has supported legislation for developing this high-speed rail project. While similar projects are in the works elsewhere in the U.S., Texas Central appears furthest along in completing theirs — and it is privately funded.

2. **Autonomous vehicles:** Perhaps one of the most important new laws passed in Texas recently provides broad outlines for the use of autonomous vehicles without hamstringing innovations. Its relevance became self-evident earlier this month when the city of Frisco and the company Drive.AI announced Texas' first autonomous street shuttle would begin operation in July. While other cities are working on autonomous vehicles, Texas appears to be the first to schedule the use of a shuttle service on public streets.

3. **Smart infrastructure:** The 2017 Tom Tom Traffic Index indicated North Texas tied with the Dayton region for the least congested places out of 43 cities in the world with more than 5 million people. Even so, traffic can still be challenging around here. One antidote is to synchronize traffic flow rather than building wider streets. Frisco, Grapevine, Dallas and other North Texas cities have started the process of sharing their traffic data to improve stoplight timing. The city of Dallas authorized an \$8.9 million contract with Ericsson to analyze the data collected at tens of thousands of intersections to synchronize traffic flow in Dallas. Eventually, that system might be used across a 10-city region.

4. **Highway funding:** The Regional Transportation Council of the North Texas Council of Governments recently approved a resolution to fill a \$1 billion funding gap in one of state's biggest highway projects — the eastward expansion of Interstate 635 — using tolled lanes. That vote, and the state's approval to extend the use of tolls to pay that project, was crucial for the completion of that project.

Yet, the Texas Legislature hasn't declared its ongoing support for allowing local governments to employ user fees for new highways. Lawmakers need to restore support for toll roads, or Texas

will continue to struggle with funding for years to come. Comparatively speaking, tolls in North Texas are minuscule in comparison with West Coast and East Coast cities like New York and San Francisco.

If there's a common thread here, it's that North Texas works when its leaders and people are given the freedom to find and implement solutions for some of our most difficult infrastructure riddles.

Wendy Lopez is the Gulf Southwest Transportation Business Line Leader for AECOM and chair of the Dallas Regional Chamber Infrastructure Task Force. She wrote this column for The Dallas Morning News.

<https://www.dallasnews.com/opinion/commentary/2018/05/18/4-things-north-texas-right-infrastructure>

Opinion: Invest and bring infrastructure into the 21st Century

May 18, 2018

By Tom McGee and Clarence E. Anthony, Opinion Contributors
The Hill

The infrastructure we depend on every day – from bridges and highways to utilities and broadband – is essential to our cities and the businesses that support them. Local elected officials and business leaders are working together to realize a new vision for more connected, accessible, and resilient infrastructure networks. We could be doing even more, but mixed signals and uncertain support from Congress are holding back many of these plans. The current two-year federal budget agreement is a step in the right direction. However more investment is needed to truly bring our infrastructure into the 21st Century.

Decades of deferred investment means communities are not effectively being served because of failing infrastructure. Population growth in our cities is compounding the wear and tear on aging infrastructure. The American Society of Civil Engineers estimates businesses will lose \$7 trillion by 2025 if vital investment in infrastructure continues to go unaddressed. We can't wait any longer to make the investments that are desperately needed to reinvigorate communities and build for the future.

According to the Census Bureau, 10 of the 15 fastest growing cities are in the south. The Dallas-Fort Worth region is number two on the list. For Fort Worth, explosive population growth is driving the Fort Worth River Renaissance and Panther Island Project, a holistic approach to development that combines flood protection, urban revitalization, sustainable development, environmental clean-up, and infrastructure development.

Under the Panther Island Project, a once-neglected, industrial section of Fort Worth is being transformed into a lively riverfront neighborhood with vibrant green spaces and bustling mixed-use development. The publicly-funded components of the project will provide, among other things, the restoration of more than 800 acres of underutilized land and opportunities for over 10,000 housing units and 3 million square feet of commercial, retail and educational space.

Washington's recent focus on infrastructure is a welcome development for cities like Fort Worth. Done correctly – through increased federal investment in American cities, incentives that spur the efficiency of Transit Oriented Development (TOD), expanded opportunities to leverage public funds through public-private partnerships (P3) and more flexibility and effectiveness in development – infrastructure investment will have a significant, far-reaching effect.

Too often, we overlook the many ways that local infrastructure systems support communities. We rely on the safety of roadways to be able to deliver fresh produce to the grocery store or make sure that special dress arrives at the bridal store downtown. When these foundational systems fail, the impact on our lives can be anywhere from inconvenient to catastrophic. On the other hand, the right infrastructure investments can deliver impactful results to the vitality of a community.

There are immediate steps Congress can take toward helping cities and community business leaders create a stronger America. Restoring tools like advance refunding bonds, which saved cities and local taxpayers millions; bringing back a longstanding exemption, known as Section 118, on public contributions to certain development and infrastructure projects; and supporting federal investment in our infrastructure through programs like CDBG, INFRA grants and New

Starts are simple steps Washington can take toward building stronger communities and thriving economies.

We're not going to fix all that ails America's infrastructure overnight, however, it's helpful to remember we need an all-of-the-above approach and we must work together to advance infrastructure investment priorities and planning through Congress. Infrastructure investment has the potential to be a tremendous catalyst to bring communities together, improve quality of life and provide jobs and economic growth for years to come.

Tom McGee is president and CEO of ICSC and Clarence E. Anthony is CEO and executive director of the National League of Cities.

<http://thehill.com/blogs/congress-blog/economy-budget/388379-invest-and-bring-infrastructure-into-the-21st-century>

Housing surge sparks a debate in Mansfield

May 21, 2018
BY NICHOLAS SAKELARIS
Fort Worth Star-Telegram

Home construction is booming in South Pointe, a master-planned community at the southeast tip of Mansfield.

Just as the Mansfield school district prepares to start construction on three new schools, developers propose thousands of single-family homes plus hundreds of townhomes and duplexes in the city.

The largest will be the M3 Ranch, a master-planned community in southwest Mansfield with 1,571 single-family homes and 375 townhomes.

While the M3 Ranch has been known about for years, two other neighborhood plans were not part of the school district's latest demographic report, which helped determine where new schools needed to be built and how attendance maps should be drawn.

The City Council looked at all three proposals May 14, but only the M3 Ranch got positive reviews.

Mansfield resident John Minyard said he's concerned about roads, water towers, fire stations and police stations keeping up with all the growth. Particularly challenging is the recent trend by developers to build on land outside Mansfield for more neighborhoods.

"It really makes me cringe anytime I see on the agenda that we're changing zoning for a planned development," he said. "It affects us as homeowners and the taxes that we pay."

He said he wants to make sure the developers pay their share.

City Manager Clayton Chandler said the developers do pay impact fees that are used to pay for infrastructure, such as widening a road in front of a new neighborhood.

It also affects the school district.

Mansfield school district voters approved a \$275 million bond package in May 2017 that included the new Brenda Norwood Elementary School, Alma Martinez Intermediate School and Charlene McKinzey Middle School. All are within South Pointe, a master-planned community at the southeast tip of the city.

The schools are scheduled to open in 2020. School board trustees are scheduled to vote on the attendance zone maps for the new schools at their May 22 meeting.

The Avilla Legacy project proposes 192 rental units on 23 acres on FM 157 just north of Mouser Electronics. The plan showed a mix of duplexes and detached houses.

It was just a presentation for a concept plan — the council took no action at the May 14 meeting. But it was clear none of the council members liked it and that major changes will have to be made.

"There's egregious concerns about rental properties," said Councilman Terry Moore. "I'm prepared to commit my time for you. It's going to be a real uphill battle."

Councilman Mike Leyman, who was sworn in that night, said the project looks like “multi-family.”

In northwest Mansfield, neighbors showed up in force to oppose the Sher-rill Ranch project, which proposes to build 222 single-family homes on 68 acres.

The project is wedged between Wildwood Court, an established ranch-style neighborhood where some residents have livestock, and Linda Jobe Middle School on Gertie Barrett Road.

Residents are concerned about increased traffic on roads that are already heavily congested. They also enjoy the slow-paced, rural lifestyle in that area of town.

Longhorns graze on Darryl Ward’s land on Wildwood Court. He’s concerned that the wooden fence the developer proposes would get damaged by his cattle’s horns, which span 5 feet across.

“If the neighbors torment them, there’s no telling what they will do,” Ward said. “They could knock it down. We want it to stay country and gradually bring everything in. There’s nothing to support that many people in our area.

Tamera Bounds, an HOA president in the nearby Woodland Estates, said the minimum 1,800-square-foot homes are low caliber. And there’s another neighborhood planned in that area that’s expected to come to council in the next few weeks.

The council directed the developer to make changes before May 28, including having larger lots and moving the fence away from neighbors to the north. The council voted 6-1 on first reading with Councilman Terry Moore voting no.

Councilman Brent Newsom urged the developer to work with the neighbors over the next few weeks. He also said additional homes are needed in that area.

“Homes bring the retail aspect of it, and people want more retail and grocery stores on the west side,” Newsom said.

THE MARCH SOUTH

Prairie grass extends as far as the eye can see on FM 917 in Mansfield, appearing that one has reached the southern end of the Metroplex.

But suburbia will continue marching south with the master-planned M3 Ranch project, which could break ground by the end of the year, said Ben Luedtke, executive vice president of Hanover Properties.

The council will have a final vote on the zoning change May 28.

The layout of the streets, retail, amenity center, trails and houses for the 714-acre tract, which spans both sides of FM 917, are already planned.

The proposal includes some 40-foot-wide lots with owner-occupied homes that will be alley-loaded. They will look similar to the zero-lot line homes in the Viridian project in north Arlington.

The houses will appeal to empty nesters, Moore said.

“I think there’s a need for this project in Mansfield,” he said.

Forward-Looking Plan Calls for Creating More Rail in DFW

New lines are recommended for Frisco, McKinney

May 22, 2018
By Ben Russell
NBC5

Part of a comprehensive, forward-looking transportation plan for North Texas includes recommendations to create multiple light rail lines, at a cost of \$3 billion, that would extend much farther into Collin County than Dallas Area Rapid Transit (DART) currently goes.

Mobility 2045 is an attempt by the North Central Texas Council of Governments to plan for transportation needs more than 20 years into the future.

Part of the plan, titled 'Transit Corridor Projects', focuses on rail extensions, in addition to the creation of new lines.

Among those new lines are one tentatively titled the McKinney Line, which would effectively extend the current DART Red Line, that currently ends at the Parker Road Station in Plano, up through Plano, through Allen and into McKinney and Fairview.

The NCTCOG also recommends the creation of a Frisco Line, which would begin at the South Irving Transit Center and apparently run north through cities including Farmers Branch, Carrollton, Lewisville, The Colony and Frisco.

The plan does not account for DART to be the transit agency that would oversee either of those projects. Under 'Agency' the NCTCOG lists 'East-Other' for both the McKinney and Frisco lines.

The projected cost of the McKinney Line would be \$1.8 billion, according to the Mobility 2045 report.

The projected cost of the Frisco Line would be \$1.2 billion.

Mobility 2045 also recommends the creation of other new rail corridors, including a Mansfield Line, which would run from Fort Worth southeast through Mansfield and into Midlothian in Ellis County, a Midlothian Line, which would run northeast from Midlothian through DeSoto and into Dallas, a Cleburne Line, that would run south from Fort Worth through Crowley, Burleson, Joshua and into Cleburne, and a Waxahachie Line, that would run south from Dallas through Hutchins, Lancaster, Red Oak and into Waxahachie.

Public comment is being taken on Mobility 2045 and its recommendations from now through June. People who want to share their thoughts can do so by emailing mobilityplan@nctcog.org

<https://www.nbcdfw.com/traffic/stories/Mobility-2045-Plan-Calls-for-Creation-of-More-Rail-483300071.html>

Traffic alert: Get ready for two new projects on an already crowded Texas 360

May 22, 2018
By Bill Hanna
Fort Worth Star-Telegram

Arlington – Drivers in Arlington have already been dealing with traffic jams from the \$233 million project to build a new interchange at Interstate 30 and Texas 360.

Now they can get ready for two more traffic headaches along Texas 360. Two new projects will get underway in June that will provide a long-term benefit for commuters but first they must get through short-term aggravation.

The Texas Department of Transportation will start a \$53.4 million project to widen Texas 360 from three lanes to four lanes each way from just north of Abram Street to Green Oaks Boulevard in south Arlington. It will take more than two years to complete the widening of the 5.4-mile stretch of highway.

Val Lopez, a Texas Department of Transportation spokesman, said three lanes of traffic will remain open through the entire project. Lane closures will be scheduled during off-peak hours.

"This is a very significant project to increase capacity and reduce congestion," Lopez said.

The project will also require demolishing the bridges over Abram Street to build new four-lane bridges each way.

"We're anticipating closures to remove bridge structures later this fall," Lopez said.

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.

At the same in north Arlington, crews will begin resurfacing State Highway 360 from the Trinity River bridge to Avenue J in June. Crews will use a technique known as diamond grinding, which results in a quieter ride and better traction during wet weather, Lopez said. The resurfacing project should be completed by the end of summer.

The resurfacing work will take place while the I-30/360 interchange construction continues. That project has led to various lane closures and is expected to be completed some time in 2020.

Earlier this month, the new 360 Tollway opened from just south of Interstate 20 to U.S. 287. The new toll road is expected to add to the traffic along Texas 360 through the heart of Arlington.

"This work is in anticipation of that increased traffic," Lopez said.

For more information on all of these projects, go to Keep30360moving.org.

<http://www.star-telegram.com/news/local/community/arlington/article211599904.html>

Pilot-hungry airlines are raiding flight schools, creating a shortage of instructors to train the next generation

May 21, 2018
By Andrew Van Dam
Washington Post

Airlines' insatiable demand for pilots threatens to sabotage flight schools' ability to train new ones. Carriers are raising wages and hoarding every available pilot — including the instructors schools rely on to teach incoming students.

The very pilot pipeline that is supposed to meet decades of projected labor shortfalls is being squeezed. According to a report from the Government Accountability Office, some schools have been forced to scale back operations or turn down qualified students because they do not have enough instructors.

Michael Farley has been teaching at Bridgewater State University in Massachusetts for 18 years. Applications for his program are up, but the aviation department chair is so short on instructors, he has had to cap the number of students in his program.

"In my tenure, this is unprecedented," Farley said, reflecting on the speed with which airlines were hiring recent graduates.

How the flight-school model used to work

The problem is rooted in how collegiate aviation is structured. Classroom courses such as meteorology and aviation law are taught by academic faculty, but flight instructors are usually experienced students or graduates looking to gain flight hours before heading off to the commercial big leagues.

Details vary between vocational, two-year and four-year schools, but an aspiring pilot at a typical accredited institution needs about 250 to 300 hours to become a certified instructor. Those 250 hours used to be all you needed to join an airline as a co-pilot. In some countries, it still is.

Since 2013, most students have had to fly between 1,000 and 1,500 hours to qualify for work at a passenger airline. Even before that, the GAO report found, airlines expected as much as 2,000 hours of experience from entry-level employees, depending on the job market.

So, where do young pilots get the other 1,000 hours or so? Some do aerial photography or fly banners, but the overwhelming majority work at their aviation college or an affiliated institution as a flight instructor. It is built into their career path.

In an ideal world, a pilots work first as instructors at their flight school, then as co-pilots and pilots at a regional airline (such as Cape Air or SkyWest Airlines) and finally as co-pilots and pilots at a major airline (such as Southwest Airlines or United Airlines).

When the model snaps

Demand for pilots swings hard. In 2009, as American families and businesses slashed their air-travel budgets amid the Great Recession and furloughs swept the industry, major airlines hired

just 30 pilots, according to pilot-advisory service FAPA.aero. Last year, the number of hires soared to 5,000. This year it will be even higher.

When the market was slow, students stuck around, and instructors were cheap and abundant. But when hiring took off, they vanished into jobs flying passenger or cargo jets.

When employees complain about worker shortages, the obvious reply is employees would not be so hard to find if businesses just offered more money.

The aviation job market is complicated by strict federal regulations and what FAPA's president, Louis Smith, called the "poach chain."

Flight-school instructors are almost all flight-school students, which means they came into aviation because they wanted to sit in the cockpit of a mammoth Boeing or Airbus with "Delta" or "American" stamped on the side, not babysit their peers in a single-engine Cessna.

From Day 1, they are focused on getting to a major airline and building seniority, the all-important number that rules route assignments, pay scales and access to standby tickets. Those major airlines poach from the regional airlines, and regional airlines poach from flight schools.

Life is hard at the bottom of the poach chain, where flight schools compete for instructors. U.S. Aviation Academy, a large training outfit that partners with Tarrant County College in Texas, offers new instructors a \$2,500 bonus and between \$27 and \$35 an hour — a wage it has had to raise about 15% in recent months.

"We think we're solving the problem," said Scott Sykes, who handles business development for the academy. "We've got a full-time recruiting staff that are out there nationwide beating the streets."

Their pay is competitive with regional airlines, where new pilots earn an estimated \$50,000 to \$60,000 a year. But when a 21-year-old instructor gets poached, the schools are not competing with the regional carrier. They are competing with the promise of a 44-year career in a high-profile, lionized position that can pay more than \$200,000 a year and offers excellent benefits.

Aspiring pilot Cade Glass, of Midlothian, Va., plans on becoming an instructor to help pay for flight school and said he has considered a career in aviation education, but the 13-year-old already understands the cold calculus involved.

"If airlines are paying like they are today, with nearly \$20,000 signing bonuses? I'm going to go there every time," Glass said.

Competition causes collateral damage

As flight schools pay instructors more, they are raising their prices to compensate. It is a fraught decision in an industry that worried it is charging too much to attract the quantity and diversity of students that airlines need.

Federal student aid, although available at many aviation schools, typically does not stretch to cover flight-school costs, which are boosted by investments in aircraft, fuel and facilities — not

to mention the instructors. The GAO found that most pilot programs charge more than \$50,000 for flight training alone.

Not all students have access to the wealth or credit needed to fill the gap between student aid and the flight-school bill, even if they can be reasonably sure — in this job market, at least — that they will earn it back. Schools told the GAO that, after instructor attrition, their biggest obstacle to training enough pilots was their own high price tag.

Glass' first choice of flight school — Embry-Riddle Aeronautical University, where he went to aviation camp and learned the ropes from student instructors — costs \$48,000 a year. That does not include the cumulative \$40,000 to \$60,000 the school expects students to spend on flight training while they are there.

"If you don't have the financial backing, it's difficult," Glass said.

Putting the model back together

The quickest solution to the instructor shortage would be another downturn in the cyclical industry, which would reduce demand for new pilots and flood the market with laid-off and furloughed workers, but nobody is advocating that. It also seems unlikely given the industry's bullish projections that predict the pilot shortfall will extend for decades.

In the short term, schools have partnered with regional airlines and struck deals that enable pilots to earn seniority while they are instructing. They have also offered what Tom Hiltner, FAPA's vice president of operations, called "indentured servitude packages," in which students promise to stick around longer in exchange for advanced flight training. The GAO found at least one school is trying to negotiate nonpoaching agreements with regional airlines.

Hiltner said some schools have also intensified recruitment of nontraditional instructors including retired pilots, pilots who might not meet medical restrictions for airline certification, and pilots who care less about globe-trotting and more about working regular hours and sleeping in their own beds each night.

It is still a challenge. Farley of Bridgewater State University said that he had not been able to hire nontraditional instructors and was not sure they would be a long-term solution to his instructor shortage. People join aviation because they want to work for airlines, and aviation schools just cannot compete in terms of pay or prestige.

The shortages are growing more acute as airlines hire away the people who would otherwise be training more people for them to hire — and Farley does not see a solution coming until and unless the bottleneck works all the way up the poach chain.

"When it affects the major airlines, we might see some changes," Farley said.

<http://www.latimes.com/business/la-fi-airline-pilots-20180521-story.html>

TEXRail Unveils New Commuter Train in Fort Worth

TEXRail will be the first to operate the FLIRT 3's DMUs (diesel multiple units) in the U.S.

May 23, 2018
By Nicholas Sakelaris
Dallas Innovates

At first glance, the new TEXRail trains look like something out of a science fiction film.

There's no big locomotive chugging black smoke into the air. The FLIRT 3 (Fast Light Innovative Regional Train) glides with almost no noise down the track. But it's not electric like the Dallas Area Rapid Transit.

Instead, the train that will be carrying passengers from downtown Fort Worth to Dallas Fort Worth International Airport starting on New Year's Eve has its diesel engine in the center of the train. Passengers can actually pass through that area via a corridor in the center of the train and not even know it.

"It's the cleanest burning diesel you can buy today," said Bob Baulsir, senior vice president of Trinity Metro, the transit authority in Fort Worth. "But we can operate on the same tracks as freight trains."

TEXRail supporters got their first look at the state-of-the-art train Tuesday at the grand opening celebration for the 53,000-square-foot Equipment Maintenance Facility in Fort Worth. After a ceremonial ribbon cutting, the door rolled up, the train's lights turned on, and the engineer rang the bell as it exited the facility.

The 27-mile commuter line will carry an estimated 8,000 riders per day when it goes into service on Dec. 31.

TEXRail will be the first to operate the FLIRT 3's DMUs (diesel multiple units) in the U.S. The trains were built by Switzerland-based Stadler with the interior finish out being completed by the company's U.S. subsidiary in Utah.

Fort Worth Mayor Betsy Price talked about the excitement of finally having a commuter rail to DFW Airport for the west side of the region.

"It will give you the opportunity to work on the train, to have a quiet time, and will ultimately help us with our traffic mitigation issues," Price said. "It will just add that ability for us to attract more business, the TOD [transit-oriented development], and also more tourists. Innovation comes in all different phases. Whether it's shifting bus lines, additional rail, or travel on demand. Today's world is rapidly changing. This is just the beginning."

A CLOSER LOOK AT THE TRAIN'S TECH

The unique placement of the diesel engines is just the beginning for TEXRail's innovation. The entire body of the train is made of aluminum, making it lighter and more energy efficient.

The boarding for the train will be level with the platforms at every entrance. Once inside, passengers can choose to be in the designated quiet car, where relaxing and working are encouraged.

The entire body of the train is made of aluminum, making it lighter and more energy efficient.

Balsir said they took what was first class and made it a quiet amenity. Every seat has a tray on the seat in front of it, much like airplanes do. There also are chargers at every seat. The ski racks that the Swiss typically put on its trains were replaced with bike and luggage racks.

Trinity Metro, previously known as the Fort Worth Transit Authority, or The T, will have eight such trains with six operating each day and two held in reserve.

TEXRail will run from 5 a.m. to 1 a.m. 365 days a year. Each train has 229 seats and room for about 250 standing passengers for a total capacity of 488.

The maintenance facility also is state-of-the-art with the ability to house two TEXRail trains inside for repairs and other work. The railroad tracks are hollow underneath, allowing workers to walk under the train and make repairs.

A third lane has a train wash, similar to a drive-thru car wash, but on a much larger scale. All the water from the facility is cleaned and recycled. Outside, the trains can top off their diesel tanks and other fluids.

WHERE IT'S GOING

TEXRail will have nine stops:

- The Fort Worth T&P Station*
- Fort Worth ITC Station*
- North Side Station
- Mercantile Center Station
- North Richland Hills/Iron Horse Station
- North Richland Hills/Smithfield Station
- Grapevine/Main Street Station
- DFW Airport North Station
- DFW Airport Terminal B Station

*Existing stations that serve the Trinity Railway Express in downtown Fort Worth.

From DFW Airport Terminal B Station, riders could go to any terminal or walk over to DART's Terminal A Station, where they can continue to DART's system.

In the future, the DFW Airport North Station could be a transfer point for the Cottonbelt extension that will go northeast into Addison, Richardson, and Plano.

<https://dallasinnovates.com/textrail-unveils-new-commuter-train-in-fort-worth/>

Frisco was the nation's fastest-growing city, but another D-FW city's growth was more surprising

May 24, 2018

Written by Jill Cowan, Economy Writer
Dallas Morning News

Frisco, for the first time in at least five years, topped the U.S. Census bureau's list of fastest-growing big cities in the nation, adding an average of 37 new residents every day for a population jump of 8.2 percent, data released Thursday showed.

The booming Dallas suburb also landed in the ninth spot in terms of the raw number of residents it added over the year that ended in July -- an impressive feat for a city that, at 177,286 people, is still relatively small.

But while experts said Frisco's strong showing is merely more of the same from a northern corridor that has been on an economic tear, observers of Texas' growth say that the latest numbers included surprising signs of momentum in a part of the metroplex that often plays second fiddle.

"Fort Worth, when you look recently, has been growing steadily and now it seems like it's popped up a little bit," said state demographer Lloyd Potter. "I wouldn't say it was in the doldrums, but it wasn't growing at the same pace as some of the other areas in Texas."

Cowtown added 18,664 residents over the year, the fourth most of any city in the country -- following close behind Dallas, which added 18,935.

That was enough, the data showed, to push Fort Worth past Indianapolis as the nation's 15th largest city.

The 14 largest cities in the country didn't change from the prior year. Which means that Texas surpassed California's share of the top 15 list, with five cities making the cut. California -- which has about 11 million more residents than the Lone Star State overall -- had four.

Rising home prices

Experts have said that the Lone Star State's routine dominance in just about any kind of population or economic growth measure can be traced back to a few factors.

Cities that initially had lots of open land ripe for development, like Frisco, have become economic development powerhouses, aggressively pursuing high-paying corporate jobs and investment using a variety of tax breaks and grants.

Those jobs, in turn, lure residents from more expensive coastal cities.

Meanwhile, the state's urban core cities, like Dallas and Houston, boast large, diverse immigrant populations, which also fuel economic and population growth.

But the surge in Fort Worth and in San Antonio -- with 24,208 new residents, it grew by the largest number of any city in the country -- hints at a subtle shift, said Pia Orrenius, a senior economist at the Federal Reserve Bank of Dallas.

"Dallas is getting more and more expensive," she said. "That is going to play in Fort Worth's favor going forward."

As development has marched north from Dallas, cities heading toward Oklahoma have grown quickly. McKinney and Flower Mound were both among the fastest-growing cities with populations over 50,000. (McKinney's overall population is actually larger than Frisco's: It has 181,330 residents, according to the data.)

However, Orrenius said, there are limits to that kind of one-directional growth.

"I think there's plenty of room and [cities like Frisco and McKinney] will continue to grow quickly," she said.

But this is just how a functioning economy works: As the supply of land closer within reasonable commuting distance from jobs shrinks, housing that's there gets more expensive. And so, people go further away if they can't afford those closer in homes.

"As cost pressures rise, and frankly, as traffic rises, it makes sense that we expand west," she said.

The tricky part has been funnelling some of the spillover growth from northern Dallas into southern Dallas, she said.

Job growth

Although San Antonio's recent moves to annex land may have added slightly to the city's population growth, Orrenius said, a similar phenomenon could be playing out there, as Austin becomes inaccessible to more people and they head for cheaper suburbs.

New Braunfels, north of San Antonio, was the nation's second fastest growing city, and part of what economists describe as an increasingly combined Austin-San Antonio mega-metro.

Still, Orrenius chalked up Fort Worth's newfound sheen to more than just relatively cheap housing.

The city in recent years has benefitted from having a high concentration of defense industry, transportation and energy-related manufacturing jobs than most cities.

After the 2014 oil bust, job growth in Fort Worth and Houston slowed. But recently, manufacturing has been on a growth streak and increased production in Texas' red hot Permian Basin has helped energy rebound.

And though the effort was officially launched after the time period this data measured, Fort Worth has been working to better compete with Dallas' northern suburbs for sustainable, high-paying corporate jobs.

Last month, the Fort Worth-Arlington division of the metro area had a lower unemployment rate than the Dallas-Plano-Irving one -- not by much, but it was still unusual.

"Maybe the tide is turning for Fort Worth," Orrenius said.

<https://www.dallasnews.com/business/demographics/2018/05/24/frisco-nations-fastest-growing-city-fort-worths-growth-surprising-population-census>

Welcome to Boomtown. This city is now the 15th largest in the country, census says

May 24, 2018
By Bill Hanna
Fort Worth Star-Telegram

With all of the rapid growth in North Texas, it should come as no surprise — Fort Worth is now the 15th-largest city in the country.

"It's exciting," said Fort Worth Mayor Betsy Price. She noted that Fort Worth is projected to be at a million people by 2025.

"That's a lot of people in a short amount of time," she said.

With a population of 874,168, Fort Worth jumped past Indianapolis, which has a population of 863,002, according to the Census Bureau's 2017 population estimates..

Columbus, Ohio, is just ahead of Fort Worth, ranking 14th, with a population of 879,170. And with its rapid rate of growth, Price believes Fort Worth could climb even higher next year.

The 14 largest U.S. cities have not changed since 2016. Houston remains fourth behind New York City, Los Angeles and Chicago. San Antonio is seventh, Dallas is ninth while Austin is 11th.

"It is very substantial growth," said Lloyd Potter, the Texas state demographer. "The numeric growth is quite impressive. I think in some ways, it suggests Fort Worth is picking up its game, so to speak."

In its latest data release, the Census Bureau also said Fort Worth added 18,664 people — the fourth-largest numeric gain among cities with a population of 50,000 or higher between July 1, 2016, and July 1, 2017.

Dallas was just ahead of Fort Worth with an increase of 18,935, and San Antonio led the nation with a jump of 24,208. Frisco was ninth with a gain of 13,470, and Austin was 12th with an increase of 12,515.

Arlington gained 2,377 people to reach 396,394 and ranked 44th nationally behind Tulsa and ahead of New Orleans, Potter said. With an estimated population of 70,441, North Richland Hills remained the third-largest city in Tarrant County.

Tarrant County Judge Glen Whitley said North Texas' business-friendly environment has played a role in the growth. But he warns that efforts to curb local control in Austin could eventually slow the boom.

"If the state continues to try and handcuff our ability to act locally, then it would prevent our ability to add things like special infrastructure projects. ... It could also affect business incentives. If we're capped at two and a half percent growth, we can't do things like that."

The South and West dominated the list.

Houston was the biggest surprise, gaining only 8,000 residents. And the estimates, which ended on July 1, do not take into account the impact of Hurricane Harvey.

"This is way down from earlier in the decade," Potter said. "Houston is just not growing at all. It probably has something to do with the downturn in the price of oil last year."

Texas also was among the leaders in percentage gain, with Frisco leading the nation with an 8.2 percent increase and McKinney had a 4.8 percent jump.

Three Central Texas cities also were in the top 15.

New Braunfels came in second with an 8 percent hike, Pflugerville was third and climbed 6.5 percent, while Cedar Park was 13th with a 4.2 percent increase..

"You've got this I-35 corridor that starts in the northern suburbs of Dallas and Fort Worth and runs all the way through Austin and San Antonio," said Steve Murdock, a Rice University sociology professor who is the former head of the U.S. Census Bureau.

"No trend goes on forever," Murdock said. "Certainly, there are infrastructure issues, but I would expect this trend is not going away anytime soon."

<http://www.star-telegram.com/news/local/community/fort-worth/article211740579.html>

\$1.6 billion LBJ East project gets official blessing from TxDOT

May 24, 2018

Written by Ray Leszcynski, Communities
Dallas Morning News

AUSTIN — After months spent hashing out how to pay the \$1.6 billion tab, North Texas' most pressing freeway need at long last gained the blessing of the Texas Transportation Commission at its Thursday meeting.

The Texas Department of Transportation now has its governing body's approval to seek bids on 10.8 miles of Interstate 635 between Central Expressway and Interstate 30 — known as LBJ East to planners. A contract will be awarded in the summer of 2019, and construction is to finish in 2024.

The result will be another free lane in each direction, continuous frontage roads that the 50-year-old freeway doesn't have now, and an improved interchange at Interstate 30. The current HOV/Express Lanes in each direction, which are tolled, are "grandfathered" into the deal and will be rebuilt.

For years, regional planners said tolled lanes were the only way to fund the mega-project. In fact, they wanted to add two more of the optional lanes in expanding LBJ East. But tolls are no longer in favor with state leaders in Austin who, through the commission, drove months of negotiation.

Texas Sen. Don Huffines, R-Dallas, told commissioners that the vote is "a victory set in motion when local leaders finally agreed to align their position with state leaders. We're sick and tired of the congestion on 635."

Huffines said later that the message to avoid building tolled projects was made clear in the 2017 legislative session. LBJ East was taken off the TxDOT to-do list by the state commission in December because it had tolled elements.

However, as late as mid-April, the Regional Transportation Council, a body of 44 elected officials which directs funds to local projects in the Dallas-Fort Worth region, had clung to plans for the road to be built with additional tolled, managed capacity alongside the extra free lane in each direction.

"This is a non-tolled project," TTC Chairman J. Bruce Bugg said at Thursday's meeting. "It had been on the books at the RTC as tolled. We can only advance non-tolled."

"It took a while for us to hear it and get there," Cedar Hill Mayor Rob Franke, who as chairman of the RTC was at the center of negotiations, told commissioners. "Thank you for not wavering and keeping the conversation going."

Officials also praised residents who took an active role. Several Lake Highlands residents who are part of the LBJ Now movement and drove to Austin monthly to advocate for the project at TTC meetings were in attendance Thursday to witness what they considered a milestone.

"LBJ Now is what happens when you get community members behind projects like this," Christie Myers told the commission. "We're still here. This impacts us every single day. And we will continue to be involved and participate in the process."

"It's advocacy," resident Brad McCutcheon said afterward. "If you can get enough people and build momentum for something that affects their quality of life, you can get things done in Austin."

B.J. Williams was also a repeat visitor to the commission's podium. After six years of pushing for the freeway as a Garland City Council member, he said he felt a need to see LBJ East get pushed through.

"I felt it was critical for a Garland resident to be here," Williams said. "This has been a very challenging, difficult narration started six-plus years ago. It looked dark."

The revisions in LBJ East funding include TxDOT's revised estimate that bids for the project will come in \$200 million under what state commissioners considered, but didn't act on, in January.

Huffines and state Sen. Bob Hall, R-Edgewood, whose district also borders the freeway, both said they will seek another specific change as TxDOT puts out requests for qualified contractors in the coming weeks.

Because there were space and plans for a configuration with five free lanes and two managed lanes in each direction, the senators said they would push for a switch to six free lanes with the grandfathered single managed lane in each direction.

"I think there would still be enough money for 14 lanes," Huffines said.

<https://www.dallasnews.com/news/transportation/2018/05/24/txdot-gets-long-awaited-go-ahead-move-forward-lbj-east-project>

After \$1.6 billion worth of work, why is I-35W still clogged with traffic?

May 25, 2018
By Gordon Dickson
Fort Worth Star-Telegram

FORT WORTH – These days, even \$1.6 billion isn't enough to solve a highway's congestion problems.

After years of work to improve traffic on Interstate 35W in north Fort Worth, a bottleneck still occurs on the southbound side of the freeway at Loop 820.

On most days, traffic is backed up for at least one mile — and sometimes the line stretches as far as four miles, beyond North Tarrant Parkway. The congestion occurs not only during peak travel periods, but even during mid-days and evenings.

Why?

State officials blame a combination of factors.

Mainly, the \$1.6 billion spent on the road during the past several years fixed many of the traffic choke points, but not all of them.

"The current \$1.6 billion project has made a lot of improvements, but some areas were deferred due to funding constraints," said Michael Peters, Texas Department of Transportation spokesman.

The main problem seems to be a large number of vehicles taking the exit to Loop 820. Once motorists take the exit, they travel on a flyover ramp that gives them the choice of going either east or west on the loop — and many cars decelerate as they climb the ramp, causing the cars behind them to slow down.

Also, the TEXPress toll lanes have an exit that dumps traffic into the left main lane of southbound I-35W, causing traffic already in the fast lane to slow down.

And, to make matters worse, drivers on the southbound TEXPress toll lanes wishing to go westbound on Loop 820 must exit the toll lane and then cut across three main lanes of traffic to get to the 820 exit.

The state transportation department eventually plans to build a special ramp for southbound TEXPress lanes traffic to exit directly onto westbound Loop 820 without cutting across the main lanes, but the \$1.6 billion funding wasn't enough to get that ramp built, Peters said.

"This is a temporary exit. A direct connector for the I-35W southbound TEXpress Lanes to I-820 westbound will be included as part of the next phase of work," Peters said. "This direct connector will address that merge."

But it could be years before the funding to build that direct connector is available, although state officials are in discussions with their contractor to expedite the project.

"We are continuing to finalize negotiations for that portion and will know more later this year," he said.

The project was built in a partnership with North Tarrant Express Mobility Partners, a group of companies that provided much of the funding in exchange for the right to collect tolls on the TEXPress lanes to repay themselves, for decades to come.

Although most of the work is done, the final portion of I-35W reconstruction from North Side Drive to I-30 near downtown Fort Worth is still underway, and is scheduled to be complete by September.

That area near downtown is horribly clogged as well. However, transportation officials believe that bottleneck will for the most part disappear when the road work is done in a few months.

As for the bottleneck at the 35W/820 interesection, it likely will remain for years to come.

<http://www.star-telegram.com/news/business/growth/article211785724.html>

Column: Safer streets will mean more bikers

May 24, 2018
By Chris Riley
Fort Worth Star-Telegram/Tribune News Service

May is National Bike Month, a good time to appreciate the innovations that put more sustainable transportation options on city streets.

We now have smartphone-enabled bike-sharing programs, along with “dockless” bikes and scooters that anyone can use. There is growing interest in these alternatives, especially among millennials.

But the pace of change will be limited until we fix a fundamental problem: Our streets, roads and highways are deadly. About 40,000 Americans die on them every year; that’s comparable to a jetliner carrying 150 people crashing every single weekday. Many more people are seriously injured.

There would be fewer auto deaths if more people used other forms of transportation. But, ironically, one reason that doesn’t happen is because people are afraid to bike.

A survey taken in Portland in 2011 found that 60 percent of respondents said they were interested in biking but too concerned about their safety to ride regularly.

The innovation we really need, then, is something that gets at that fundamental problem of danger. Fortunately, we already know how to achieve that.

Many cities worldwide have significantly reduced deaths and injuries from car crashes. In the Netherlands, for example, a popular movement against traffic deaths in the 1970s resulted in a national commitment to safer urban design. By 2011, traffic deaths in the Netherlands had dropped 81 percent.

Closer to home, New York City made huge safety advances by adapting its streets to provide better protection against the misjudgments of drivers. After the city installed 60 new plazas and more than 35 miles of protected bike lanes, the number of daily cyclists boomed, growing 68 percent from 2010 to 2014. And notably, the streets became safer for all users: traffic fatalities dropped to the lowest numbers ever recorded.

Reducing the fear of death will not, by itself, fill our streets with pedestrians and bicyclists. Walkability expert Jeff Speck has pointed out that it’s not enough for a walk to be safe; it also needs to be useful, comfortable and interesting. The same is true of biking, scooting and skating.

The corridors that now carry much of our car traffic are seldom comfortable or interesting places. To make them inviting for all, we must allow greater concentrations of homes and business within human-scale distances, with pleasant pathways along the corridors. And we must limit the speed of car traffic to levels associated with traditional streets.

These changes would markedly reduce the size of our collective carbon footprint and allow us all to live more healthily and happily. As journalist Charles Montgomery has noted, people using active transportation report feeling more joy, and less stress, rage and fear, than people using other modes.

As long as our streets remain dangerous and unappealing, advances like bike-sharing programs will remain peculiarities enjoyed by a hardy few. But if we rethink our streets and land use, we can create conditions that will draw vast numbers of people to move from place to place without cars. That will not only ease traffic; it will improve our health, and the health of the planet.

Chris Riley of Austin consults on land use and city code issues. He hasn't owned a car since 2008.

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article211825879.html>

Feds: Uber self-driving SUV saw pedestrian, did not brake

May 25, 2018
BY TOM KRISHER
Associated Press

DETROIT – The autonomous Uber SUV that struck and killed an Arizona pedestrian in March spotted the woman about six seconds before hitting her but did not stop because the system used to automatically apply brakes in potentially dangerous situations had been disabled, according to federal investigators.

In a preliminary report on the crash, the National Transportation Safety Board said Thursday that emergency braking is not enabled while Uber's cars are under computer control, "to reduce the potential for erratic vehicle behavior."

Instead, Uber relies on a human backup driver to intervene. The system, however, is not designed to alert the driver.

The findings, which are not final, should be a warning to all companies testing autonomous vehicles to check their systems to make sure they automatically stop when necessary in the environment where they are being tested, said Alain Kornhauser, faculty chairman of autonomous vehicle engineering at Princeton University.

Uber, he said, likely determined in testing that its system braked in situations it shouldn't have, possibly for overpasses, signs and trees.

"It got spoofed too often," Kornhauser said. "Instead of fixing the spoofing, they fixed the spoofing by turning it off."

In the Tempe, Ariz., crash, the driver began steering less than a second before impact but didn't brake until less than a second after impact, according to the NTSB, which has yet to determine fault.

A video of the crash showed the driver looking down just before the vehicle struck and killed 49-year-old Elaine Herzberg in what is believed to be the first death involving a self-driving test vehicle.

Uber said in a company release that it has worked closely with the NTSB and is doing an internal review of its self-driving vehicle program. The company also has brought in former NTSB Chairman Christopher Hart as a safety adviser.

"We look forward to sharing more on the changes we'll make in the coming weeks," the release said. The company declined further comment.

The report comes a day after Uber pulled its self-driving cars out of Arizona, eliminating the jobs of about 300 people who served as backup drivers and performed other jobs connected to the vehicles. Uber had suspended testing of its self-driving vehicles in Arizona, Pittsburgh, San Francisco and Toronto while regulators investigated the cause of the March 18 crash.

Sensors on the fully autonomous Volvo XC-90 SUV spotted Herzberg while the car was traveling 43 mph and determined that braking was needed 1.3 seconds before impact, according to the report.

A diagram in the NTSB report shows that the Uber system determined that the SUV needed to brake when it was at least 65.6 feet from Herzberg; it was traveling 39 mph at impact. Kornhauser said that was enough distance for the SUV to stop, or slow considerably to mitigate damage from the crash.

Herzberg was pushing a bicycle across a boulevard in the darkness when the crash occurred on a part of the road that had no crosswalk and was not lighted, the report said.

She was wearing dark clothing and did not look in the direction of the vehicle until just before impact. A toxicology report showed that she tested positive for methamphetamine and marijuana, according to the NTSB. Also, the bicycle had no side reflectors.

Uber also disabled the Volvo's factory-equipped automatic emergency braking system when the vehicle is in autonomous mode, the report said.

In an interview with the NTSB, Uber's backup driver said she had been monitoring the "self-driving interface." While her personal and business telephones were in the vehicle, she said neither was in use at the time of the crash.

The NTSB said that all other aspects of the SUV's self-driving system were running normally at the time, and there were no faults or diagnostic trouble messages.

The agency, which can make safety recommendations to other federal agencies, said information in the preliminary report can change as the investigation progresses and that no conclusions should be drawn from the report.

The report doesn't provide "any decisive findings or conclusions," said Daniel Scarpinato, spokesman for Arizona Gov. Doug Ducey. "We await the more thorough and final investigative report. Uber's self-driving vehicle suspension remains in place."

Tempe police turned their investigation over to prosecutors on Wednesday.

Amanda Jacinto, a spokeswoman for the Maricopa County Attorney's Office, said no decision has yet been made on charges against the driver or the ride-sharing company. She wouldn't comment on the NTSB report.

No deadline has been set by the prosecutorial agency for deciding whether to bring charges, though typically those decisions are made within 30 days after getting cases from police, Jacinto said.

With LBJ East OK'd, question of how to pay for \$24 billion in upcoming mega-projects remains

May 28, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

The Texas Department of Transportation's Dallas district has a \$24 billion to-do list and, over the next decade, expects to receive only about \$8 billion to address its freeway needs.

Drivers will continue to feel the shortfall as relentless growth floods existing roadways in the district's seven-county region. TxDOT presented the pressure points to the Dallas Regional Mobility Coalition last month, including 30 projects that add up to the \$24 billion, a dozen of which were listed as priorities.

"It's difficult to imagine how all of these projects are going to be funded," said Mike Cantrell, Dallas County commissioner and former Regional Transportation Council chairman. "You're talking new capacity versus maintenance, bridges, air quality and so many things that need to be done with such a shortage in funding."

Thursday brought some respite in solving the third-most expensive of the 30 projects and the region's No. 1 priority — Interstate 635 from Central Expressway to Mesquite, known as LBJ East.

The years and multiple legislative sessions of political wrangling over LBJ East was tied to a higher purpose: to set a course for how Texas would deal with future mega-projects.

"This has given us all an opportunity to kind of step back and see how we move major projects forward in a non-tolled environment," Texas Transportation Commission Chairman J. Bruce Bugg said as commissioners gave TxDOT approval to move forward with \$1.6 billion in freeway improvements through Lake Highlands, Garland and Mesquite.

That roadmap remains largely unproven.

"This is only one project," state commissioner Jeff Austin said. "This is not a destination. There's congestion not just in the metroplex area, but here in Austin, San Antonio, down in Houston and other places. We still have a lot of projects left to solve."

"We have 1,200 people a day moving to North Texas," said state Rep. Cindy Burkett, R-Sunnyvale, a member of the House Transportation Committee. "Strategic planning is the most important thing you can do. They're coming. We're business-friendly. We're growing. We've got to accommodate for that in our infrastructure."

In 2014, voters statewide put money from oil and natural gas production taxes into transportation. The next year, another statewide election put sales and use taxes into that area.

Tolls as political issue

The new dollars from those Prop 1 and Prop 7 elections came with a caveat. The money could not be used in conjunction with any project that also used tolls. The wider political interpretation was that the 80-plus percent who voted for the measures were against tolls, period.

"Prop 1 and Prop 7 was putting enough in realistically to just be hitting TxDOT's numbers, which included the tolls," said Douglas Athas who, as Garland's mayor and RTC member, battled for LBJ East over the last three legislative sessions. "Then the Legislature took out the toll roads, purely as a political issue."

Burkett recalled a saying that was popular as she arrived at the Legislature in 2011 on the heels of a wave of toll-funded highways: 'If it's new, it's tolled.'

"We kind of overdid tolls," she said. "Instead of having it as a tool that could be used strategically, it was used all the time. And now we're getting an overreaction."

Because it was next in line, LBJ East became the playing field as the debate shifted to whether roads should have tolls. Though LBJ East is finally out of the gate to be approved for bids, the tolled managed lanes that were part of North Texas' solution to the dilemma still have an uncertain place in the state's road-building future.

Planners wonder how, in the absence of tolls, they can fill TxDOT's gap between planned projects and the money the agency has to build roads. As the 2019 Legislature convenes in January, those same politicians who have become increasingly involved in transportation will be pushed to find the answers.

State transportation leaders and Gov. Greg Abbott point also to the federal government, where under the current federal transportation funding plan, Texas is not getting its fair share of the dollars.

Cantrell notes that President Donald Trump talks about the same types of privately built roadways that Texas utilized a generation ago but is now shunning because of tolls.

"If that is how they roll out and leverage the money in order to build projects, is Texas going to be left out because we don't have those tools?" he said. "If the federal government comes out with this pot of money, we don't want to be caught flat-footed."

Meanwhile, tolled lanes and toll road projects can still be found throughout Mobility 2045, a plan for the larger 12-county region which pits \$389 billion in projects through 2045 versus a projected \$52 billion in anticipated revenue. The RTC is scheduled to vote on the plan at its June meeting.

Texas' Republican Party will also weigh in on tolled managed lanes at its convention next month.

Construction ahead

Meanwhile, TxDOT builds where projects are most needed and with available funds. About \$2 billion in approved projects are in its Dallas-area pipeline. Up next is a \$318 million project to improve interchanges of Loop 12 and state highways 114 and 183 around the old Texas Stadium. That's a component of the much larger Midtown Express project.

A \$121 million project will create frontage roads for Interstate 30 across Lake Ray Hubbard. That'll be done around the end of 2020, with widening of I-30 itself stretching east through Rockwall a couple years after that.

Planners are also introducing Dallas city staff to possibilities for I-30 closer to downtown, but the actual work, TxDOT says, is several public meetings and five or more years into the future.

LBJ East will be bid over the next year and rebuilt into 2024.



By the numbers: Priority projects

The Texas Department of Transportation Dallas District's priority projects and their price tags:

\$3 billion: Interstate 35E, Phase 2, from Interstate 635 to U.S. Highway 380

\$2 billion: State Highway 183 Midtown Express, Phase 2, State Highway 183 from west of State Highway 161 to I-35E and State Highway 114 from International Parkway to Highway 183

\$989.6 million: Interstate 30 East Corridor, from Interstate 45 to Bass Pro Drive

\$900 million: I-35E Lower Stemmons, from north of Oak Lawn Avenue to Highway 183

\$658 million: U.S. Highway 80 Corridor, from I-30 to FM480 in Kaufman County

\$653.7 million: I-30 Rockwall, from Bass Pro Drive to the Hunt County line

\$300 million: I-30 Canyon, from Hotel Street to Interstate 45

\$202.3 million: State Highway 205, from State Highway 78 to U.S. Highway 80, Rockwall and Kaufman counties

\$165 million: Loop 9, from I-35E to I-45

\$87.7 million: Collin County State Highway 121, from the Collin County Outer Loop to the Grayson County line

\$46.9 million: Collin County U.S. Highway 75, from north of County Road 360 to the Grayson County line

SOURCE: Texas Department of Transportation

<https://www.dallasnews.com/news/transportation/2018/05/28/lbj-east-okd-question-pay-24-billion-upcoming-mega-projects-remains>

Column: What higher gas prices mean for Texans this summer

May 28, 2018
By Michael E. Webber
Fort Worth Star-Telegram

This Memorial Day kicked off the annual summer driving season, but like a bad movie we have watched several times before, we were greeted with higher gasoline prices.

National average gasoline prices today are bumping up against \$3 per gallon and could hit \$4 per gallon on the West Coast. At the same time, West Texas Intermediate crude oil went from less than \$30 per barrel to more than \$70 per barrel on one day last week.

Higher oil prices might be good for Texas oil companies, but if they spike too high too fast, they can be hard for industry to accommodate and will make all of our lives much more expensive, especially during the summer drive season. However, with the right combination of technologies and policies that emphasize efficiency, we can protect ourselves from price volatility while reaping the benefits of this most recent oil boom.

For states like Texas, market forces mean higher prices will trigger more oil production, which means more jobs. But this time, a rise in employment might be lower because many oilfield workers who lost their jobs a few years ago when oil prices collapsed might not go back. At the same time, the oil and gas industry has invested in automation, so not as many people are needed. It all means the economic shot in the arm that usually accompanies a price spike, blunting the drag of higher prices on the economy, might not be as effective as before.

There are also the confounding effects from the Trump administration's changes to domestic and trade policies. Even if oil company employment did increase because of higher prices, travel bans and immigration constraints will make it harder for global oil companies to fill their rosters. A trade war might make our crude oil and refined products less desirable to global customers. Steel tariffs raise costs for producers who need the material for drilling activity and building their pipelines, which makes it harder to get oil out of the ground or move it to market. Those policies create headwinds for bouncing back from several years of low prices.

After oil prices increased for several years in a row in the early 2000s, the George W. Bush administration signed into law stricter fuel economy standards after two decades of stagnant requirements. After gasoline exceeded \$4 per gallon in 2008, helping to trigger the Great Recession, the Obama administration tightened fuel economy standards even further, with the hope that they would reduce oil imports, reduce CO2 emissions, and most importantly, protect consumers from the economic shock of price spikes. Today, many people cheer the recent tax cuts, but for some, the benefits of the tax cuts have already been wiped out by higher gasoline prices. That means energy policy is undermining our tax policy.

But all of these are problems that can be solved.

We need to push for tighter fuel economy standards and invest aggressively in research and development to bring down the costs of cleaner, more efficient transportation options such as hybrids, electric vehicles and natural gas vehicles. We need to invest in wider use of mobility services, micro-transit, mass transit and point-to-point transit to reduce congestion on the roads. We need to better promote flexible work schedules, bike lanes and incentives so employees can work from home some days or ride and bike to their jobs. And we need to move away from trade wars and toward open markets for labor, capital, goods and services.

Through bipartisan action, our energy situation is much better today than it was for nearly 40 years after the energy crises of the 1970s. We produce more, import less, consume less per person and emit less CO2 per unit of energy. These are all positive trends, but the recent rise in gasoline prices is a reminder that our energy problems are just one geopolitical crisis away and that bad policies at home can erase a lot of progress.

Michael E. Webber is the deputy director of the Energy Institute and a professor of mechanical engineering at The University of Texas at Austin.

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article212071059.html>

Self-driving technology is going to change a lot more than cars

How self-driving technology could transform everything from retail to transit.

May 29, 2018
Timothy B. Lee
Ars Technica

When people think about self-driving cars, they naturally think about, well, cars. They imagine a future where they buy a new car that has a "self drive" button that takes them wherever they want to go.

That will happen eventually. But the impact of self-driving technology is likely to be much broader than that. Our roads are full of trucks, taxis, buses, shuttles, delivery vans, and more—all of these vehicles will have self-driving equivalents within a decade or two.

The advent of self-driving technology will transform the design possibilities for all sorts of vehicles, giving rise to new vehicle categories that don't exist now and others that straddle the line between existing categories. It will also change the economics of transportation and delivery services, making on-demand delivery a much faster, cheaper, and more convenient option.

Recently we had the chance to talk to two self-driving vehicle startups that are at the forefront of these trends.

Earlier this month, the startup Drive.ai announced an autonomous shuttle service that will launch in July in the Dallas metropolitan area. The company's vehicles straddle the line between buses and taxis—like a bus, they're designed for shared service in a fixed area, but rather than being on a fixed route and schedule, they can be hailed on demand.

Meanwhile, Nuro is building self-driving cars for moving goods instead of people, and it recently applied for permission to test its fully driverless vehicles in Arizona. Because Nuro's cars don't need room for passengers—or all the safety equipment a human rider needs—Nuro's cars can be much smaller and lighter (and therefore cheaper and safer) than a conventional car.

You can think of this as a high-tech replacement for a pizza delivery guy, but Nuro co-founder Dave Ferguson argues that the potential market here is much bigger. Without the need to pay a driver, on-demand deliveries will become much cheaper, so a lot more stores will offer delivery services. Instead of running to the grocery store for a couple of ingredients, you'll be able to order them on your smartphone and have them show up at your door 30 minutes later.

Talking to these companies helped me appreciate how much both the design of vehicles and the economics of transportation services is driven by the need for human drivers. The roads of the future are going to have a richer assortment of vehicles of all sizes, shapes, and functions. Companies are only starting to explore what they might look like.

Self-driving technology will change the transportation landscape

To help myself think through the design space for self-driving vehicles, I created this two-dimensional grid showing some of the most common vehicles on the road today and the companies that are working on self-driving vehicles in the same categories:

	Moving people	Moving stuff
Owner-operated	<p>Today: Driving your own car</p> <p>Self-driving versions: Car companies, eventually</p>	<p>Today: Driving your car to the store</p> <p>Self-driving versions: Car companies, eventually</p>
Personal service	<p>Today: Taxi</p> <p>Self-driving versions: Waymo, Cruise, Uber</p>	<p>Today: Pizza delivery</p> <p>Self-driving versions: Nuro, Starship, Marble</p>
Shared service	<p>Today: Bus</p> <p>Self-driving versions: Drive.ai, Navya</p>	<p>Today: Package delivery</p> <p>Self-driving versions: 👉(?)👈</p>

In most parts of America, the market is currently dominated by the top row of the chart: owner-operated vehicles. Most people get around town by driving their own cars. To buy stuff, they drive their own cars to the store, then drive home with their purchases.

But other people rely on third-party services to move themselves and their purchases. Today someone who wants to get around without owning a car can choose between a taxi or a shared mode of transit like a bus (or a train in some areas). Taxis are faster and more convenient, but they're expensive enough that only wealthy people can afford to use them on a daily basis.

The story is similar when it comes to moving stuff around. You don't have to drive to a store to buy stuff. You can also have it delivered. And there are two basic options here. Most products are delivered using a service like UPS or FedEx, and it takes a day or two to get your stuff to you. But some companies, like pizza restaurants, offer personalized on-demand deliveries measured in minutes rather than days.

The tradeoff here is similar to the taxi-vs-bus tradeoff. On-demand services are faster and more convenient for customers, but they're so expensive that they tend to only be used in cases (like pizza delivery) where slower, cheaper options aren't practical.

The self-driving revolution is going to fundamentally change the economics of all of these markets.

We can expect the owner-operated segment of the market—for both transporting people and stuff—to shrink over time. Of course, some people will still want to drive themselves around and shop in brick-and-mortar stores. But labor costs account for more than half of the cost of a conventional taxi service. So as the cost of self-driving hardware inevitably falls with scale, we can expect self-driving taxis to cost dramatically less than a conventional taxi costs today.

That should increase demand for taxi rides—both from former bus riders, who can now afford a more convenient option, and from some former drivers who are happy to give up the hassles of car ownership.

And we should see a similar shift in the transportation of stuff. As on-demand delivery options get more affordable, some people who would previously have driven to the store will let stores send stuff to them instead. Others will shift from two-day shipping on Amazon to 30-minute shipping using an on-demand service.

Drive.ai: Kind of a taxi, kind of a bus

Self-driving technology will also blur the lines between these technologies. Right now, taxis and buses are physically very different: a taxi is usually just a conventional car with a "taxi" sign on top, while most city buses are enormous vehicles with room for dozens of passengers.

But Uber and Lyft have already started to blur the line between a taxi and a bus. Uber Pool and Lyft Line are shared services that preserve most of the benefits of a conventional taxi ride while offering fares that are closer to what you'd pay to take the bus.

When Lyft announced a new carpooling service that operated along fixed routes last year, it was greeted with mocking headlines like "Silicon Valley Invents Bus." But the mockery was unwarranted. Buses are an important mode of transportation for millions of people, and so if Uber and Lyft can figure out how to make bus service more efficient and convenient for customers, that would be a big accomplishment.

Self-driving cars will only accelerate this trend. City buses are as large as they are largely to minimize the number of drivers needed to drive people around. Once buses drive themselves, it will be economical to use smaller buses that run more often. And smartphone hailing technologies could allow buses to become more flexible in terms of both routes and schedules.

This is exactly the vision that Drive.ai is pursuing. When I talked to Drive.ai's Conway Chen, he refused to be pinned down on whether the company's service was a taxi service or a bus service. The reality is that it's somewhere in between.

Drive.ai's first service will be in the North Platinum Corridor, a commercial area in the Dallas suburb of Frisco. It's primarily a cluster of office buildings surrounded by big parking lots, but the area also includes some restaurants and a new development called Frisco Station, which will include some apartments.

Drive.ai will provide a fleet of bright orange vans that will move people around the North Platinum Corridor. The company expects that initial use will be concentrated around lunch time, with workers traveling from their offices to nearby restaurants.

Like a conventional bus service, Drive.ai's Frisco service will provide service between six fixed stops. But there's no fixed route schedule—shuttles will be hailed on demand.

And the system is bus-like in another way, too: the company has worked closely with local governments and area businesses on the development of the service, and it hopes to eventually receive financial support from them.

"Maybe these kinds of vehicles are the future of transit"

Thomas Bamonte, an official at the Central Texas Council of Governments who helped to organize the Drive.ai project, argues that this makes Drive.ai's service different from Waymo's forthcoming taxi service in Phoenix.

"I think it's probably good to think of them as complementary," Bamonte told Ars. "Waymo is a longer-distance taxi service. Drive.ai is exploring campus and district-scale deployment. You may see the emergence of two distinct forms of autonomous vehicles—one serving longer trips, one on internal districts."

An obvious question is why not just have one service that performs both functions. After all, Waymo's cars can do short-distance trips as well as long ones. And if people use Waymo cars to commute to work in the morning and return home in the evening, there will be a bunch of Waymo cars hanging around people's offices during the day—those cars could do lunchtime trips, too.

But coordinating closely with local governments or private partners, as Drive.ai is doing in Frisco, may provide real advantages. The owners of large apartment or office buildings might be willing to subsidize shuttles going between their properties and nearby attractions—like a subway stop or grocery store—in order to enhance the property's value.

And while self-driving technology will make taxi service cheaper, it may not make it cheap enough that everyone can afford to use it. So cities may want to develop a self-driving successor to the taxpayer-subsidized city bus. And it might look like an expanded version of Drive.ai's Frisco project, with self-driving shuttles taking people between hundreds of "bus stops" using dynamically planned routes.

"Maybe these kinds of vehicles are the future of transit," Bamonte told us. "So everything will come down to kind of on-demand buses, and the size of the vehicles will depend on the demand along the routes."

Another possibility, Bamonte said, is a "first-mile, last mile" model. Self-driving shuttles like Drive.ai's would take people from their homes to the nearest conventional bus or subway stop. People would then ride to a point near their destination, where another short-range shuttle would meet them and take them to their final destination. A well-designed system could charge passengers a single fare for the entire multi-leg trip and coordinate pickup and drop off times to minimize the wait between steps.

This model could improve the usability of conventional transit in low-density suburban areas where most homes are not close to a bus stop. At the same time, it could allow stops along a conventional bus route to be spaced farther apart, shortening the average travel time.

"We see this period of testing and deployment as an opportunity where communities can step back and say 'here's what we've done over the past half-century with land use planning, and transportation planning,'" Bamonte told us. "That's why having the Drive.ai deployment here is so exciting—it gives us a chance to see what may work."

Drive.ai isn't the only company working on shared mobility services in close partnership with local governments. A French startup called Navya has been pursuing a similar business model, operating a three-stop driverless shuttle route in downtown Las Vegas, and the company has also been operating a similar service in Lyon, France, since 2016.

The company has larger ambitions. In January, it demonstrated a taxi cab in Las Vegas capable of traveling up to 55 miles per hour. Navya's partner for a number of these projects has been Keolis, a French company that operates a number of public transit services around the world.

The bottom line is that riders of the future will enjoy a range of options when it comes to mobility services. With no driver, taxis will be much cheaper. Taking the bus will be more convenient, as the average wait between buses will be shorter. People may have the option to take a free shuttle to their nearest bus stop. And there are likely to be shared services that fall somewhere between a taxi and a bus, with flexible routes and schedules but lower costs than a conventional taxi.

Nuro: Autonomous vehicles with no passengers

The impact of autonomous vehicles on the retail sector could be even bigger. For all of Amazon's growth, the company still has only about 4 percent of the overall retail industry. The vast majority of people still buy stuff the old-fashioned way: by driving their car to the store, buying stuff, and driving the purchases home.

This means there's still huge potential for delivery services to disrupt conventional retail stores if they can be made faster, cheaper, and more convenient. And this is the market being targeted by a number of startups that are working on small autonomous vehicles.

Some of these companies, including Marble and Starship, are working on small robots designed to travel at walking speeds on urban sidewalks. But Nuro is working on a larger vehicle with a maximum speed of 25 miles per hour—eventually 35 miles per hour—that's designed to operate on city streets. That higher speed means a greater range, making it a potential substitute for shopping trips people do in their cars today.

While Nuro's custom-designed cars are bigger and faster than some rivals' sidewalk robots, they're still much smaller and slower than conventional cars. And Ferguson, the Nuro co-founder, told us that has major safety advantages.

"If you're focusing purely on transporting goods and don't need to worry about people, you can do some pretty amazing things around how you design that vehicle and how you design the behaviors of that vehicle," Ferguson said.

Much of the weight of a conventional vehicle comes from the need to protect passengers in a crash. But if a vehicle is only designed for cargo, it can be much lighter and simpler.

The lack of passengers also means Nuro's software can always prioritize the safety of people outside the vehicle. This means that the vehicle can be extremely conservative about slowing down if it encounters a situation it doesn't fully understand. And of course, a lighter vehicle with a maximum speed of 25 or 35 miles per hour is far less likely to kill a pedestrian than a full-sized vehicle traveling at highway speeds.

"Our vehicle is half the width of a Toyota Corolla," Ferguson told us. "If you think about it from a pure safety and flexibility standpoint, we have an extra 3-4 foot of safety buffer in terms of width that we can dynamically position around the vehicle." For example, suppose there is a row of parked cars on one side of a Nuro vehicle; it can then hug the opposite side of its lane, giving it more time to brake if a child darts out between two parked cars.

Targeting lower speeds has also made some of the technical challenges easier, Ferguson told Ars. One of the big obstacles to fully self-driving passenger cars is the need for lidar with enough range—around 200 meters—to drive at highway speeds up to 70 miles per hour. The 25 mile-per-hour top speed of Nuro's initial model—and correspondingly short stopping distance—means that today's lidars have ample range to see potential obstacles in time to stop for them.

Self-driving vehicles could revolutionize retail

The technology is coming soon, Ferguson said. "We're hoping to run a limited service with a real partner and real customers within this calendar year."

And a service like this could have a dramatic impact on the retail sector.

"Right now, there's not really a way to say 'I'd like these three ingredients for dinner,'" he continued. "There's no way to have that delivered at any price."

But technology like Nuro would make it possible for almost any store to offer deliveries measured in minutes rather than hours or days. Ferguson said the exact cost will depend on a variety of factors, but he argues that delivery costs could get down to a dollar in the long run. Stores may even cover these costs and offer free delivery.

Eventually, the very concept of a store could change radically. For standardized, non-perishable goods, there may be little reason for customers to set foot in a store at all. The retail industry could become dominated by fleets of delivery robots and distributed warehouses that stock them.

This model probably won't work for every store, of course. People like to try on clothes and inspect produce before they buy them, and some stores specialize in offering customers expert advice and hands-on product demonstrations. But even in these parts of the retail sector, innovations might be possible.

A car that can make rapid deliveries can also make rapid returns. So a clothing retailer might send customers a dozen outfits in a drone, then have it wait in her driveway while she tries them on and sends back the ones she doesn't want. Zappos pioneered a version of this business model for shoes a decade ago, but the faster turnaround and lower cost of autonomous deliveries could make it viable for a much wider share of the market.

I asked Ferguson if the Nuro model would worsen urban congestion problems, but he argued that the opposite is more likely. After all, most purchases today are accomplished by someone driving a comparatively enormous passenger car to a store and back. Replacing a human-driven trip with a Nuro trip doesn't increase the number of vehicles on the roads, and Nuro vehicles are much smaller, lighter, and less polluting than the average car.

Moreover, as on-demand delivery services grow, there will be substantial room for a single trip to serve multiple customers. Nuro's initial cars have two compartments, allowing it to serve two customers with each trip by default. But Ferguson says that those large compartments can easily be subdivided for retailers delivering small items. And of course, in the future Nuro could make larger versions of its robot with space to hold more merchandise.

So as the volume of orders grows, stores should be able to group together orders in nearby neighborhoods that happen around the same time. That means that at scale, a fleet of delivery robots could wind up taking up less space on the roads than the fleet of conventional human-driven cars we use to go shopping today.

And just as driverless cars are likely to blur the distinction between taxis and buses, we can expect driverless delivery vehicles to blur the line between on-demand deliveries and conventional package services. Nuro isn't planning to directly challenge UPS and FedEx, whose shared delivery model is relatively efficient. But in the long run, established delivery companies will face pressure to use autonomous vehicle technology to deliver packages in hours rather than days.

<https://arstechnica.com/cars/2018/05/self-driving-technology-is-going-to-change-a-lot-more-than-cars/>

Rowlett, TxDOT hope I-30 frontage-road project will ease traffic as Bayside area takes shape

June 4, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

GARLAND — During the same decades that Rowlett leaders were chasing their dream of turning an underutilized park into valuable Interstate 30 frontage, the Lake Ray Hubbard area was drawing a lot of people.

In the three years since a developer partner paid \$31.8 million for the 257 acres of Rowlett's obsession, the site known as Bayside has instead become the place where traffic backs up.

So excuse those folks stuck regularly on I-30 if they're interpreting the long-awaited progress at Bayside as just more traffic coming to a stretch of interstate they use daily.

"For certain times in the day you have to plan for just sitting in traffic," said Sue Brown of Garland, one of several dozen area residents who attended Thursday night's public input meeting in Garland.

But the new developer and his city partners believe there's good news for all in the form of Texas Department of Transportation plans revealed Thursday night at Hella Shrine: a \$138 million project to add six lanes of frontage across 2.4 miles of Lake Ray Hubbard between Garland and Rowlett by 2023. Currently, there is no frontage road across the lake.

"That access is really critical for this to succeed," said the developer, Tom D'Alesandro. "First and foremost, Bayside has to serve the people of Rowlett. But it also has to serve as a regional attraction."

TxDOT's plan included enhancements for the unwieldy Dalrock Road exit and its offshoot to Dallas' Robertson Park — designed for when the park drew dozens of people, not the thousands anticipated in its rebranding as Bayside.

"The worst intersection in the city," said Brown, who has lived a few exits west of the lake since 1995. "It's very dangerous. That needs to be improved immediately."

The two-year construction project also will provide connectivity on the north side of the lake, which had never been cultivated until now. Water and sewer lines have been put in there to set the stage for multi- and single-family housing that is now taking shape. Planners believe about 2,000 people will live at Bayside.

They'll connect to the more recreational southern side of the development via Bayside Drive, a planned main road. TxDOT's project includes a five-lane Bayside Drive bridge over I-30.

With a direct connector to Dalrock from eastbound I-30 frontage roads, the project also acknowledges the use of Dalrock, a major Rowlett arterial street. It carries 22,000 cars a day and is a popular link from I-30 to State Highway 66 and bustling portions of northern Rockwall County.

"There's some capacity relief on the main lanes should there be an incident," said Shawn Poe, Rowlett's public works director. The city also inherited emergency duties when it extended city

limits to the freeway with the 2015 purchase. "They're also providing some emergency on-ramps specific for first-responders,"

George Andrea of Garland, who was among those residents checking out the design schematics Thursday night, said he was happy to see that the new frontage roads are separated from the existing lanes. He paid several late pickup charges when his daughter was in a prekindergarten program in Rockwall, and he's been late to another daughter's 5:30 p.m. swim team practices there.

The congestion relief, TxDOT believes, will mirror that seen at Interstate 35E and Lake Lewisville in the two years since new bridges and first-ever frontage roads were unveiled there.

'Transportation backbone'

"From a development standpoint, this obviously provides the critical transportation backbone for a billion-dollar project we're going to see built out over the next eight to 10 years," said Jim Grabenhorst, Rowlett's economic development director.

The south side of the lake will feature a 500-room resort hotel and conference center, D'Alesandro said, plus a dozen restaurants and a setting for outdoor concerts and other entertainment.

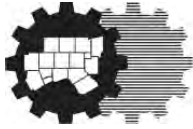
"We're trying to create a place where people can experience the lake," he said, noting that the crystal lagoon feature is still being planned "but it's not the big deal a lot of people thought it would be. It was much more important for people in Rowlett to have a natural park experience and a significant place for public entertainment and events."

TxDOT plans nearly \$2 billion in improvements to I-30 from downtown Dallas to the Hunt County line. Crews are working a \$2.3 million concrete repair project on I-30 in Rockwall County, closing lanes two miles at a time overnights to complete the work.

But a few of those who visited Thursday were concerned that officials aren't yet scheduling frontage roads over the second half of the I-30 bridge over the lake, from Dalrock to Rockwall. Andrea said that's not as much a problem as traffic that has increasingly fed into I-30 on the Garland side since the Bush Turnpike extended to I-30 in 2011.

"It opens up a little after Dalrock," he said. "The issue I see is between George Bush and Dalrock. A lot of traffic coming off George Bush goes on to Rockwall while some traffic on I-30 wants to go to Dalrock. So there's interweaving."

<https://www.dallasnews.com/news/transportation/2018/06/01/rowlett-txdot-hope-project-add-30-frontage-roads-will-ease-traffic-prized-bayside-area-takes-shape>



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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bwilson@nctcog.org

NCTCOG Requests Public Input on Mobility 2045

Regional Transportation Council to consider transportation plan in June

May 7, 2018 (Arlington, Texas) – 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. Mobility 2045 will focus on connections to help meet the transportation needs of a region with a projected population of more than 11 million by 2045.

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. Watch the Arlington session live at www.nctcog.org/video.

Public Meeting Details

**Tuesday, May 8, 2018
6 p.m.**
Tandy Lecture Hall
Central Library
500 W. Third St.
Fort Worth, TX 76102

**Tuesday, May 15, 2018
2:30 p.m.**
North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

**Wednesday, May 16, 2018
6 p.m.**
Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75080

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
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RTC Approves Resolution Moving LBJ East Forward

Texas Transportation Commission to meet May 24 to consider design-build agreement

May 10, 2018 (Arlington, Texas) – The Regional Transportation Council on Thursday approved a resolution that is expected to move the LBJ East project forward. The resolution asks the Texas Transportation Commission to proceed to procurement of the 11-mile project, which runs from US Highway 75 to Interstate Highway 30.

The RTC and the State worked cooperatively over the past several weeks to close a \$1 billion funding gap with a transparent process that relies on existing tax dollars to fund the project.

State officials have agreed to grandfather LBJ East's two existing tolled managed lanes, paving the way for a corridor expansion that will include additional tax-supported lanes and continuous frontage roads and the same number of tolled managed lanes that currently exist. There are no Proposition 1 or 7 funds in the project.

High-occupancy vehicle lanes were added to the corridor in 2008 and expanded to tolled managed lanes in 2016 to allow single-occupant vehicles to pay a toll to use them. Both improvements were made to enhance mobility in the corridor and boost air quality in a region that is in nonattainment for ozone pollution. These improvements were paid for using federal funds from the Congestion Mitigation and Air Quality Improvement Program.

Rob Franke, chair of the Regional Transportation Council, said the progress was made because State and local officials were willing to take the time to cooperate in order to find a solution that works for all parties involved.

"Today, we celebrate one of the most significant transportation accomplishments in decades for the residents of Dallas-Fort Worth," Franke said. "LBJ East is important not just for the thousands of drivers who use it every day, but for people all over the region. I would like to thank Chairman J. Bruce Bugg Jr. for his willingness to grandfather the existing managed lanes."

The five-member Texas Transportation Commission is due to consider a proposal May 24 to authorize the Texas Department of Transportation to issue a request for qualifications seeking firms interested in the \$1.6 billion project.

The corridor runs through Dallas, Garland and Mesquite. The project also includes the intersection of Skillman Street and Audelia Road, which would be transformed into a safer, more modern interchange. Additionally, the Interstate Highway 30 interchange would be rebuilt as part of the project.

Councilman Lee Kleinman, chair of the Dallas City Council's Mobility Solutions, Infrastructure and Sustainability Committee, said this decision was made possible through cooperation of local and State officials, who worked toward a solution that will provide residents in the corridor more reliable commutes.

"I applaud the commitment of Chair Bugg, the collaboration and support of the Office of the Governor, the mayors of both Garland and Mesquite, and my fellow elected officials on the Regional Transportation Council," Kleinman said. "We have been working on this missing gap of IH 635 for some time."

About the Regional Transportation Council:

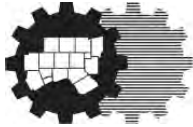
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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PRESS RELEASE
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NCTCOG to Provide Transportation Update to Johnson County

Regional Transportation Council to consider transportation plan in June

May 17, 2018 (Arlington, Texas) – Johnson County’s population is projected to grow to more than 262,000 by 2045. This is an increase of nearly 100,000 from 2017, when about 165,000 called the county home.

This kind of growth is not new to North Texas. The region has a current population of over 7 million and consistently adds 1 million or more people per decade, putting needs such as transportation at the forefront.

Kevin Feldt, a program manager with the North Central Texas Council of Governments, will provide an update on the long-range Metropolitan Transportation Plan (Mobility 2045) during the Greater Johnson County Transportation Coalition meeting May 23. The meeting is scheduled for 9 a.m. at the Burleson Recreation Center, 550 NW Summercrest Blvd.

Mobility 2045 is expected to be considered by the Regional Transportation Council in June. The RTC serves as the transportation policymaking body for the 12-county Dallas-Fort Worth area. The \$135 billion 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, freight, transit and bicycle-pedestrian facilities that help reduce congestion and improve air quality.

Feldt will discuss an overview of transportation planning, including upcoming projects slated for Johnson County and the process involved in completing them. With the region’s population expected to eclipse 11 million by 2045, a comprehensive strategy relying on roadways, passenger rail and bicycle-pedestrian facilities is necessary. And input from residents who use the system helps planners make the best decisions with available funding.

“In Dallas-Fort Worth, we rely on cooperation to get transportation projects done,” Feldt said. “This involves officials from all levels of government – federal, State and local. But it starts with those who use the transportation system every day, who we rely on to help us address the right needs. We have limited resources, so the input of everyone is essential to the process.”

While the \$135 billion that Mobility 2045 would dedicate to regional transportation is a substantial sum, there are many more priorities that cannot be funded. The MTP lays out a plan using revenue that is projected to be available. It is not a wish list.

The following projects are planned for Johnson County in the coming years.

- Widening/realignment of FM 157 from US 287 to US 67
- US 377 Cresson Bypass
- FM 917/BNSF grade separation and realignment in Joshua
- IH 35W/FM 917 interchange reconstruction and one-way frontage road conversion (Ricky Lane to US 67)

- Widening of FM 3391 (Renfro Road) from IH 35W to CR 602 in Burleson
- Alsbury Road Extension in Burleson
- Reconstruction/realignment of FM 157 in Venus

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.

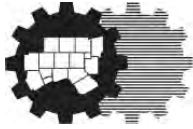
About the North Central Texas Council of Governments:

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.

For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

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North Central Texas
Council of Governments

PRESS RELEASE
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NCTCOG to Host Environmental Stewardship Networking Event

Business leaders, nonprofits to discuss addressing challenges

May 24, 2018 (Arlington, Texas) – The North Central Texas Council of Governments will hold a networking event to bring together potential donors and nonprofit groups whose work helps mitigate the environmental effects of transportation projects. The event will take place from 4-6 p.m. June 21 at the Trinity River Audubon Center.

The networking event will help industry leaders and nonprofit organizations engaged in environmental protection and restoration activities establish relationships and could lead to future partnerships. The result could be the completion of environmentally focused projects.

This opportunity complements NCTCOG's Environmental Stewardship Program, established in 2016 in memory of the late Chris Anderson.

Anderson was a transportation planner who sought to bring multiple partners together to advance environmental stewardship during a distinguished career that included stops at NCTCOG, the North Texas Tollway Authority and the Texas Department of Transportation.

The Environmental Stewardship Program provides \$1.6 million to fund efforts such as restoring wetlands, planting trees and educating the private sector about taking care of the environment.

Michael Morris, director of NCTCOG's Transportation Department, will provide opening remarks at the networking event. The event will feature group discussions on the following:

- Conserving or restoring natural spaces that provide habitat and connectivity for wildlife, carbon storage, pervious surfaces, mitigation of the urban heat-island effect, and scenic or aesthetic value
- Protecting water quality and restoring natural hydrology to reduce runoff of pollutants into surface waters, prevent soil and streambank erosion, restore riparian zones, provide habitat for aquatic species, and reduce flood risk
- Addressing the challenges nonprofits and donors face in acquiring and giving money

RSVP for the FREE networking event by June 8 at www.espnetworking.eventbrite.com. The Trinity River Audubon Center is located at 6500 Great Trinity Forest Way, Dallas, TX 75217. Light hors d'oeuvres and refreshments will be served. For more information on the NCTCOG Environmental Stewardship Program, visit www.nctcog.org/trans/environmentalstewardship.

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For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

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RESOLUTION ADOPTING
MOBILITY 2045: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS, AND THE 2018 TRANSPORTATION CONFORMITY DETERMINATION FOR THE DALLAS-FORT WORTH NONATTAINMENT AREA
(R18-03)

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 NCTCOG, and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the Fixing America's Surface Transportation (FAST) Act assigns the MPO the responsibility for developing and maintaining the Metropolitan Transportation Plan and Transportation Improvement Program and their periodic updates; and,

WHEREAS, the FAST Act requires the Metropolitan Transportation Plan and Transportation Improvement Program to include a financial plan to demonstrate the consistency of proposed transportation investments with available and projected sources of revenue; and,

WHEREAS, the Metropolitan Transportation Plan and the Transportation Improvement Program were developed using the most recent federal guidance and applicable regulations; and,

WHEREAS, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas was developed in cooperation with local governments, the Texas Department of Transportation, North Texas Tollway Authority, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, and other transportation agencies; and,

WHEREAS, the Civil Rights Act of 1964 and Executive Order 12898 mandate nondiscrimination and analysis of impacts to protected populations for all federally funded projects; and,

WHEREAS, the RTC's policy is to evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system; and,

WHEREAS, the FAST Act assigns the MPO the responsibility for carrying out the transportation conformity process, in cooperation with the State and operators of publicly owned transit services; and,

WHEREAS, the Environmental Protection Agency (EPA) has designated the 10-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as moderate nonattainment under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) effective July 20, 2012; and designated the nine-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties as marginal nonattainment under the 2015 8-hour ozone NAAQS effective August 3, 2018; and,

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WHEREAS, the current RTC metropolitan planning area includes all of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties; and,

WHEREAS, the FAST Act and the Clean Air Act regulations require information regarding the development of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the 2018 Transportation Conformity analysis be available for public comment according to the adopted MPO public participation plan; and,

WHEREAS, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the 2018 Transportation Conformity were recommended for adoption to the RTC by the Surface Transportation Technical Committee.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council adopts Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.
- Section 2.** The Regional Transportation Council approves the results of the 2018 Transportation Conformity, which demonstrates that implementation of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the 2019-2022 Transportation Improvement Program will not cause any new violations of the 2008 and 2015 8-hour ozone NAAQS, increase the frequency or severity of violations of the standards, or delay timely attainment of the standards. This analysis uses the latest available information and the latest EPA-approved emissions estimation model. In addition, these results meet the requirement of current and previous motor vehicle emissions budget tests, and demonstrate Transportation Control Measures in approved State Implementation Plans are implemented in a timely fashion.
- Section 3.** The development of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas utilized the most recent regional demographic projections as adopted by the NCTCOG Executive Board October 26, 2017, and 2018 Transportation Conformity utilized latest planning assumptions.
- Section 4.** The recommendations included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas meet financial constraint requirements and all federal nondiscrimination and environmental justice requirements and have no disproportionate impacts on protected populations.
- Section 5.** The Regional Transportation Council directs staff to appropriately amend other planning documents such as the Transportation Improvement Program and Unified Planning Work Program as needed to implement the policies, programs, and projects contained in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.
- Section 6.** The development of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the 2018 Transportation Conformity was conducted in accordance with NCTCOG's approved public participation plan, including presentation of draft recommendations and analysis results prior to Regional Transportation Council adoption.

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Section 7. The latest public involvement information for the 2018 Transportation Conformity, including Mobility 2045: The Metropolitan Transportation Plan for North Central Texas, will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, and the Texas Commission on Environmental Quality.

Section 8. This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, Texas Commission on Environmental Quality, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments.

Section 9. 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 June 14, 2018.

Andy Eads, Secretary
Regional Transportation Council
Commissioner, Denton County

Approval of Mobility 2045 and Associated Transportation Conformity Results

Regional Transportation Council

June 14, 2018

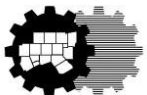


Draft Mobility 2045 Document

Project Recommendation Maps

Project Recommendation Tables

www.nctcog.org/mobility2045



Mobility Plan Development

Maximize
Existing
System

Infrastructure Maintenance

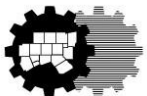
Maintain & Operate Existing Facilities
Bridge Replacements

Management, Operations and Technology

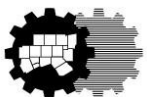
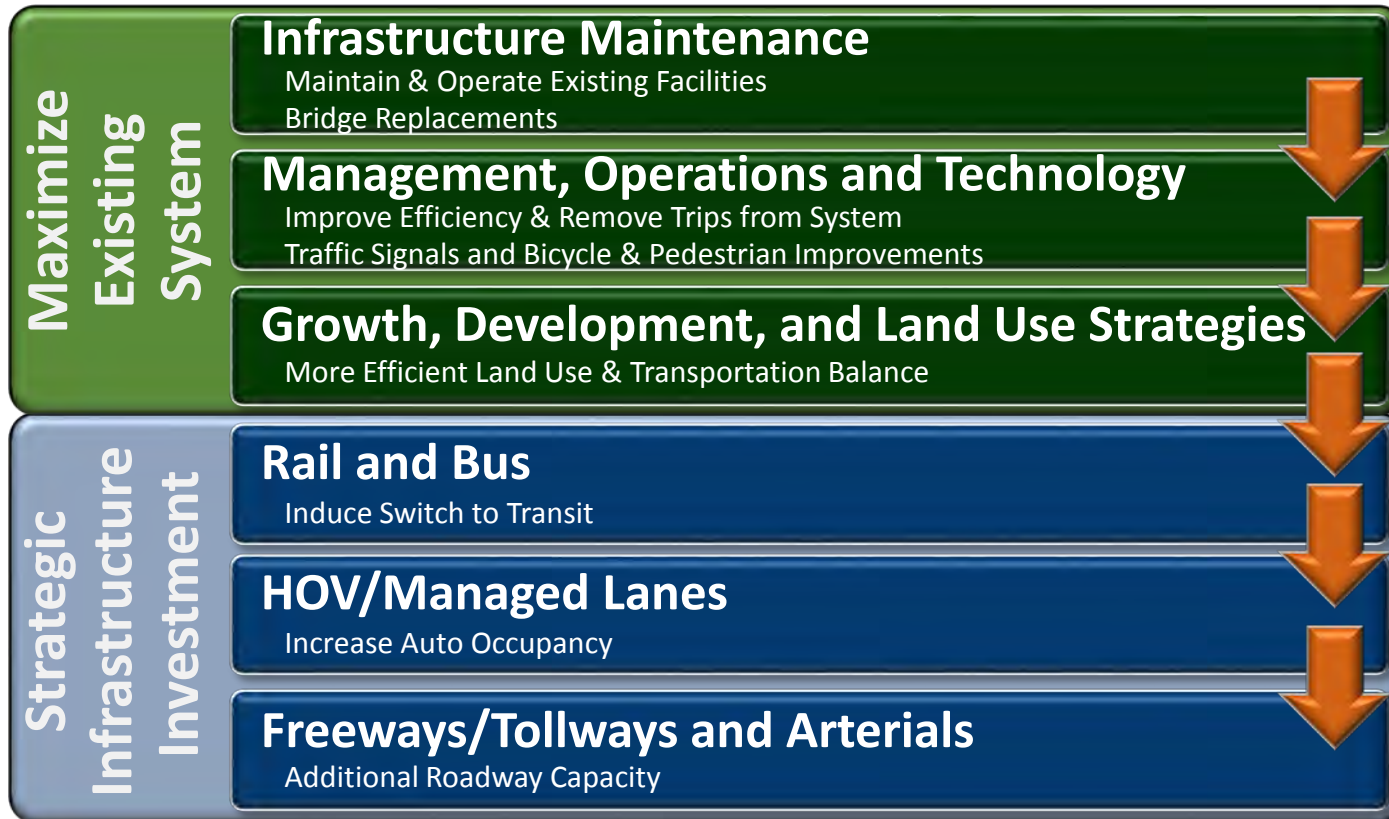
Improve Efficiency & Remove Trips from System
Traffic Signals and Bicycle & Pedestrian Improvements &

Growth, Development, and Land Use Strategies

More Efficient Land Use & Transportation Balance



Mobility Plan Development



Mobility 2045 Expenditures



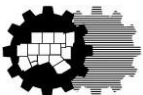
Maximize Existing System	Infrastructure Maintenance Maintain & Operate Existing Facilities Bridge Replacements	\$ 37.5
	Management, Operations and Technology Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements	\$ 9.5
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$ 3.2
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$ 33.3
	HOV/Managed Lanes Increase Auto Occupancy	\$ 52.0
	Freeways/Tollways and Arterials Additional Roadway Capacity	
Total Expenditures¹		\$135.4²

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Notes:

¹ Actual dollars, in billions. Values may not sum due to independent rounding

² Balances to reasonably expected revenue, demonstrating financial constraint.



Transit Corridor Recommendations



Rail

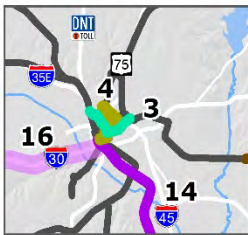
- █ 1 - Cotton Belt
- █ 2 - Cotton Belt East Extension
- █ 3 - Downtown Dallas Second Alignment (D2)
- █ 4 - Dallas Streetcar (Central Link)
- █ 5 - A-train South Extension
- █ 6 - Frisco Line
- █ 7 - Mansfield Line
- █ 8 - McKinney Line
- █ 9 - Midlothian Line
- █ 10 - Green Line Southeast Extension
- █ 11 - Cleburne Line
- █ 12 - Southwest TEX Rail
- █ 13 - Scyene Line
- █ 14 - Waxahachie Line

High-Intensity Bus

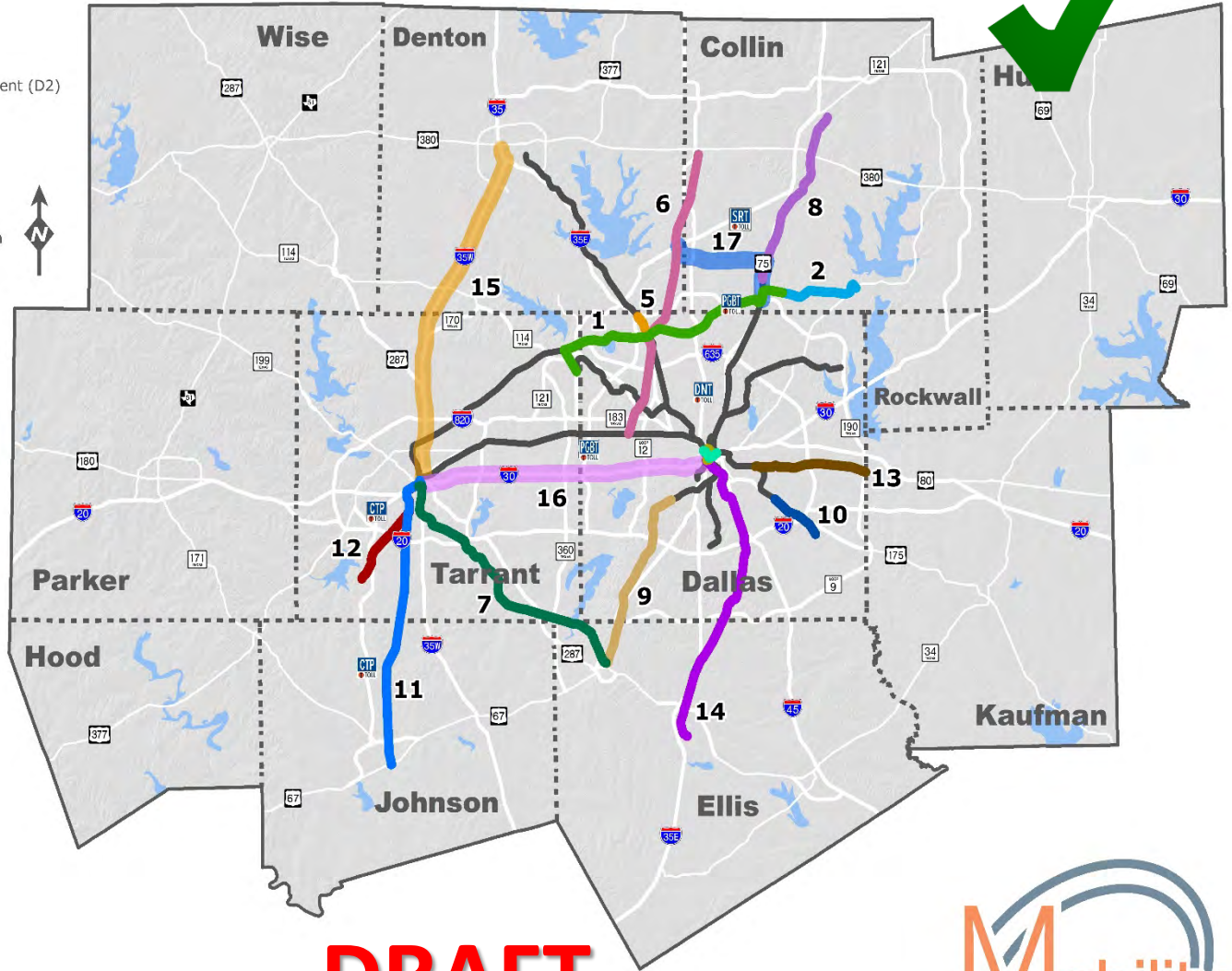
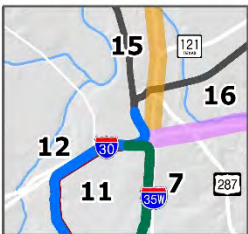
- █ 15 - IH 35W Express
- █ 16 - IH 30 Express
- █ 17 - Spring Creek Parkway

— Existing Rail

Dallas CBD



Fort Worth CBD

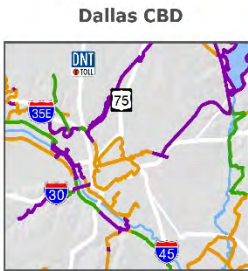
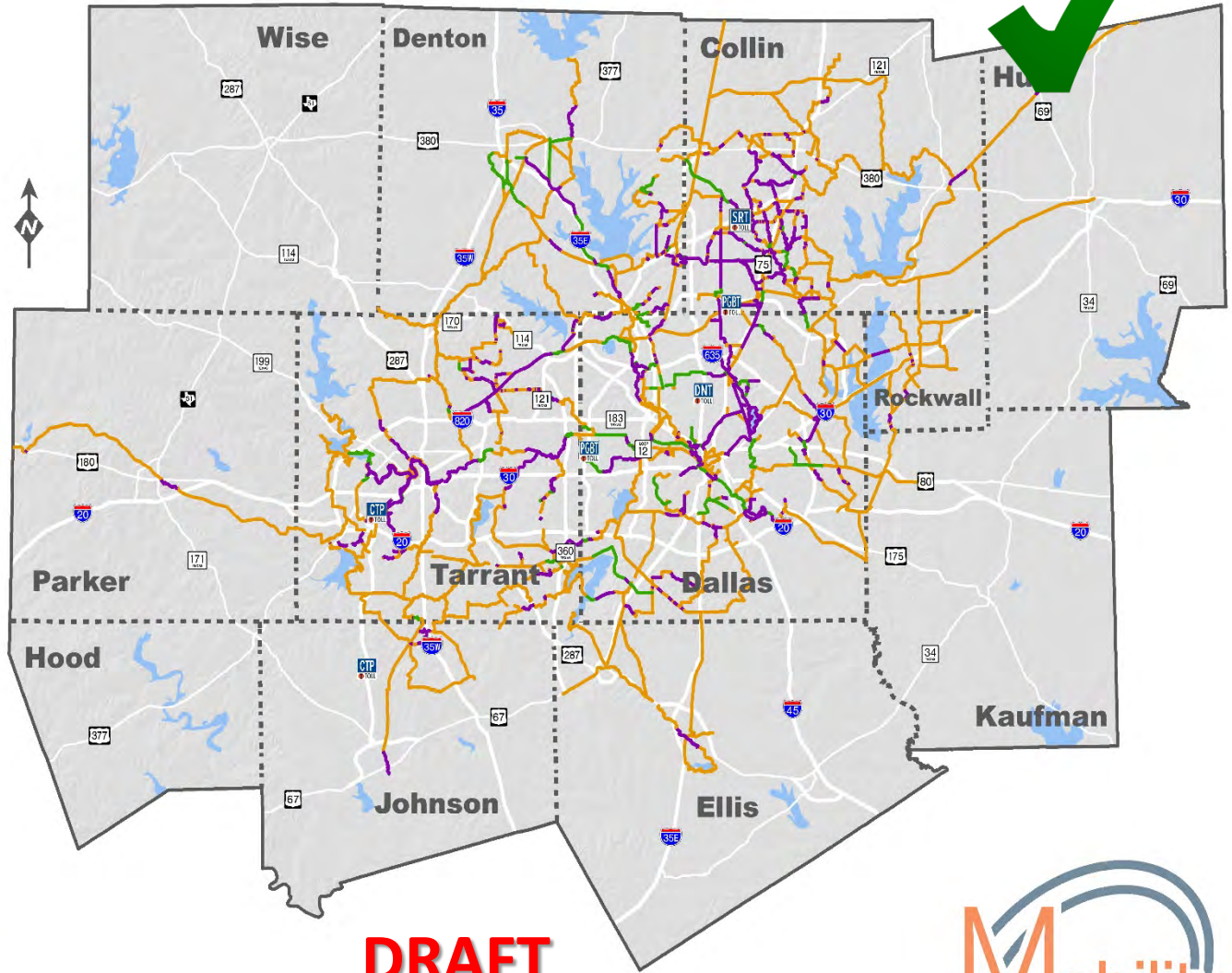


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Regional Veloweb

- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



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Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

Partner Comments Received

Consistency with Local Government Plans

Revised Arterial Projects – Rowlett

Princeton Road

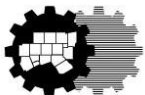
Removed Extension Project

Elm Grove Road

Removed Widening Project

Dalrock Road

Added Capacity from 4 to 6 Lanes



Partner Comments Received

Consistency with Local Government Plans

Revised Arterial Projects – Richardson

Campbell Road

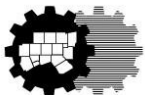
Greenville to Glenville – Removed Widening Project

Main Street

US 75 to Sherman Street – Removed Widening Project

Belt Line Road

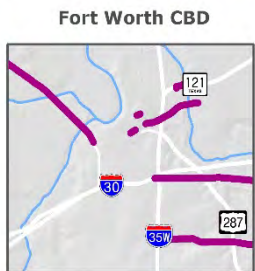
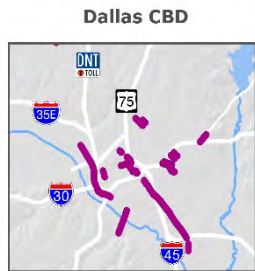
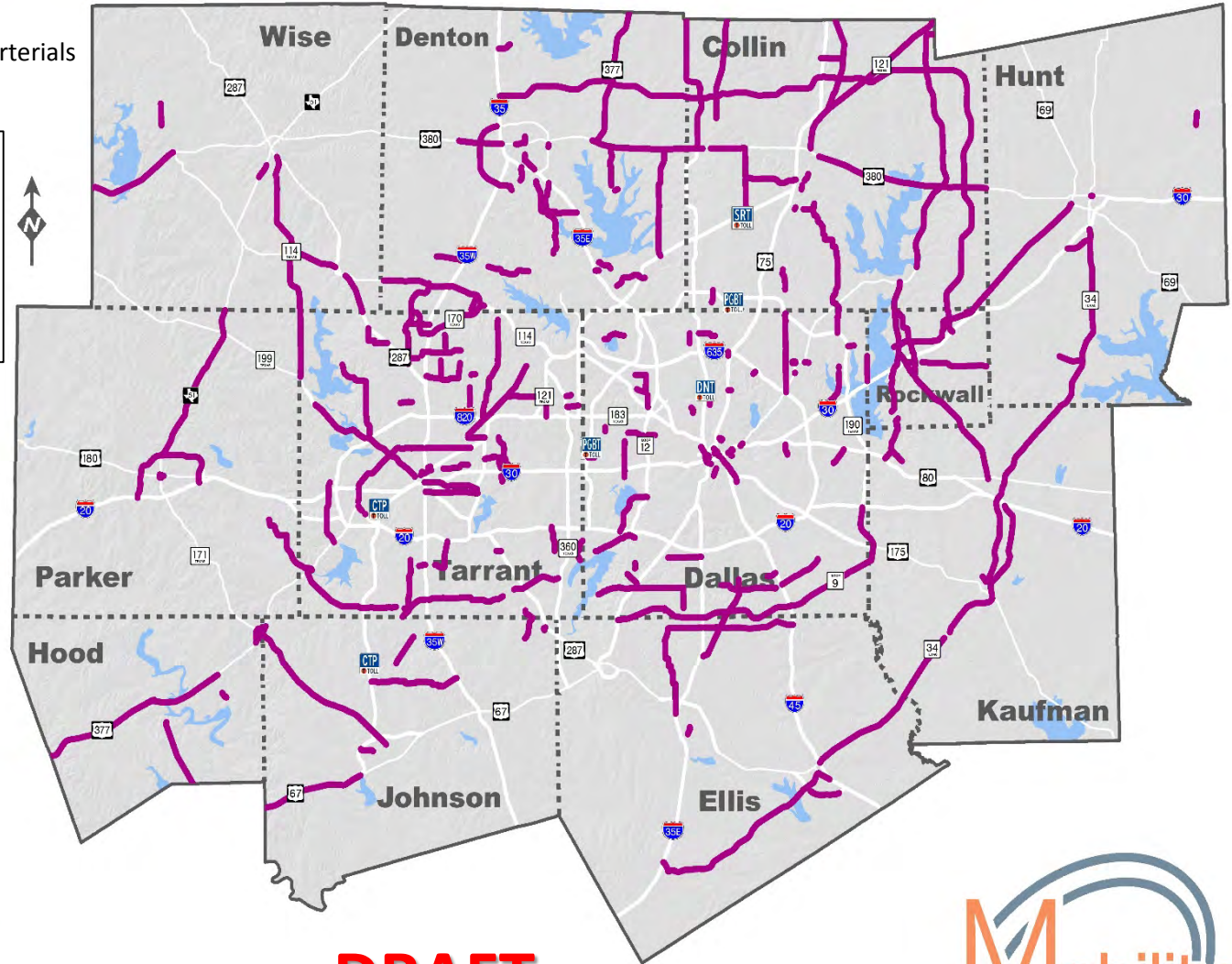
Abrams to Frances Way – Removed Widening Project



Regionally Significant Arterial Improvements

Regionally Significant Arterials

Non-Regionally Significant Arterials may move forward and are not included in Mobility 2045 Recommendations



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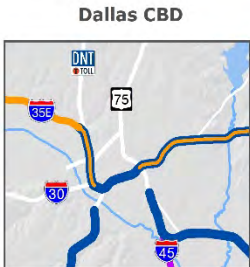
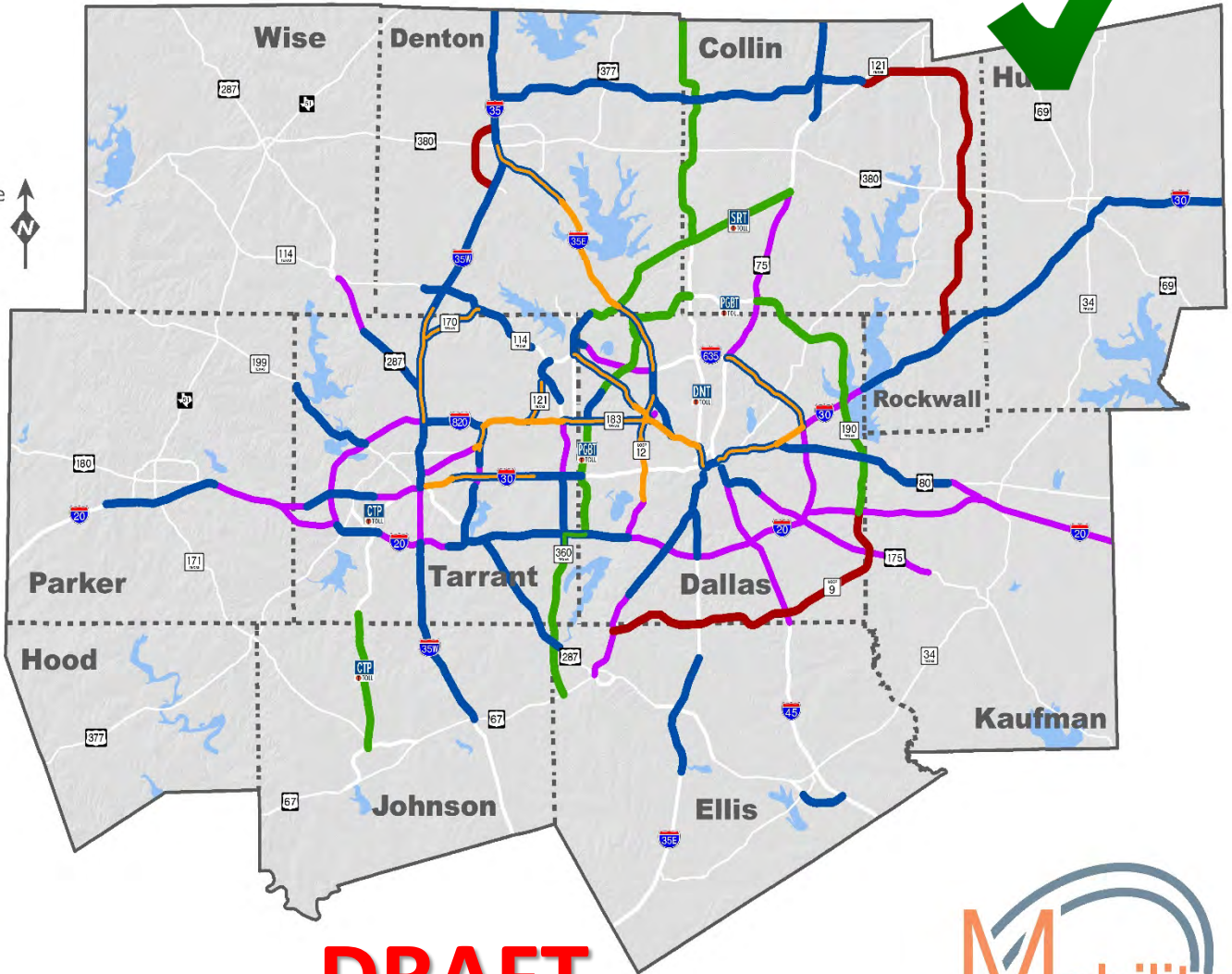


Lines on this map depict arterials with funds for improvement. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Major Roadway Recommendations



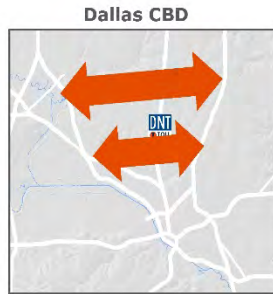
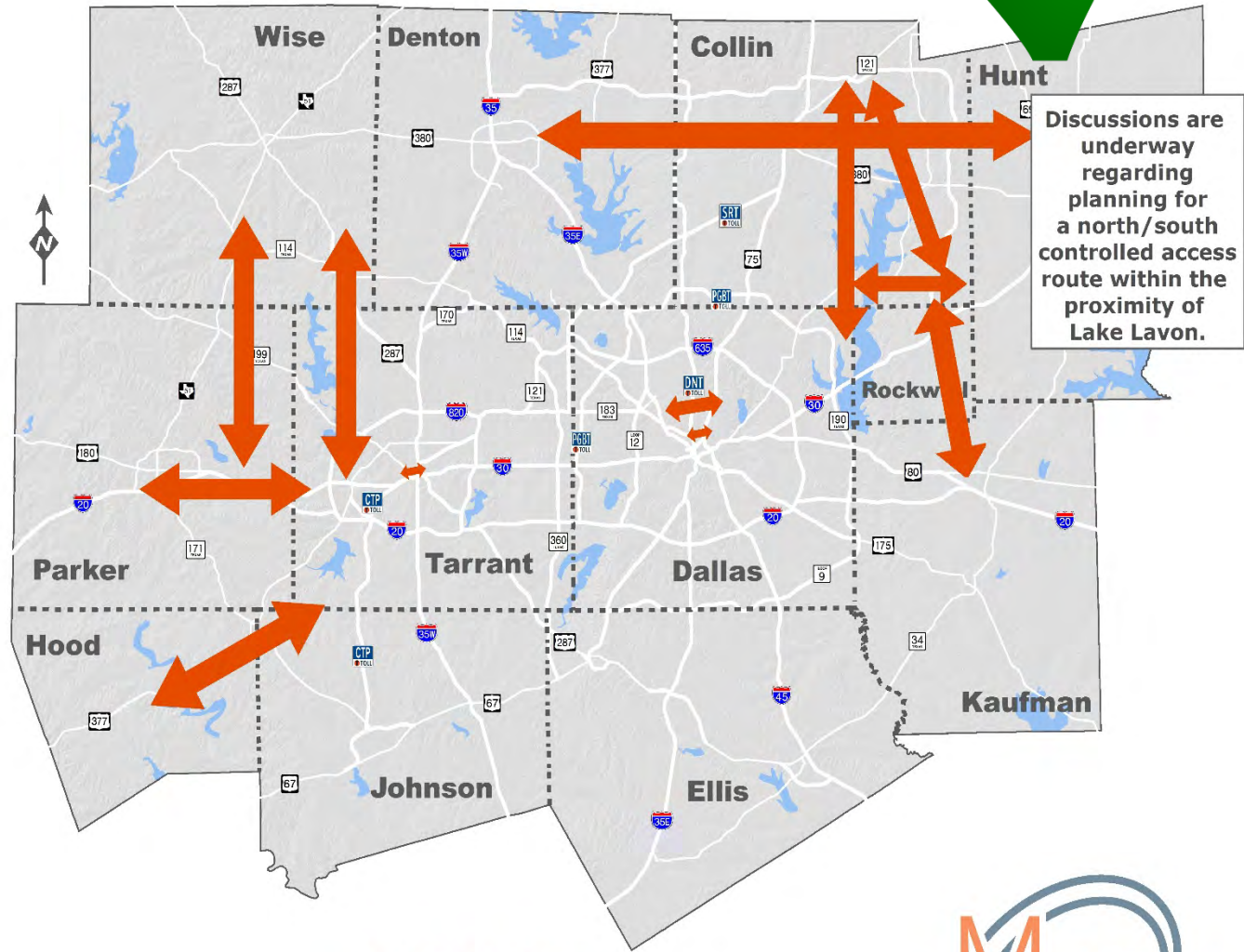
- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Frontage Roads)
- Asset Optimization



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Roadway Corridors for Future Evaluation



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Roadway corridors for future evaluation indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.

Significant New Policy Initiatives

Performance Based Planning Targets

Safety – Complete

Transit Asset Management – Complete

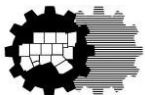
Non-SOV Mode Shares – On-Going

Emission Reduction – On-Going

Congestion/Reliability – On-Going





Managed Toll Lane System

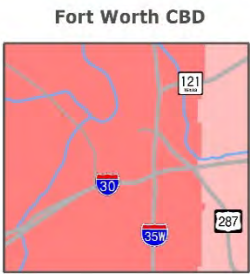
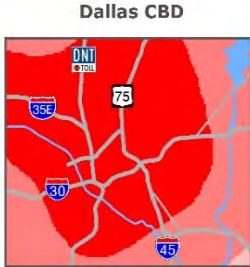
Support Managed Toll System Implementation
within a Tolled Managed Lane Policy Area



Toll Managed Lane System Policy Boundary

Congestion Index

-  No Congestion
-  Light Congestion
-  Moderate Congestion
-  Severe Congestion



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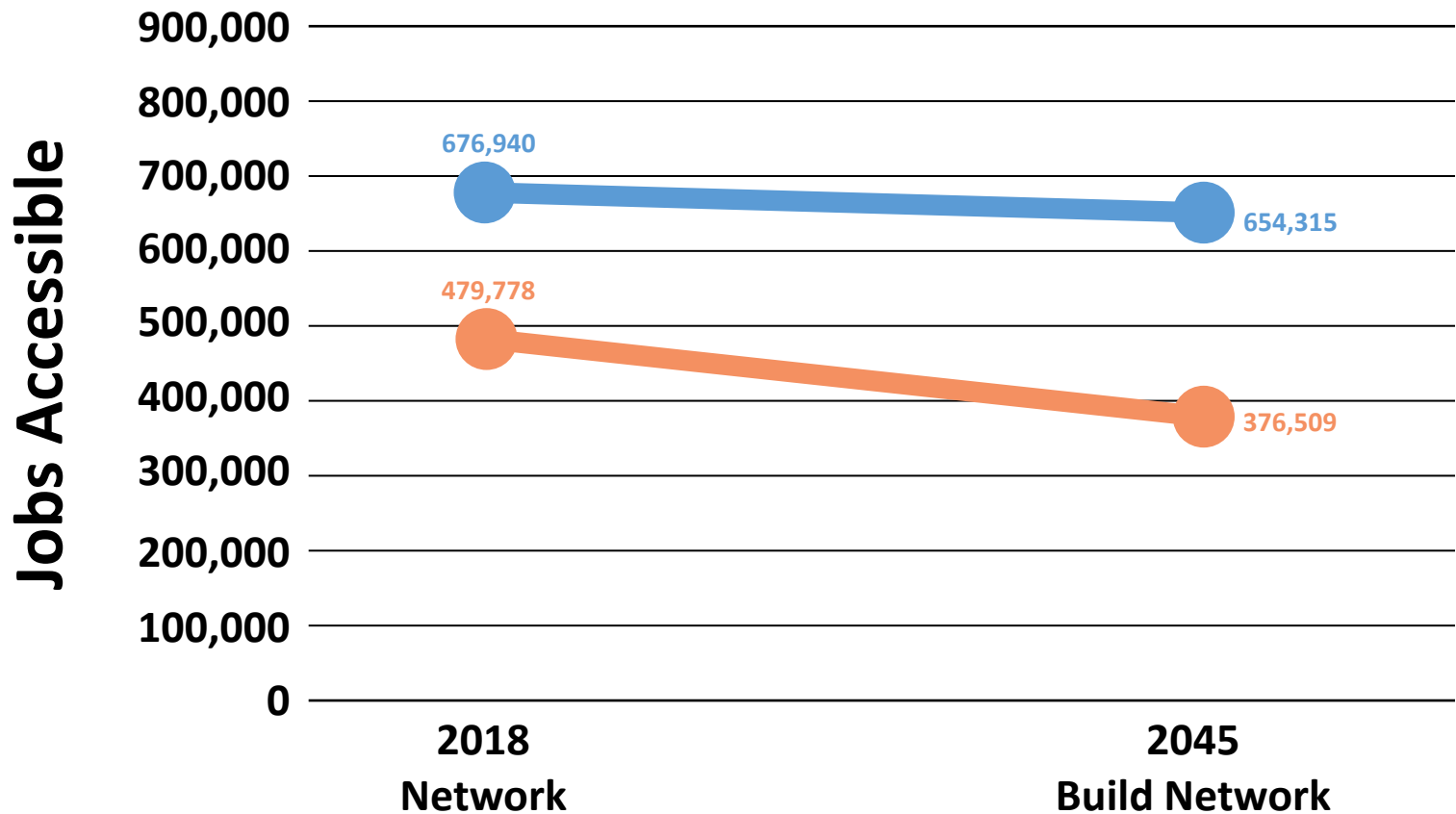


Cost of Congestion/Delay: \$12.1 billion

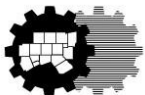
Congestion Index is based on a percent increase in travel time.

Environmental Justice Analysis

Job Access by Auto Within 30 Minutes

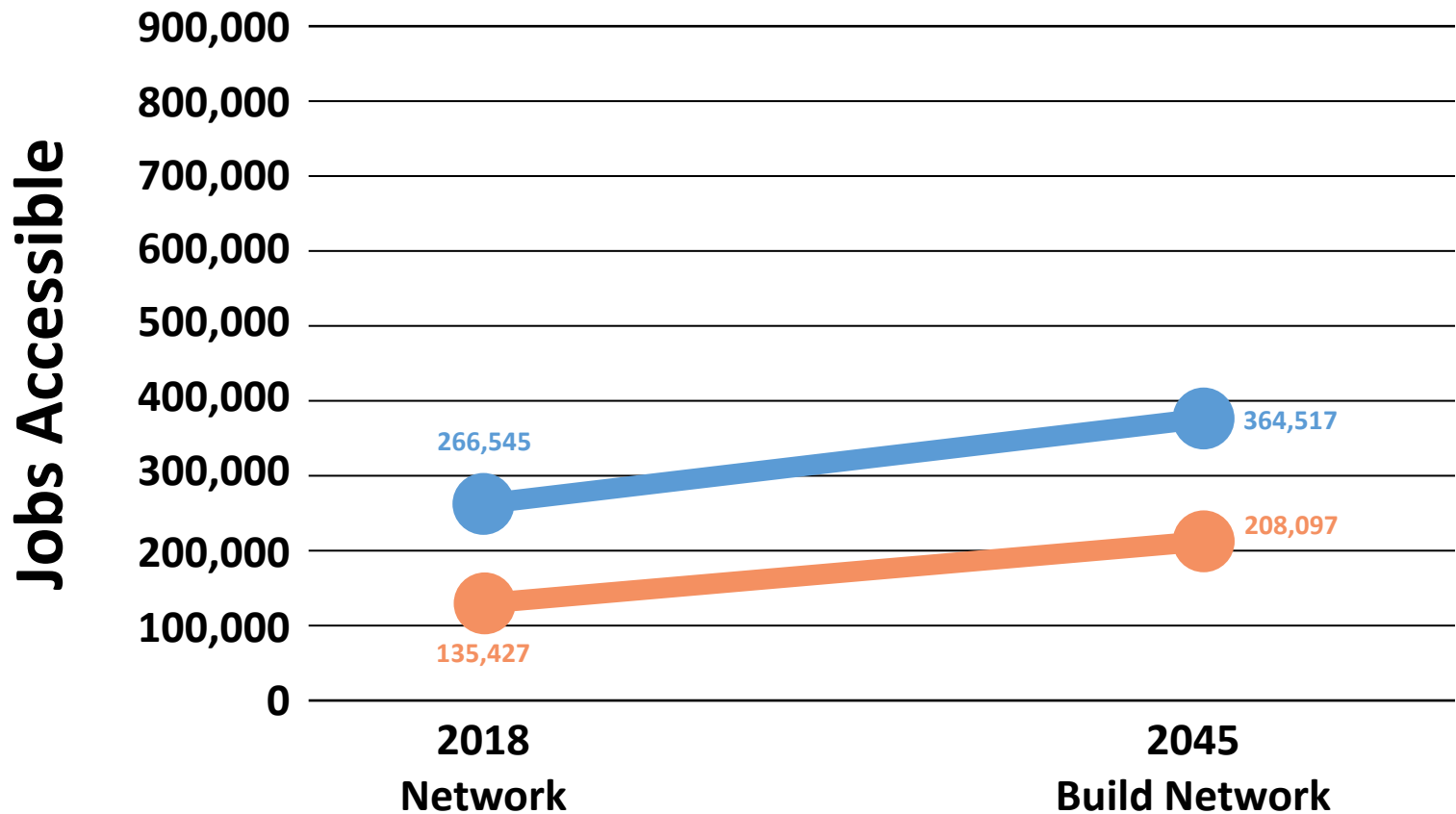


Protected Populations
Non-Protected Populations

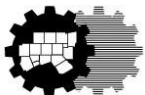


Environmental Justice Analysis

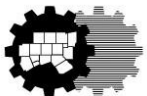
Job Access by Transit Within 60 Minutes



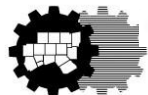
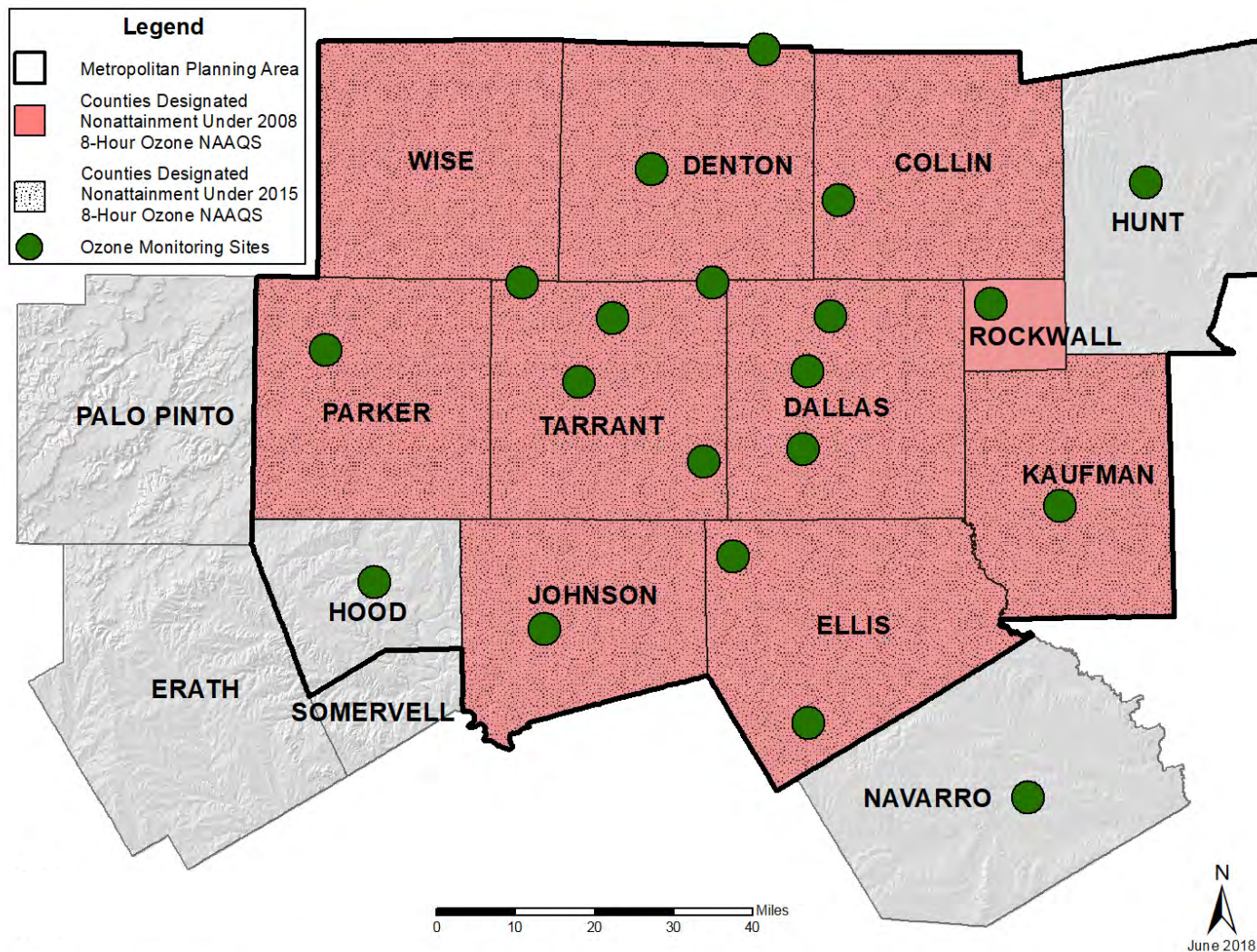
Protected Populations
Non-Protected Populations



Transportation Conformity Analysis



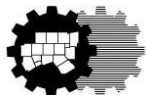
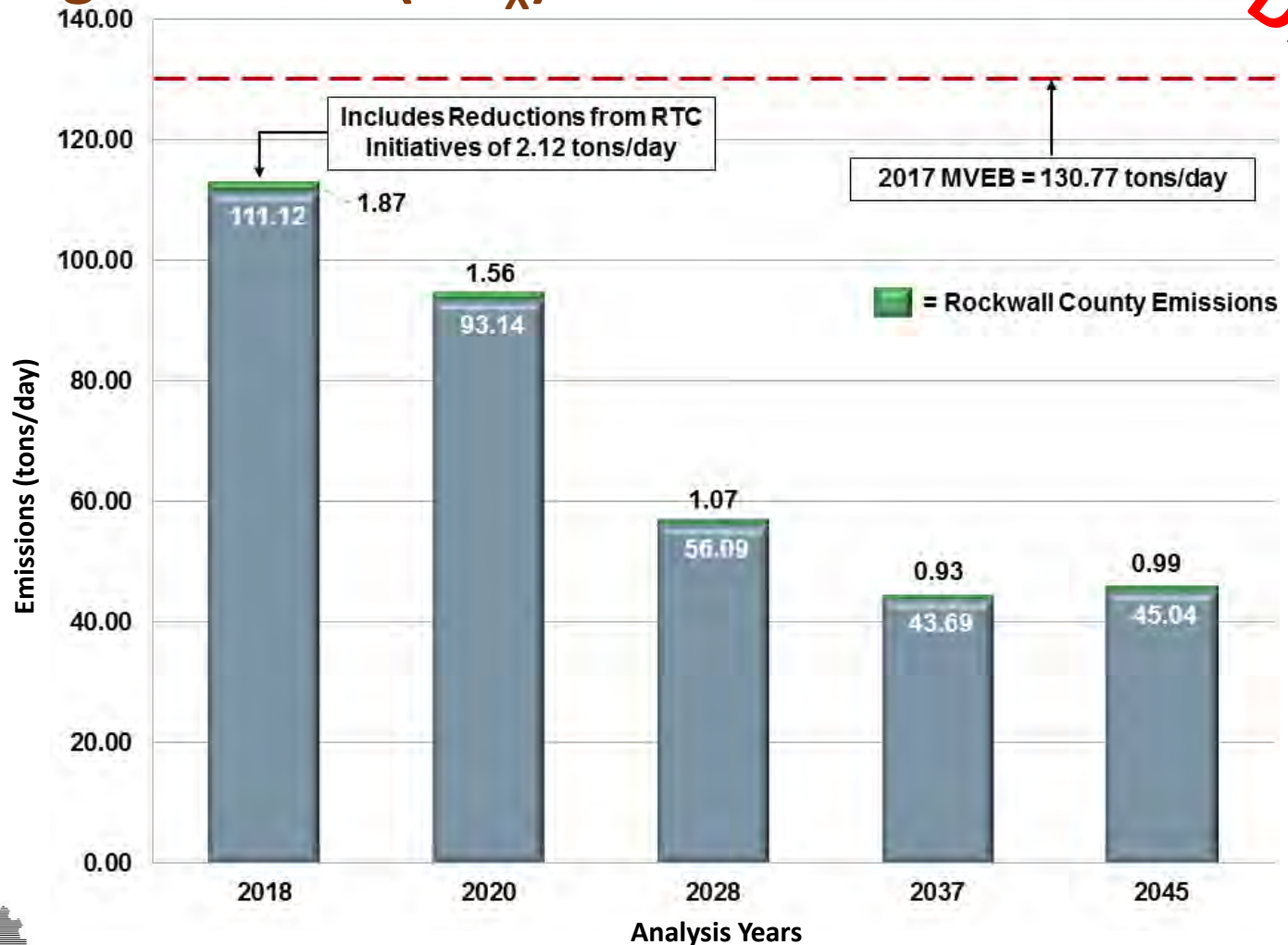
9- and 10-County Ozone Nonattainment Areas



2018 Transportation Conformity Results

Nitrogen Oxides (NO_x) Emissions

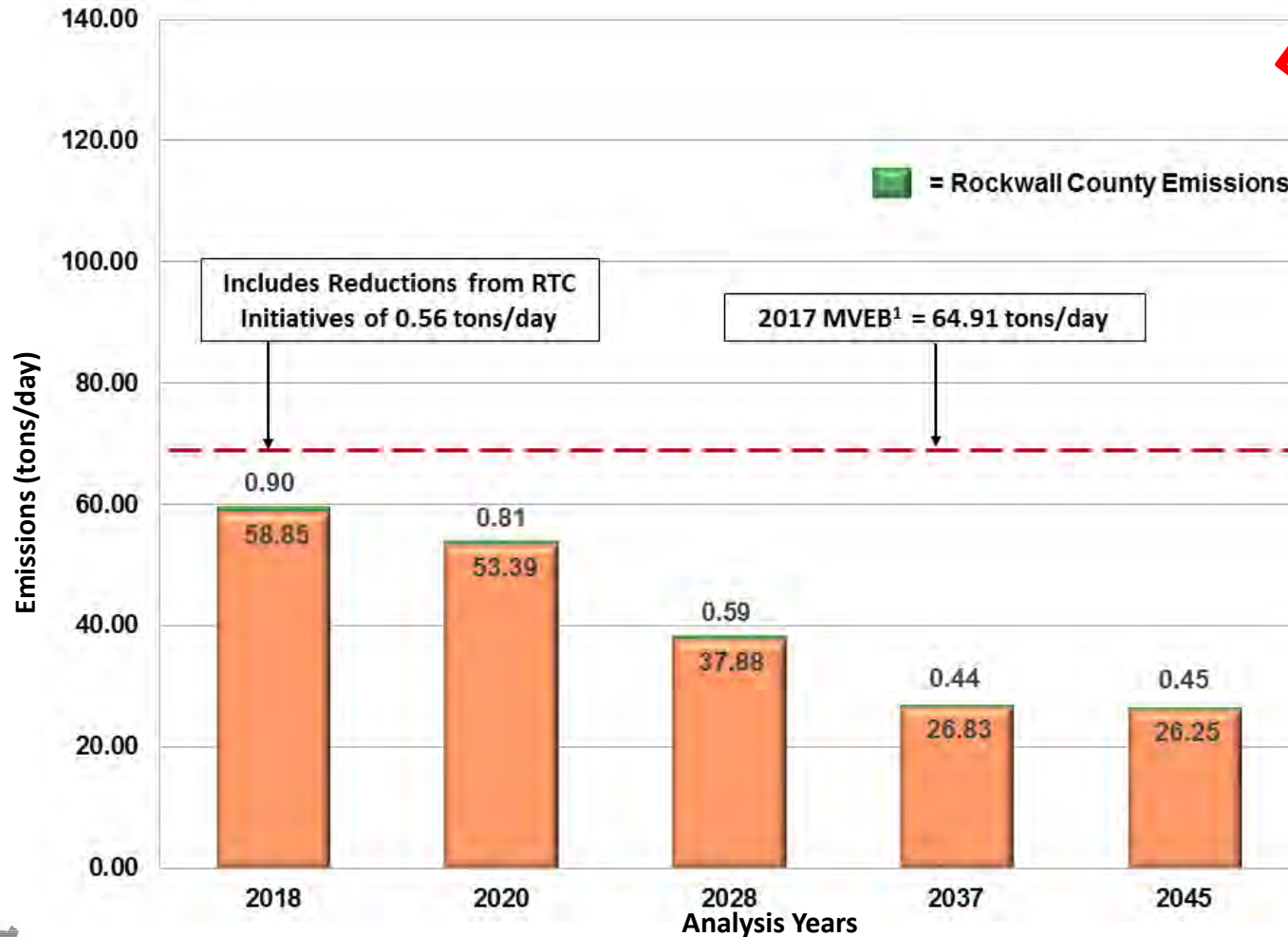
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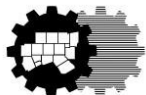
¹ Source: Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#)

2018 Transportation Conformity Results

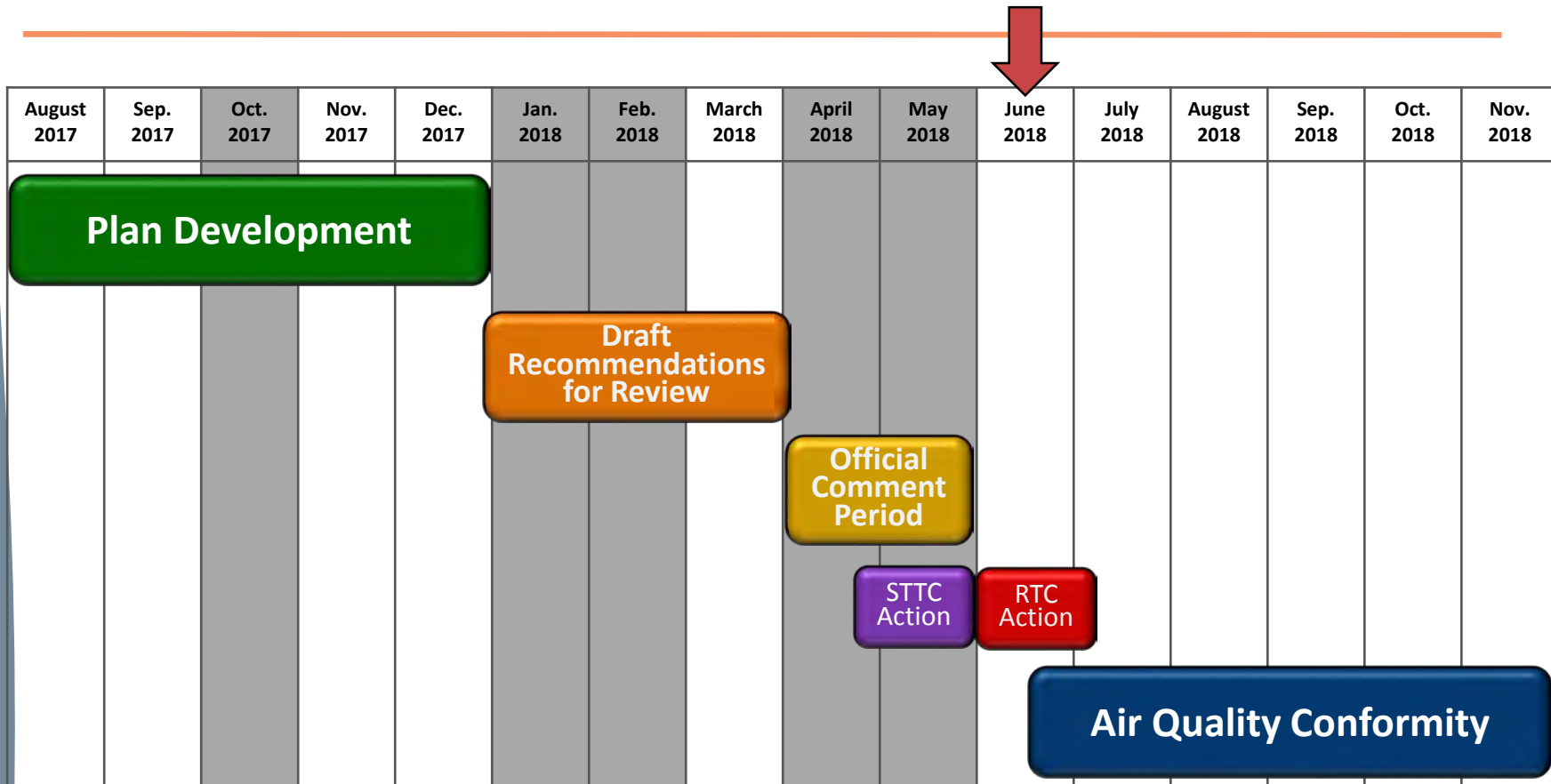
Volatile Organic Compounds (VOCs) Emissions



¹ Source: Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#)

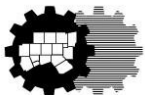


Mobility 2045 Schedule



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 14, 2018.

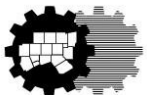


Requested for Action

Approve Mobility 2045

**Approve the 2018 Transportation
Conformity Results**

Approve Resolution R18-03



Questions?

Mobility 2045

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Kevin Feldt

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Transportation

Conformity

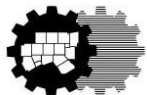
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www.nctcog.org/mobility2045



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- Air Quality Committees
- Car Care Clinics
- Clean Vehicle Information
- Major Air Pollutants
- Funding Opportunities
- Ozone Information >
- State Implementation Plan (SIP)
- Transportation Conformity
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2018 Transportation Conformity

2018 Transportation Conformity . Determination for Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the 2019-2022 Transportation Improvement Program for North Central Texas

All files are in PDF format unless otherwise indicated.

- US DOT 2018 Conformity Determination Letter
- TCEQ Conformity Review Letter
- TxDOT Conformity Review Letter
- EPA Conformity Review Lette
- NCTCOG Executive Board Resolution
- RTC Resolution



2018 Conformity Document - **DRAFT**

- Preface
- Chapter 1: Executive Summary
- Chapter 2: Air Quality
- Chapter 3: Conformity
- Chapter 4: Mobility 2045, 2019-2022 TIP
- Chapter 5: Estimation of Vehicle Activity
- Chapter 6: Estimation of Off-Network Activity
- Chapter 7: Emission Factors/MOVES Model
- Chapter 8: Mobile Source Emission Reduction Strategies (MoSERS)
- Chapter 9: Determination of Regional Transportation Emission
- Chapter 10: Interagency Consultation
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Questions, please contact Jenny Narvaez at 817-608-2342 or jnarvaez@nctcog.org.

5/17/2018 JL/MG %Trans

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North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888
Main Operator: (817) 640-3300 | Fax: (817) 640-7806

VIEW GRANT OPPORTUNITY



693JJ318NF00010
Advanced Transportation and Congestion Management
Technologies Deployment Initiative
Department of Transportation
DOT Federal Highway Administration

[« Back | Link](#)

SYNOPSIS

VERSION HISTORY

RELATED DOCUMENTS

PACKAGE

[Print Synopsis Details](#)

General Information

Document Type: Grants Notice	Version: Synopsis 3
Funding Opportunity Number: 693JJ318NF00010	Posted Date: Apr 18, 2018
Funding Opportunity Title: Advanced Transportation and Congestion Management Technologies Deployment Initiative	Last Updated Date: Apr 24, 2018
Opportunity Category: Discretionary	Original Closing Date for Applications: Jun 18, 2018
Opportunity Category Explanation:	Current Closing Date for Applications: Jun 18, 2018
Funding Instrument Type: Cooperative Agreement	Archive Date: Jul 18, 2018
Category of Funding Activity: Transportation	Estimated Total Program Funding: \$60,000,000
Category Explanation:	Award Ceiling: \$12,000,000
Expected Number of Awards:	Award Floor: \$0
CFDA Number(s): 20.200 -- Highway Research and Development Program	
Cost Sharing or Matching Requirement: Yes	

Eligibility

Eligible Applicants: Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility: To be selected for an ATCMTD award, an applicant must be an eligible applicant. Eligible applicants are State or local governments, transit agencies, metropolitan planning organizations (MPO) representing a population of over 200,000, or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions. Partnership with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders, is encouraged. Typically, a consortium is a meaningful arrangement with all members involved in planning the overall direction of the group's activities and participating in most aspects of the group; the consortium is a long-term relationship intended to last the full life of the grant. Any application submitted by a sole research or academic institution and that is not part of a consortium will not be considered for selection.

Additional Information

Agency Name: DOT Federal Highway Administration

Description: Up to \$60 million in Federal Funding to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

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U.S. Department of Transportation Funding for Advanced Transportation and Congestion Management Technologies Deployment Initiative

**Regional Transportation Council
June 2018**



North Central Texas
Council of Governments

Overview of Funding Opportunity

- **\$60 Million Total**; 5 to 10 awards up to \$12 million each
- **FY 2016 to 2020**; applications will be solicited annually for competitively selecting grant recipients for that funding year
- **Transportation Technologies** to improve safety, efficiency, system performance, and infrastructure return on investment
- Applications due **June 18, 2018**
- Minimum **50% non-federal cost share**

ATCMTD Use of Funds

- Advanced traveler information systems;
- Advanced transportation management technologies;
- Infrastructure maintenance, monitoring, and condition assessment;
- Advanced public transportation systems;
- Transportation system performance data collection, analysis, and dissemination systems;
- Advanced safety systems, including V2V and V2I communications, technologies associated with autonomous vehicles, and other collision avoidance technologies;
- Integration of ITS with the Smart Grid and other energy distribution and charging systems;
- Electronic pricing and payment systems; or
- Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals

ATCMTD Program Focus Areas

Proposals are not limited to these priorities but U.S. DOT is particularly interested in deployment programs and projects in the following areas:

- Multimodal Integrated Corridor Management
- Installation of Connected Vehicle Technologies at Intersections and Pedestrian Crossing Locations
- Unified Fare Collection and Payment Systems Across Transportation Modes and Jurisdictions
- Freight Community System
- Technologies to Support Connected Communities
- Infrastructure Maintenance, Monitoring, and Condition Assessment
- Rural Technology Deployments

Past Projects

2016 NCTCOG Submitted

- Crash Mitigation – Wrong Way Drivers
- Traffic Mitigation – Traffic Signals/Ramp Meters
- Route Warning and Mitigation – Low Water Crossings
- ✓ TxDOT Houston Awarded – Shared-Use eBikes, Social Carpooling, Ridesharing, Unified Payment Across Transit

2017 – DART, City of Dallas, City of Arlington, and TxDOT

- ✓ TxDOT Awarded ~\$6 Million for Connected Freight Corridors

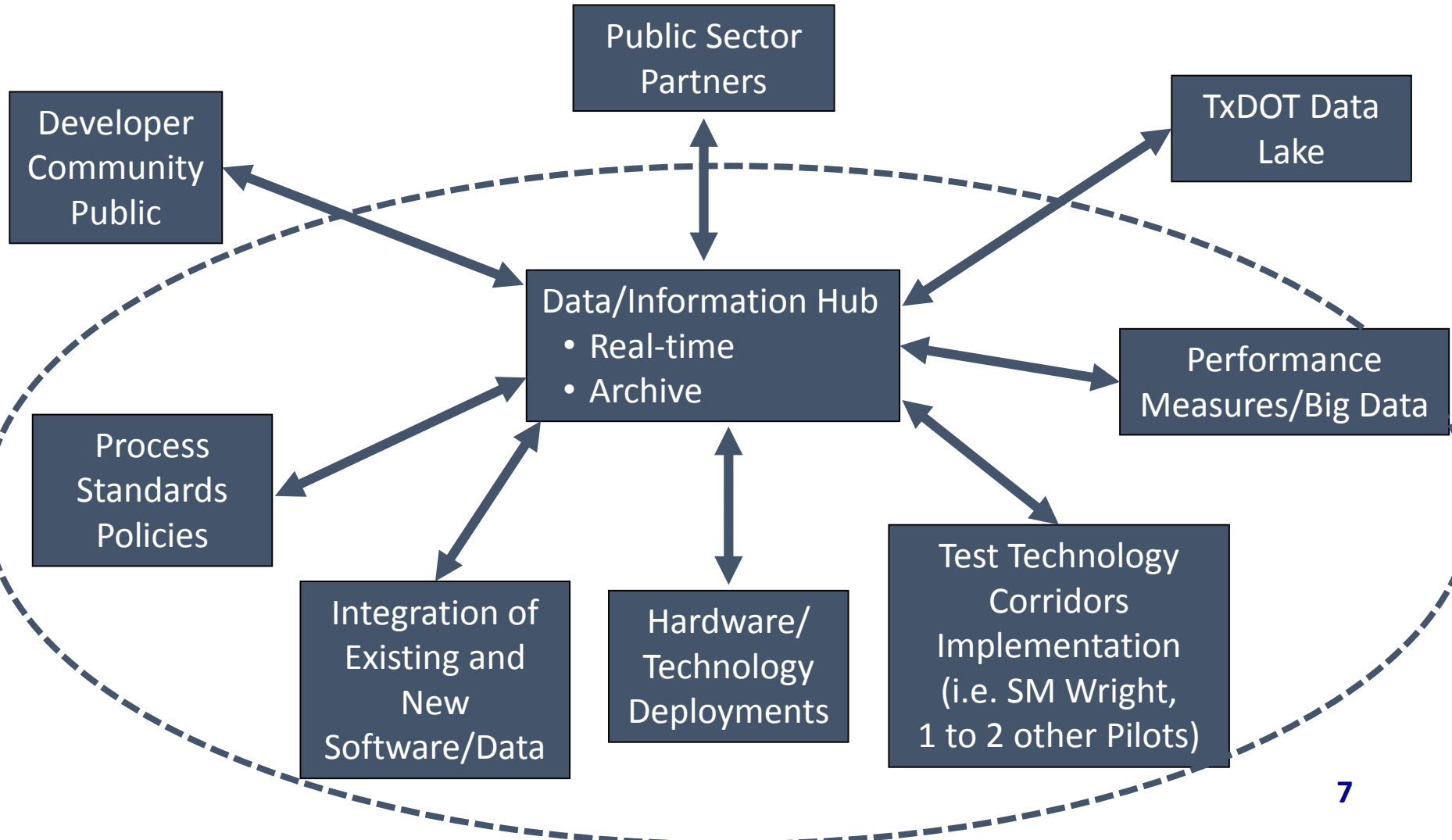
Next Generation Platform for Regional Multimodal Transportation Management

Project Modes and Data Elements

- **Arterials** (traffic signals, construction, low water crossings, grade crossings, routes, etc.)
- **Freeway/Toll Road/Managed Lanes** (operations, construction, auto occupancy detection, routes, etc.)
- **Transit** (real-time status, signal priority, smart shelters, mobility on demand)
- **Bike/Pedestrian** (detection, cycle tracks)
- **Freight** (parking and routes)
- **Vehicle Emissions Monitoring** (OBD)
- **Connected/Autonomous Vehicles** (DSRC, C-V2X)

Next Generation Platform for Regional Multimodal Transportation Management

Project Overview



Next Generation Platform for Regional Multimodal Transportation Management

Project Budget

Funding Source	Funding Amount
Grant Application Request	\$10 Million
CMAQ/STBGP	\$20 Million
Local Initiative Projects (LIP) Funding from Clean Air Account No. 151	\$20 Million
Total	\$50 Million

Action Requesting

Requesting Regional Transportation Council Approval

- Regional Application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program
- Letters of Support for Non-RTC Projects

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships (Round 2)
Final Recommendations

Partners	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Evaluation Criteria Addressed	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local	TDCs			
TxDOT Dallas, City of Glenn Heights, Dallas County	East Bear Creek Road	From IH 35E to Hampton Road	Reconstruct and widen from 2 lanes rural undivided to 4 lanes urban divided (ultimate 6) with bicycle/pedestrian accommodations and intersection improvements	2019	ENG	\$0	\$800,000	\$1,000,000	\$200,000	0	\$2,000,000	Local partners overmatching the project, multiple non-RTC contributors, project is of strategic importance	Local contribution for utility relocations to be provided by the City of Glenn Heights and franchise utility companies; Local contribution for construction to be provided by the City of Glenn Heights and Dallas County; CMAQ funding for bicycle/pedestrian and intersection improvements only
				2021	ROW	\$0	\$1,000,000	\$1,250,000	\$250,000	0	\$2,500,000		
				2021	UTIL	\$0	\$0	\$0	\$1,100,000	0	\$1,100,000		
				2022	CON	\$6,320,000	\$7,340,000	\$1,290,000	\$5,050,000	0	\$20,000,000		
City of Sachse, Collin County, Dallas County	Merritt/Sachse Road	From South of Creek Crossing Lane to Pleasant Valley Road	Reconstruct and widen 2 to 4 lane divided urban, including intersection, signal, and shared-use path improvements along Merritt Road	2020	CON	\$1,201,700	\$8,798,300	\$0	\$5,000,000	0	\$15,000,000	Local partners overmatching the project, multiple non-RTC contributors, project is of strategic importance	Funding for environmental (\$250,000 local), engineering (\$1,200,000 Federal, \$800,000 local), right-of-way (\$800,000 Federal, \$200,000 local), and utility (\$1,000,000 local) phases has already been approved; City of Sachse and Dallas County paying local funds for environmental and engineering phases; Local funding for construction to be contributed by City of Sachse and a potential partnership with Dallas County; \$5,000,000 in Category 2 funds from Collin County 10-Year Plan funding to be flexed to this project, then converted to Category 7, with the RTC contributing additional Category 7 and Category 5 funds
TxDOT Fort Worth	Veterans Administration (VA) Hospital Ramp Relocations - IH 20	From Fort Worth and Western Railroad to Campus Drive	Relocate existing westbound entrance ramp to reduce circuitous travel	2020	CON	\$1,120,000	\$0	\$280,000	\$0	0	\$1,400,000	Project is of strategic importance	
City of Fort Worth	Meandering Road	From SH 183 to Gillham Road and LTJG Barnett Road from Gillham Road to Military Parkway	Realign intersection, add traffic signal at Roberts Cutoff, construct roundabout at LTJG Barnett, reconstruct Meandering Road from 4 to 3 lanes, and add sidewalks and bicycle lanes	2019	CON	\$6,000,000	\$9,000,000	\$0	\$0	3,000,000	\$15,000,000	Project is of strategic importance	\$1,584,010 (\$500,000 CMAQ and \$1,084,010 STBG) already approved for engineering; Regional Transportation Development Credits (TDC) to be utilized in lieu of a local match
City of Rowlett	SH 66	At Dalrock Road	Intersection improvements including left and right turn lanes and storage bays	2018	ENG	\$0	\$0	\$0	\$600,000	0	\$600,000	Local partners overmatching the project, multiple non-RTC contributors, project is of strategic importance	City of Rowlett to pay for engineering, utility relocations, and a portion of the right-of-way acquisition; Rockwall County to pay for a portion of the right-of-way acquisition; Dallas County to provide the local funding for construction
				2018	ROW	\$0	\$0	\$737,100	\$81,900	0	\$819,000		
				2020	UTIL	\$0	\$0	\$0	\$300,000	0	\$300,000		
				2021	CON	\$2,148,000	\$0	\$537,000	\$515,000	0	\$3,200,000		
City of Coppell, City of Dallas, City of Irving, Dallas County, TxDOT Dallas	IH 635/LBJ	At Belt Line Road	Intersection improvements including turn lanes and Texas U-turns	2020	CON	\$0	\$2,904,000	\$726,000	\$2,370,000	0	\$6,000,000	Local partners overmatching the project, multiple non-RTC contributors, project is of strategic importance	Local contribution to be paid by the City of Irving (\$1,200,000), Dallas County (\$1,170,000), the City of Coppell (TBD), and the City of Dallas (TBD)
TxDOT Fort Worth	SH 121 (DFW Connector)	At Bass Pro Drive	Construct U-turn lanes	2019	CON	\$0	\$3,200,000	\$800,000	\$0	0	\$4,000,000	Project is of strategic importance	
Total						\$16,789,700	\$33,042,300	\$6,620,100	\$15,466,900	3,000,000	\$71,919,000		

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

Regional Transportation Council
June 14, 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 Road	TxDOT Dallas, City of Glenn Heights, Dallas County	\$15.46	\$10.14
Merritt/Sachse Road	City of Sachse, Collin County, Dallas County	\$10.00*	\$5.00*
SH 66 at Dalrock Road	City of Rowlett	\$2.15	\$2.77
IH 635/LBJ at Belt Line Road	City of Coppell, City of Dallas, City of Irving, Dallas County, TxDOT Dallas	\$2.90	\$3.10
Meandering Road	City of Fort Worth	\$15.00*	Transportation Development Credits (TDC)
Veterans Administration (VA) Hospital Ramp Relocations	TxDOT Fort Worth	\$1.12	\$0.28
SH 121 (DFW Connector) U-Turn Lane	TxDOT Fort Worth	\$3.20	\$0.80
	TOTAL	\$49.83	\$22.09

* Accounts for new funding on project only; Existing funding has already been approved in the Transportation Improvement Program (TIP) for early project phases

TIMELINE

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

REQUESTED ACTION

- RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships (Round 2) Program
 - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

Christie J. Gotti

Senior Program Manager

817-608-2338

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Brian Dell

Transportation Planner III

817-704-5694

bdell@nctcog.org



KEN PAXTON
ATTORNEY GENERAL OF TEXAS

May 7, 2018

The Honorable Joseph C. Pickett
Chair, Committee on Environmental Regulation
Texas House of Representatives
Post Office Box 2910
Austin, Texas 78768-2910

Opinion No. KP-0197

Re: Whether Proposition 1 and Proposition
7 funds may be used on toll projects
(RQ-0192-KP)

Dear Representative Pickett:

You request an opinion regarding whether the Texas Transportation Commission (“Commission”) may use Proposition 1 and Proposition 7 funds on toll projects.¹

Proposition 1 refers to a constitutional amendment proposed by the Legislature in 2013 and approved by the voters in 2014.² That constitutional amendment revised article III, section 49-g of the Texas Constitution to require the Comptroller to transfer to the state highway fund revenue received from oil production taxes above a certain amount. *See* TEX. CONST. art. III, § 49-g(c). Relevant to your request, that section provides: “Revenue transferred to the state highway fund under this subsection may be used only for constructing, maintaining, and acquiring rights-of-way for public roadways *other than toll roads.*” *Id.* (emphasis added).

Proposition 7 similarly refers to a constitutional amendment proposed by the Legislature and approved by the voters in 2015.³ That constitutional amendment adopted article VIII, section 7-c of the Texas Constitution, which requires the Comptroller to transfer to the state highway fund up to \$2.5 billion in general sales tax proceeds in excess of \$28 billion. *Id.* art. VIII, § 7-c(a). It also requires the Comptroller to transfer to the state highway fund thirty-five percent of the net revenue above \$5 billion derived from the tax imposed on the sale, use, or rental of a motor vehicle. *Id.* art. VIII, § 7-c(b). That section restricts the use of the money transferred:

Money deposited to the credit of the state highway fund under this section may be appropriated only to:

¹See Letter from Honorable Joseph C. Pickett, Chair, House Comm. on Env'tl. Regulation, to Honorable Ken Paxton, Tex. Att’y Gen. at 1 (Nov. 9, 2017), <https://texasattorneygeneral.gov/opinion/requests-for-opinion-rqs> (“Request Letter”).

²See Tex. S.J. Res. 1, 83d Leg., 3d C.S., 2013 Tex. Gen. Laws 5049, 5049–50.

³See Tex. S.J. Res. 5, 84th Leg., R.S., 2015 Tex. Gen. Laws 5414, 5415–16.

- (1) construct, maintain, or acquire rights-of-way for public roadways *other than toll roads*; or
- (2) repay the principal of and interest on general obligation bonds issued as authorized by Section 49-p, Article III, of this constitution.

Id. art. VIII, § 7-c(c) (emphasis added).

Thus, in proposing each of these constitutional amendments, the Legislature plainly expressed its intent that the Commission not use the money transferred to the state highway fund under Proposition 1 or Proposition 7 on toll roads. *Id.* art. III, § 49-g(c); *id.* art. VIII, § 7-c(c). Furthermore, the language approved by the voters at each election acknowledged that any funds transferred pursuant to Propositions 1 and 7 would not be used on “toll roads.”⁴

Addressing your question requires a construction of the term “toll roads.” Texas courts construe constitutional provisions in the same manner as they construe statutes. *Harris Cty. Hosp. Dist. v. Tomball Reg’l Hosp.*, 283 S.W.3d 838, 842 (Tex. 2009). The guiding rule is to discern and give effect to the intent of the provision’s drafters. *Id.* Courts rely heavily on the literal text of a constitutional provision to give effect to its plain language. *Id.*; *Doody v. Ameriquest Mortg. Co.*, 49 S.W.3d 342, 344 (Tex. 2001).

The relevant constitutional provisions do not define “toll road,” nor has the Legislature defined the term for purposes of the Transportation Code. If the plain language of a constitutional provision is clear and unambiguous, courts give the language of the provision its common everyday meaning. *City of Rockwall v. Hughes*, 246 S.W.3d 621, 625–26 (Tex. 2008); *State v. Shumake*, 199 S.W.3d 279, 284 (Tex. 2006). The common understanding of the term “toll road” is “a road for the use of which a toll is collected.” WEBSTER’S THIRD NEW INT’L DICTIONARY 2405 (2002). Thus, the Commission may not spend state highway funds received under Propositions 1 and 7 to fund any road for the use of which a toll is collected. Construing the term “toll road” becomes more complicated, however, due to the realities of toll roads today.

⁴The language approved by the voters through Proposition 1 stated:

The constitutional amendment providing for the use and dedication of certain money transferred to the state highway fund to assist in the completion of transportation construction, maintenance, and rehabilitation projects, *not to include toll roads*.

Tex. S.J. Res. 1, 83d Leg., 3d C.S., 2013 Tex. Gen. Laws 5049, 5050 (emphasis added). The language approved by the voters through Proposition 7 stated:

The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for *nontolled roads* and the reduction of certain transportation-related debt.

Tex. S.J. Res. 5, 84th Leg., R.S., 2015 Tex. Gen. Laws 5414, 5416 (emphasis added).

Throughout Texas, many roads are tolled for portions of their route but not their entirety. In addition, some lanes of a road may be tolled while others are not. The constitutional provisions restricting the use of funds do not directly address whether the Commission may use the funds on roads that have both tolled and non-tolled components. Further, we find no caselaw interpreting the term “toll road,” nor do Texas statutes define the term. The common definition of “toll road” fails to clarify whether a toll road includes a non-tolled portion or lane of a road that also contains tolls. Accordingly, we cannot determine whether a court would construe Propositions 1 and 7 to allow those monies to be used for “toll projects” when those provisions refer to “toll roads.”

Unquestionably, the Commission may not withdraw Proposition 1 and Proposition 7 funds from the state highway fund and place them into a general fund for a partially tolled project with no mechanism for ensuring that it spends the funds as constitutionally required, that is, only on non-tolled roads.⁵ In your request, you explain that the Commission has “projects that have both tolled and non-tolled components,” and you indicate it is “using Prop 1 and Prop 7 monies along with other funding” to fund these projects. Request Letter at 1. After you submitted your request, however, the Commission reversed course and voted to remove the tolled components from several of its long-term construction projects.⁶ Until the Legislature and the voters have an opportunity to clarify their intent regarding the appropriate use of Proposition 1 and Proposition 7 funds, the Commission has chosen to delay using the funds on projects with tolled components.

⁵There is an indication that the Commission, at least with regard to one project, can provide “separate tracking for all the non-tolled elements,” and that it is “able to account for that separately and demonstrate to the public that [it is] not using any of the Prop 1 or 7 . . . money for a toll project.” See Brief from C. Brian Cassidy, Locke Lord, LLP, Counsel to Cent. Tex. Reg’l Mobility Auth. at 5 (Dec. 12, 2017) (on file with the Op. Comm.) (quoting Tex. Transp. Comm’n Meeting (Oct. 26, 2017) (statement of J. Bruce Bugg, Jr., Chairman, Tex. Transp. Comm’n)). Whether the Commission possesses the ability to track funds accordingly, and whether the Commission does so, are fact questions beyond the purview of an attorney general opinion. See Tex. Att’y Gen. Op. No. KP-0046 (2015) at 4 (noting that whether funds are spent in accordance with what the voters approved involves questions of fact that cannot be answered in the opinion process).

⁶See Tex. Transp. Comm’n Meeting (Nov. 16, 2017) (statement of J. Bruce Bugg, Jr., Chairman, Tex. Transp. Comm’n).

S U M M A R Y

The Texas Transportation Commission may not spend state highway funds received pursuant to Propositions 1 and 7 to fund any toll road. Furthermore, the Commission may not withdraw Proposition 1 and Proposition 7 funds from the state highway fund and place them into a general fund for a partially tolled project with no mechanism for ensuring that it spends the funds as constitutionally required. The absence of a definition of “toll road” in the constitutional provisions, statutes, or caselaw leaves us unable to determine whether the Commission may use Proposition 1 and Proposition 7 monies on non-tolled portions of toll projects.

Very truly yours,

A handwritten signature in black ink that reads "Ken Paxton". The signature is written in a cursive, flowing style.

KEN PAXTON
Attorney General of Texas

JEFFREY C. MATEER
First Assistant Attorney General

BRANTLEY STARR
Deputy First Assistant Attorney General

VIRGINIA K. HOELSCHER
Chair, Opinion Committee

G4910-9X

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

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

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

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

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

ADDRESSES: Applications must be submitted through Grants.gov.

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

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

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

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- D. Application and Submission Information
- E. Application Review 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 area¹ and the Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

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

3. Other

i. Eligible Projects

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

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

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

ii. Rural/Urban Definition

For purposes of this notice, DOT defines “rural area” as an area outside an Urbanized Area³ (UA) as designated by the U.S. Census Bureau. In this notice, an “urban area” is defined as an area inside a UA as designated by the U.S. Census Bureau.⁴

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

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

³ Updated lists of UAs as defined by the Census Bureau are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/.

⁴ See www.transportation.gov/BUILDgrants for a list of UAs.

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

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

iii. Project Components

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

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

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

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

iv. Application Limit

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

v. Program of Projects

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

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

D. Application and Submission Information

1. Address

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

2. Content and Form of Application Submission

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

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

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

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

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

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

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

- i. Project Description

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

ii. Project Location

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

iii. Grant Funds, Sources and Uses of Project Funds

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

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

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

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

iv. Criteria

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

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

(1) Merit Criteria

(a) Safety

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

(b) State of Good Repair

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

(c) Economic Competitiveness

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

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

(d) Environmental Protection

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

(e) Quality of Life

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

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

(f) Innovation

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

(i) Innovative Technologies

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

(ii) Innovative Project Delivery

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

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

⁵ SEP-14 information is available at https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm. SEP-15 information is available at https://www.fhwa.dot.gov/ipd/p3/tools_programs/sep15_procedures.aspx.

(iii) Innovative Financing

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

(g) Partnership

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

(h) Non-Federal Revenue for Transportation Infrastructure Investment

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

(2) Project Readiness

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

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

(a) Technical Feasibility

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

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

(b) Project Schedule

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

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

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

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

(c) Required Approvals

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

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

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies⁶, indicate the status of such actions, and provide detailed

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

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

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

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

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

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

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

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

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

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

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

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

(d) Assessment of Project Risks and Mitigation Strategies

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

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

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

(3) Benefit Cost Analysis

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

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

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

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

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

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

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

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

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

4. Submission Dates and Times

i. Deadline

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

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

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

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

ii. Consideration of Applications:

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

iii. Late Applications

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

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

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

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

E. Application Review Information

1. Criteria

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

i. Merit Criteria:

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

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

(a) Safety

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

(b) State of Good Repair

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

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

(c) Economic Competitiveness

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

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

(d) Environmental Protection

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

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

(e) Quality of Life

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

(f) Innovation

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

(i) Innovative Technologies

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

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

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

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

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

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

(ii) Innovative Project Delivery

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

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

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

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

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

(iii) Innovative Financing

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

(g) Partnership

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

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

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

(h) Non-Federal Revenue for Transportation Infrastructure Investment

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

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

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

ii. Demonstrated Project Readiness

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

iii. Project Costs and Benefits

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

iv. Additional Considerations

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

2. Review and Selection Process

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

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

3. Additional Information

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

F. Federal Award Administration Information

1. Federal Award Notice

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

2. Administrative and National Policy Requirements

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

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

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

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

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

3. Reporting

i. Progress Reporting on Grant Activities

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

ii. System Performance Reporting

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

iii. Reporting of Matters Related to Recipient Integrity and Performance

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

G. Federal Awarding Agency Contacts

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

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

H. Other information

1. Protection of Confidential Business Information

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

Issued On:

April 20, 2018



Elaine L. Chao

Secretary

**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

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
2. Interstate Highway 35E/35W Merge Interchange –
https://www.nctcog.org/trans/tip/documents/Narrative_001.pdf

2017 NORTH TEXAS REGIONAL BICYCLE OPINION SURVEY

Regional Transportation Council

Karla Weaver, AICP

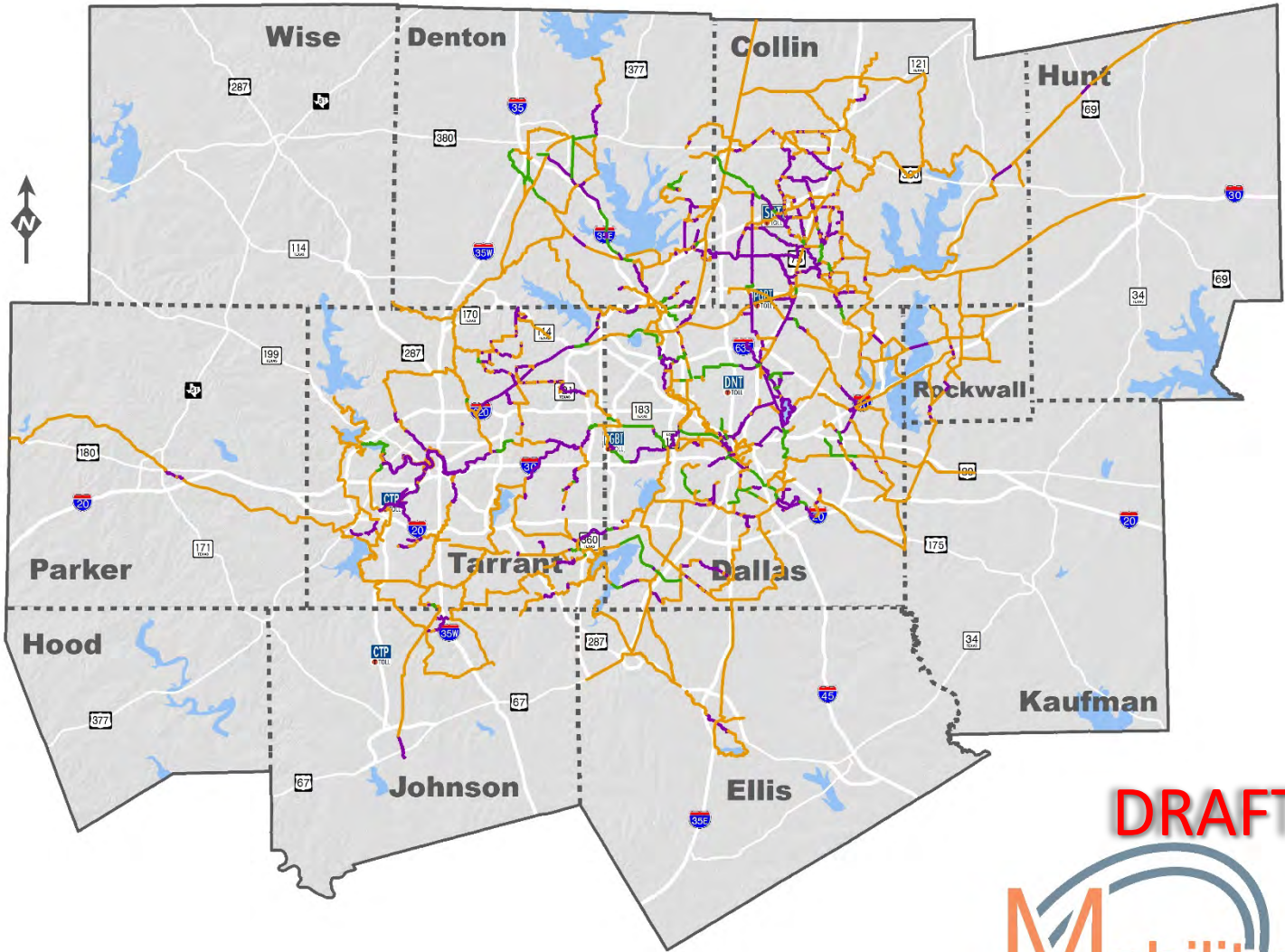
June 14, 2018



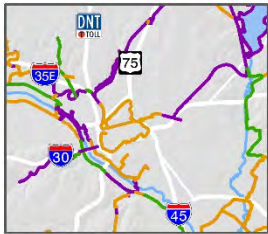
**North Central Texas
Council of Governments**

Regional Veloweb

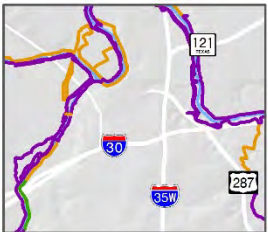
- Existing 455 Miles
- Funded 142 Miles
- Planned 1,284 Miles
- Total 1,881 Miles



Dallas CBD



Fort Worth CBD



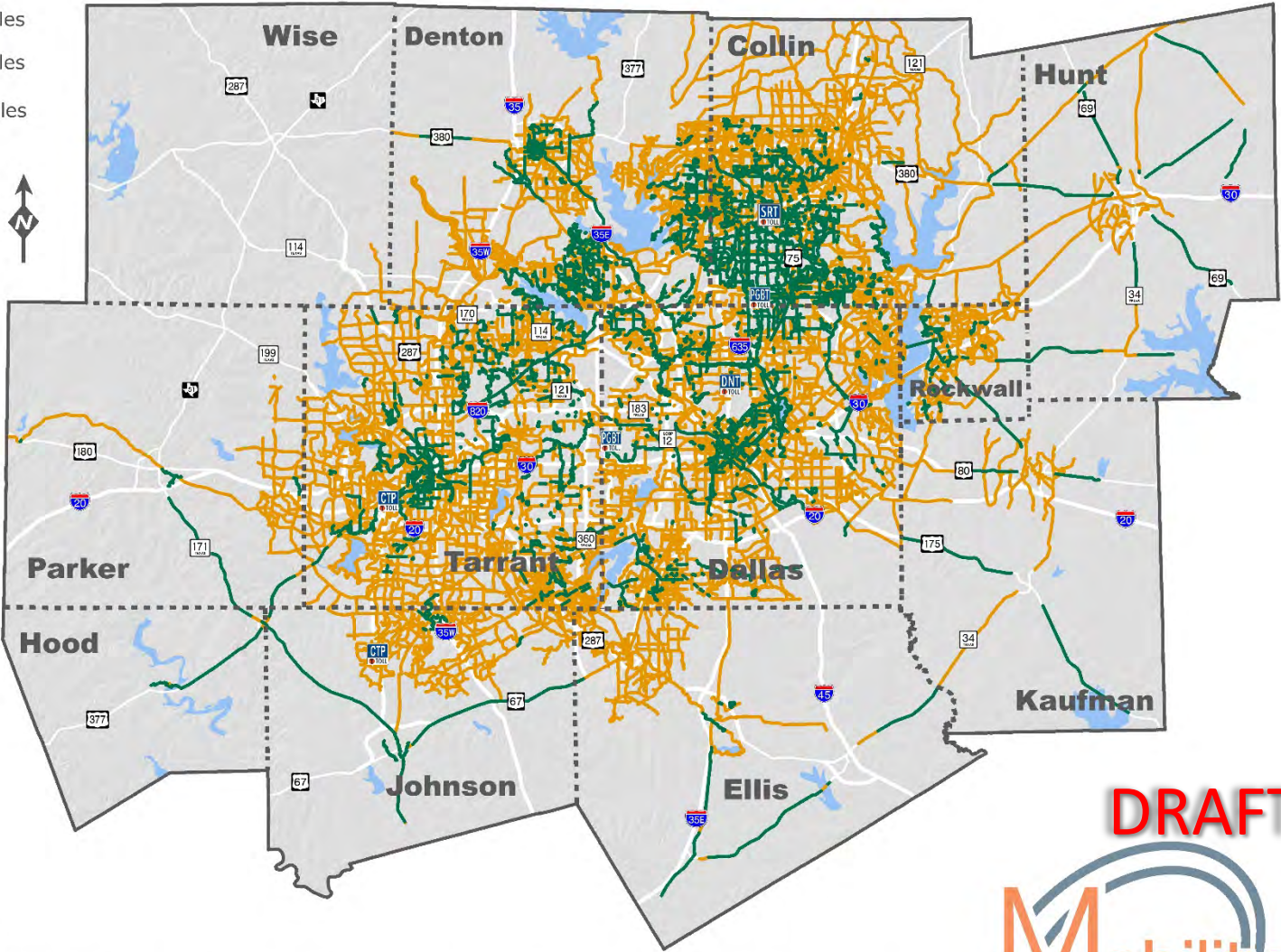
DRAFT



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

- Existing/Funded 1,499 Miles
- Planned 5,792 Miles
- Total 7,291 Miles



DRAFT



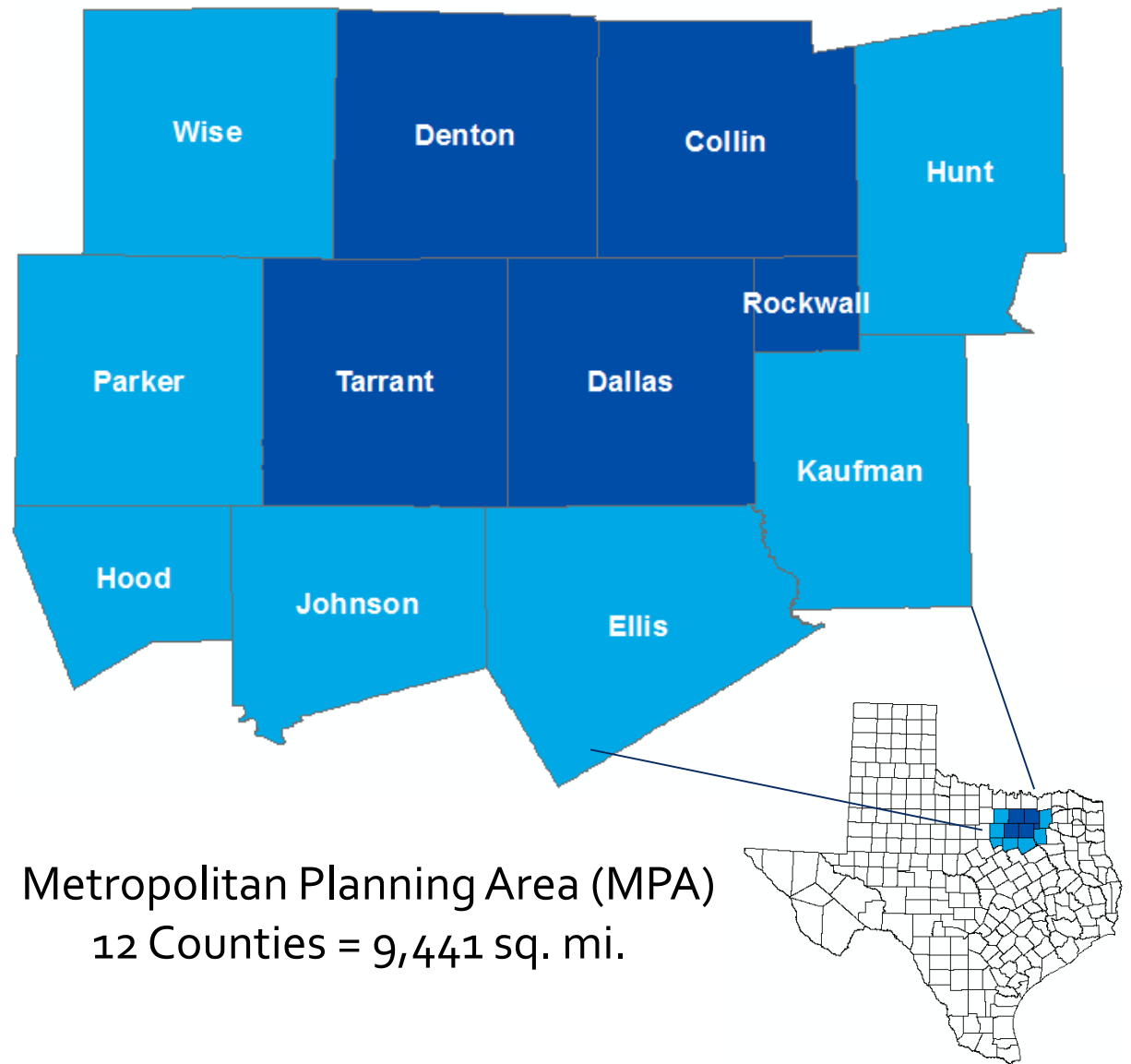
The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width. On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.

Bicycle Opinion Survey Background



North Central Texas Council of Governments

MPO for the Dallas-Fort Worth Region



Metropolitan Planning Area (MPA)
12 Counties = 9,441 sq. mi.

Urban Counties: Collin, Dallas, Denton, Rockwall and Tarrant
Rural Counties: Ellis, Hood, Hunt, Johnson, Kaufman, Parker,
and Wise



Bicycle Opinion Survey Background

- Statistically Valid Survey Conducted by Telephone During the Month of May 2017
- 95% Confidence Interval
- Conducted in English and Spanish
- Survey Area:
12-County MPA Region (also includes county-level results)
- A Total of 1,909 Interviews Conducted with Respondents Over the Age of 18
- 693 (36%) Reported They Had Bicycled in the Last 12 Months and 1,216 Reported They Had Not

Bicycle Opinion Survey Background

Questions Captured the General Public's View on Bicycling
Included:

- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort
- Helmet Use



Bicycle Opinion Survey Background

Various Questions Summarized by:

- County, Gender, Age, Ethnicity, and Income
- Proximity of the Respondent's Residence to Existing Trails and On-Street Bikeways



In the past 12 months ...

36% Of ALL Respondents
Bicycled at Least Once

Percent of bicyclists who rode at least once during the season.

95%



Mar, Apr, May



Bicyclists

84%



Jun, Jul, Aug



Bicyclists

85%



Sep, Oct, Nov



Bicyclists

47%



Dec, Jan, Feb

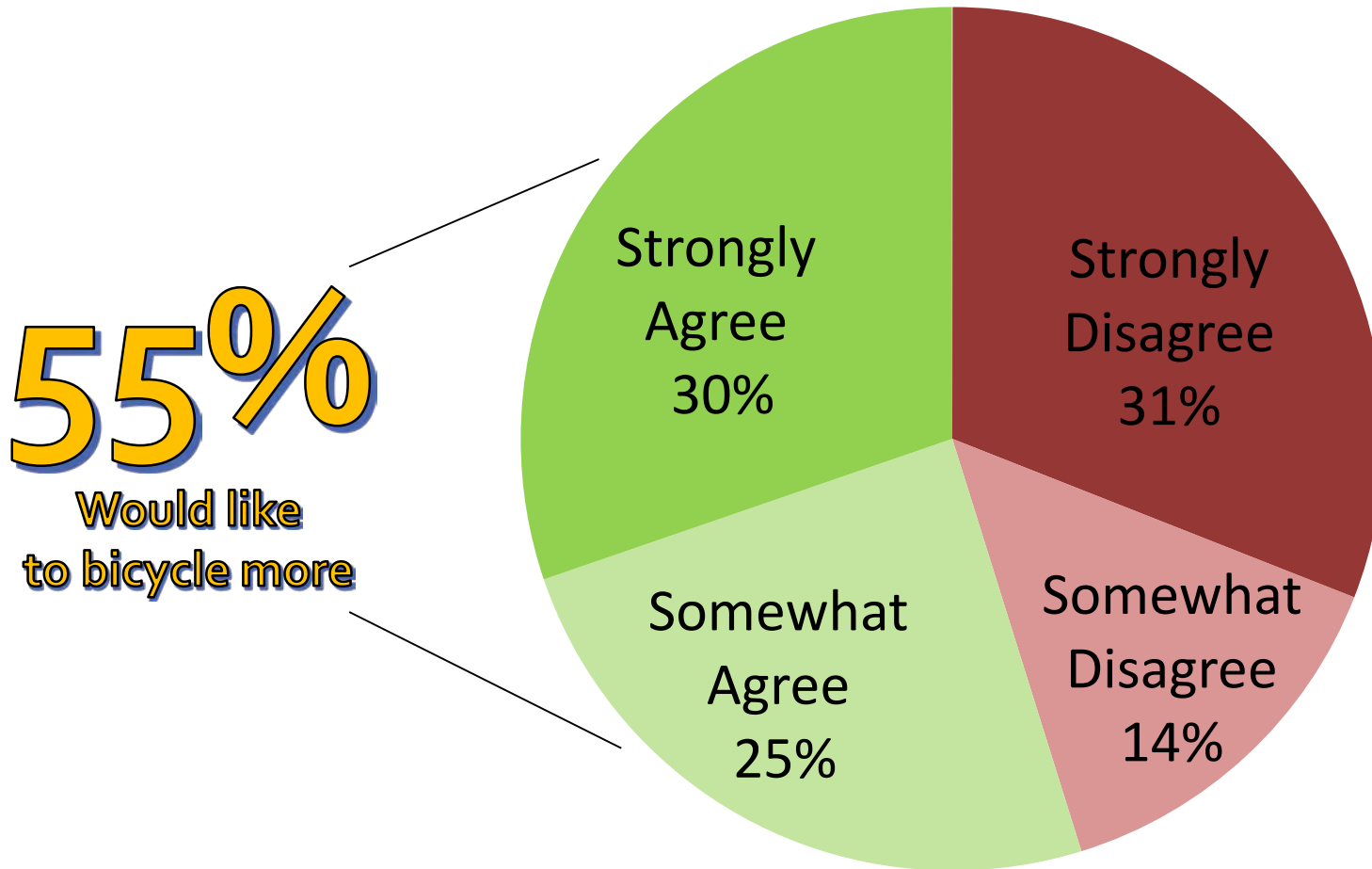


Bicyclists



Frequency of Bicycling

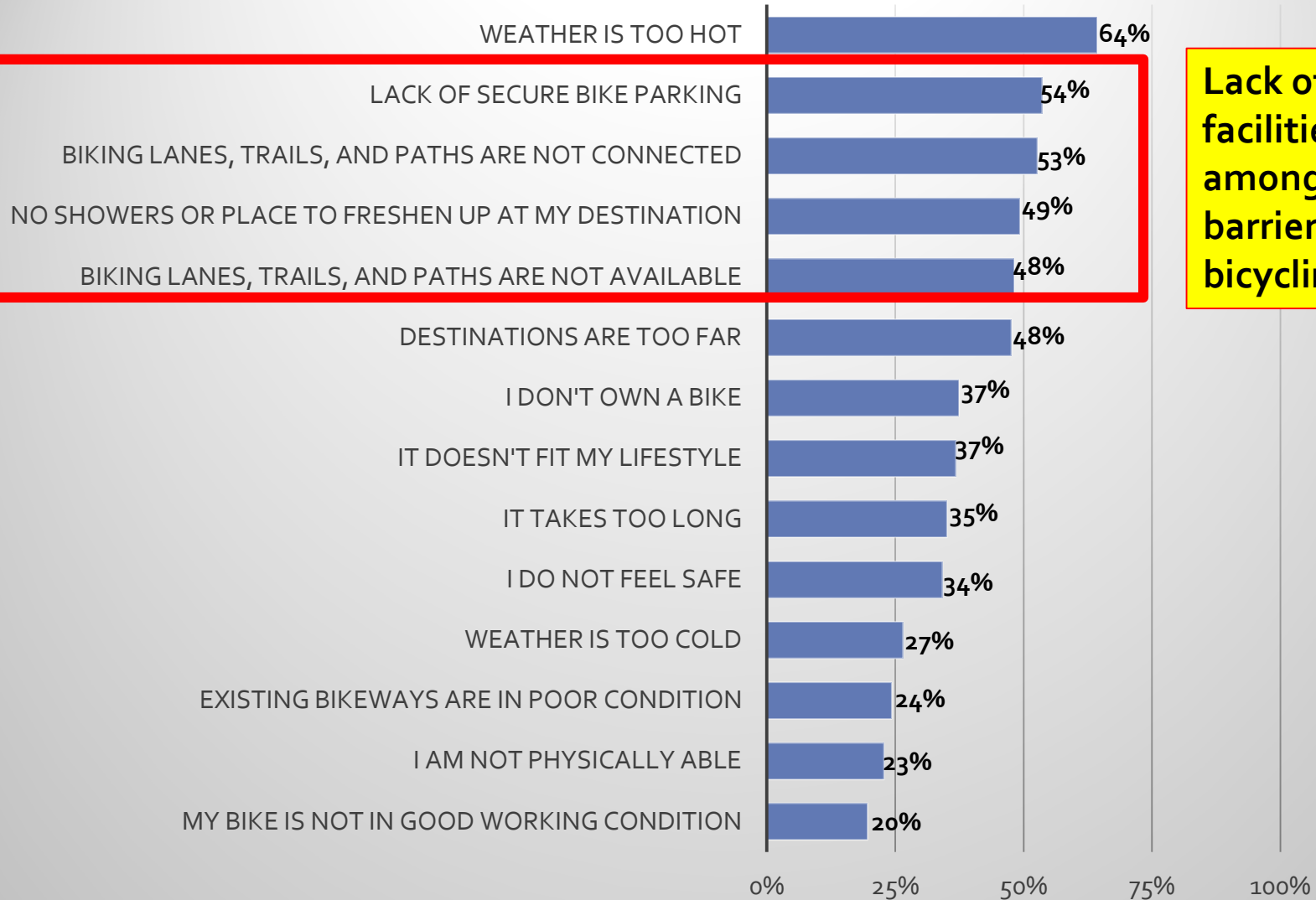
I would like to travel more by bike more than I do now.



ALL Respondents

Obstacles to Bicycling More Often

Do any of the following prevent you from riding a bike more often than you currently do?



Lack of bicycle facilities are among the top barriers to bicycling more.

Percent of all respondents indicating each is a barrier.

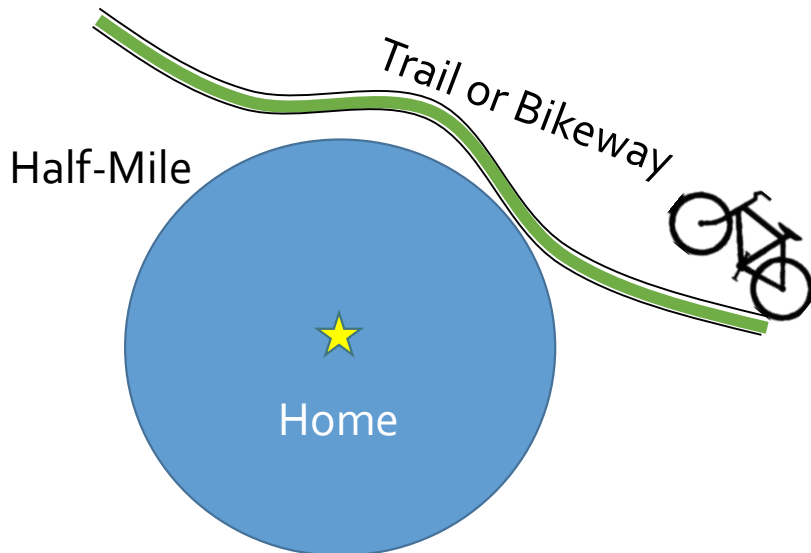
ALL Respondents

Proximity to a Bicycle Facility Influences Bicycle Use

34%

Who Lived **MORE THAN**
Half-Mile from a Trail or Bikeway

**Bicycled in the
past 12 months**



45%

Who Lived **LESS THAN**
Half-Mile from a Trail or Bikeway

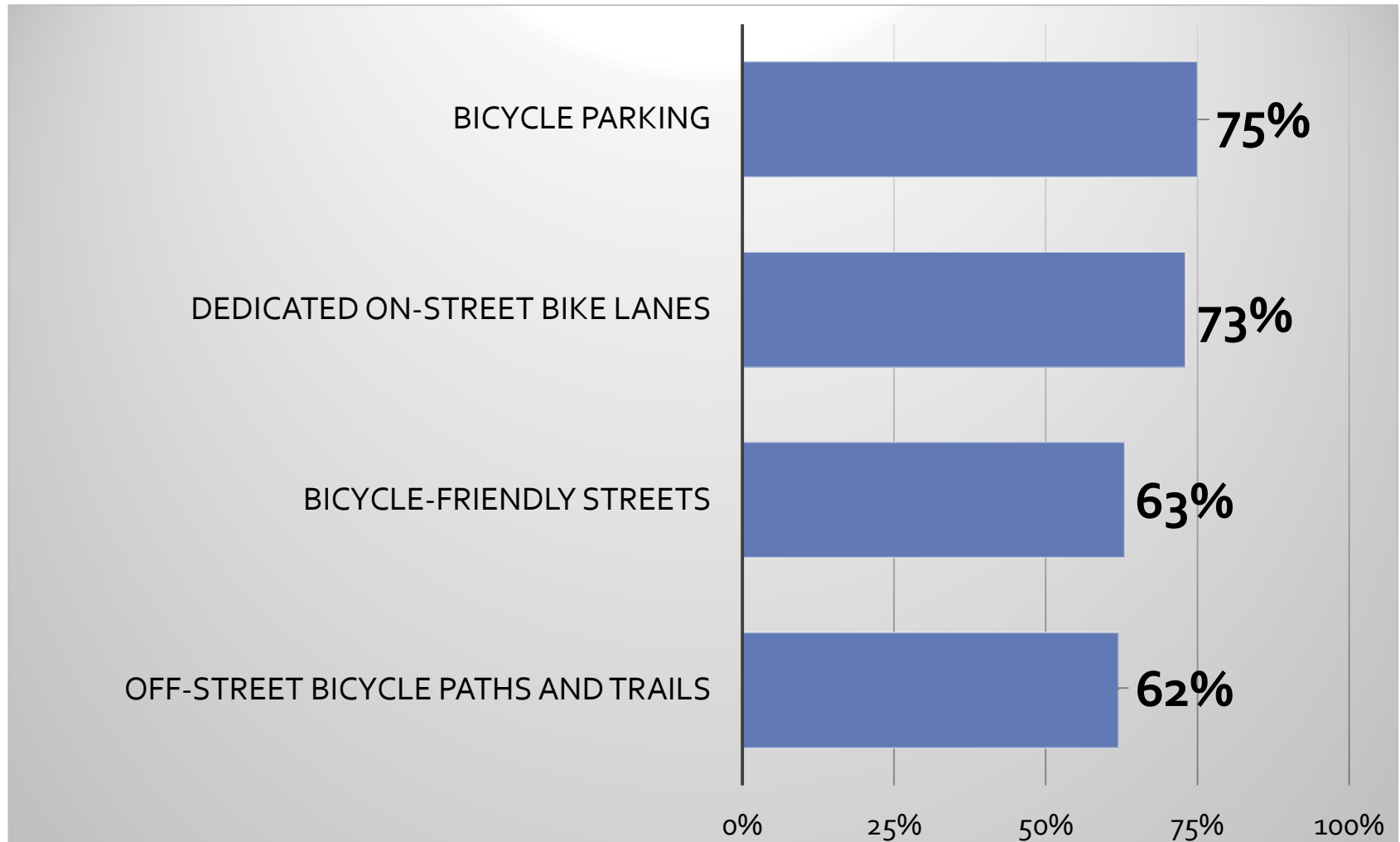
**Bicycled in the
past 12 months**



Availability of Bicycle Facilities

Do you think there are too many, about the right amount, or too few in your community?

Percent of ALL respondents rating as "TOO FEW"



ALL Respondents

Level of Comfort

How comfortable are you riding a bike on the following?

Percent of ALL respondents reporting they would feel "VERY COMFORTABLE" or "SOMEWHAT COMFORTABLE"

A PATH OR TRAIL
THAT IS SEPARATED FROM A STREET

85%

A MAJOR STREET WITH TWO OR THREE
TRAFFIC LANES IN EACH DIRECTION, TRAFFIC
SPEEDS OF 35 TO 40 MILES PER HOUR, AND
NO BIKE LANE

9%

THE SAME STREET
WITH A STRIPED BIKE LANE ADDED

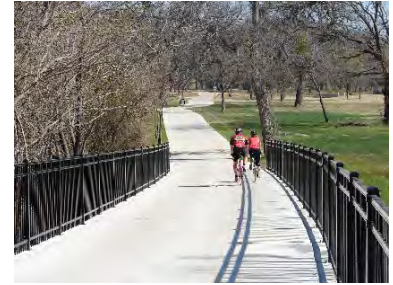
60%

WHAT IF IT ALSO HAD A WIDE BICYCLE LANE
SEPARATED FROM TRAFFIC BY A RAISED
CURB

78%

ALL Respondents

0% 25% 50% 75% 100%



2017 NCTCOG Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website:
nctcog.org/bikesurvey

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics



North Central Texas Council of Governments



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Gabriel Ortiz
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Jessica Scott
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682-433-0460



North Central Texas
Council of Governments



Regional Transportation Council Attendance Roster
June 2017-May 2018

RTC MEMBER	Entity	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	5/10/18
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	P
Sue S. Bauman (10/17)	DART	--	--	--	--	P	P	P	A	P	P	E(R)	P	E(R)
Carol Bush (01/15)	Ellis Cnty	A	P	P	E	P	P	P	P	E(R)	A	P	A	P
Loyl Bussell (05/17)	TxDOT, FW	P	E(R)	P	P	P	P	P	P	P	P	E(R)	P	P
Rickey D. Callahan (09/17)	Dallas	--	--	--	A	P	E	P	P	P	E	P	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	A	E	P	P	P	E	--	--	P
David L. Cook (05/16)	Mansfield	P	E	P	P	P	E(R)	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	E	P	P	P	P	P	E
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	--	P	P	P	P	P	A	P	P	P	E	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	E(R)	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	A	P	P	P
George Fuller (07/17)	McKinney	--	P	P	A	P	A	A	A	A	A	E(R)	P	E(R)
Sandy Greyson (11/11)	Dallas	P	A	P	P	P	P	P	P	E	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	P	P	P	A	A	P	E	P	P	A	E
Roger Harmon (1/02)	Johnson Cnty	E	P	P	P	P	P	P	P	E(R)	E	P	A(R)	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	E	E	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	A(R)	E(R)	P	P	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	E(R)	P	P	E(R)	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	A	P	P	P	P	P	E(R)	P	E	P	P	P
Harry LaRosiliere (06/17)	Plano	P	P	E(R)	P	E(R)	P	P	P	E(R)	P	E(R)	E(R)	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	E	P	P	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	E(R)	P	E(R)	P	P	P	E(R)	P	P
B. Adam McGough (07/16)	Dallas	E(R)	P	P	P	P	P	P	P	P	E	P	P	P
William Meadows (02/17)	DFW Airport	P	E	A	P	A	P	E	A	E(R)	E	E(R)	P	P
Steve Mitchell (07/17)	Richardson	--	P	P	P	P	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	A	P	P	E(R)	P	P	P	P	P	P	P	E(R)
Stan Pickett (06/15)	Mesquite	P	P	P	P	P	E	P	P	P	P	E	E(R)	P
Mark Riley (1/09)	Parker Cnty	P	P	E	P	P	P	P	P	P	P	P	A	P
John Ryan (05/18)	Denton	--	--	--	--	--	--	--	--	--	--	--	--	P
Kelly Selman (02/15)	TxDOT, Dallas	P	E(R)	P	P	P	P	P	P	P	E(R)	P	P	P
Will Sowell (10/17)	Frisco	--	--	--	--	P	E(R)	P	P	P	E(R)	P	A	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	E(R)	P	A	P	P	P	E(R)	E(R)	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	P	P	E(R)	E(R)	P	P	E(R)	A(R)	P	E(R)	E	P

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A= Absent

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--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
June 2017-May 2018

RTC MEMBER	Entity	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	5/10/18
William Tsao (3/17)	Dallas	P	P	E(R)	P	P	P	P	P	P	P	P	P	P
Oscar Ward (6/14)	Irving	P	P	P	E	E	P	P	P	P	P	P	P	E(R)
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	E(R)	P	P	A(R)	P	E(R)	E	E	E	P	E(R)	A	P
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	E(R)	P	P	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
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--= Not yet appointed

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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
April 2017-April 2018

STTC MEMBERS	Entity	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	4/27/18
Antoinette Bacchus	Dallas County	P	A	P	A	P	A	P	A	P	P	P	A
Micah Baker	Dallas County	A	P	A	A	A	P	A	P	A	A	A	A
Bryan Beck	Fort Worth	--	--	--	--	--	--	P	P	P	P	P	P
Katherine Beck	Fort Worth	P	P	A	P	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	A	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	A	P	P	P	A	A	A	A	P	A	A
Mohammed Bur	TxDOT, Dallas	P	A	P	P	A	P	P	P	P	P	P	E
Dave Carter	Richardson	P	A	P	P	P	P	P	P	P	P	P	A
Curt Cassidy	Mesquite	--	--	--	--	--	--	--	--	P	P	P	P
Season Clemens	TxDOT, Dallas	--	--	--	--	P	A	P	P	A	P	P	P
Robert Cohen	Southlake	--	--	--	R	P	A	R	P	R	P	A	A
Kent Collins	Coppell	P	A	P	P	A	A	P	P	P	R	A	R
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	A	P	P	P	P
Hal Cranor	Eules	R	P	P	R	P	P	A	P	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	R	P
Chad Davis	Wise County	A	A	P	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	R	R	R	R	R	A	R	R	R	R	R	A
David Disheroon	Johnson County	P	P	A	P	A	P	A	P	A	A	A	A
Phil Dupler	FWTA	--	--	--	--	--	--	P	P	P	P	P	P
Chad Edwards	DART	P	P	A	P	P	P	A	P	P	P	P	P
Claud Elsom	Rockwall County	P	P	P	A	P	P	A	A	P	P	P	P
Keith Fisher	Cleburne	P	P	P	P	A	R	P	P	R	P	A	A
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	R	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	R	R	P	R	P	P	P	R	P	P	P	P
Tom Hammons	Carrollton	A	A	A	A	A	P	A	A	A	P	P	A
Ron Hartline	The Colony	R	R	R	A	R	A	R	R	R	R	R	A
Kristina Holcomb	DCTA	P	P	P	P	A	R	R	R	R	P	R	E
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	E
Kirk Houser	Dallas	P	P	P	P	P	P	P	A	P	P	P	P
Terry Hughes	Weatherford	P	P	P	P	A	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	P	P	A	R	P	P	P	P	P	P	R
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	A	P	P	P	P	P
Kelly Johnson	NTTA	A	A	P	A	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	P	A	P	P	P	A	A	A	A	A
Sholeh Karimi	Grand Prairie	P	A	P	P	P	A	P	P	P	A	P	A
Paul Knippel	Frisco	A	A	A	A	P	P	P	A	A	P	P	P
Chiamin Korngiebel	Dallas	A	P	P	P	R	R	A	A	P	A	A	P
Alonzo Liñán	Keller	P	P	P	P	P	P	P	P	P	P	P	P
Paul Luedtke	Garland	R	P	P	P	P	P	P	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	P	P	P	P	R	R	P	P	A	P

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Surface Transportation Technical Committee Attendance Roster
April 2017-April 2018

STTC MEMBERS	Entity	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	4/27/18
Alberto Mares	Ellis County	--	--	--	P	A	P	P	P	R	P	P	P
Laura Melton	Burleson	P	P	P	P	P	P	A	A	P	P	A	P
Brian Moen	Frisco	P	A	P	P	P	A	A	P	P	P	A	P
Cesar Molina, Jr.	Carrollton	P	A	P	R	A	A	P	P	P	P	A	A
Lloyd Neal	Plano	P	P	P	P	A	A	A	P	A	A	P	P
Mark Nelson	Denton	P	A	P	P	P	R	P	P	P	P	P	P
Corey Nesbit	Mesquite	--	--	--	--	--	--	--	--	P	A	A	R
Jim O'Connor	Irving	P	P	P	P	P	A	P	A	P	P	P	P
Kenneth Overstreet	Bedford	A	P	A	A	A	R	A	A	A	A	A	A
Kevin Overton	Dallas	P	P	A	P	P	P	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	P	P	P	P	P	P	P	P	P	P	P	R
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	A	A	P	P	P	A	P	P
Lisa Pyles	Addison	A	P	P	A	P	A	P	A	A	A	A	A
Bryan G. Ramey II	Duncanville	--	--	--	--	--	--	--	--	--	R	P	R
William Riley	Tarrant County	A	P	P	P	P	A	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	A	P	A	A	A	A	P	P	A	A	P	A
Moosa Saghian	Kaufman County	P	P	A	A	P	P	P	P	P	P	P	P
David Salmon	Lewisville	P	R	A	P	P	P	A	P	P	R	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	A	P	A	P	A	P	A	A	P	P	P	P
Tom Simerly	Fort Worth	--	A	P	A	P	P	P	A	P	A	P	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	A	P	P	P	P	P	P	A	P	P	A	E
Chelsea St. Louis	Dallas	R	P	P	P	P	P	P	P	P	P	P	P
Caleb Thornhill	Plano	P	A	P	P	P	A	P	A	A	P	P	A
Matthew Tilke	McKinney	--	--	--	--	--	--	--	--	P	P	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	P	A	P	P	P	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	A	P	P	R	P	P	P	P	P	A	P	P
Daniel Vedral	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	A	P	A	P	P	P	A	P	P	A	P	A
Bill Wimberley	Hood County	R	P	P	P	P	P	P	R	P	P	P	A
Robert Woodbury	Cedar Hill	--	--	--	--	--	--	P	P	P	R	P	P
John Wright	Greenville	--	--	--	--	--	--	--	--	--	--	--	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

April 27, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 27, 2018, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, George Marshall (representing Ken Collins), John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Phil Dupler, Chad Edwards, Claude Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Laura Mitchell (representing Kristina Holcomb), Brian Waltenburg (representing Matthew Hotelling), Kirk Houser, Terry Hughes, Cherye Taylor (representing Jeremy Hutt), Paul Iwuchukwu, Paul Knippel, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Brian Moen, Lloyd Neal, Mark Nelson, Jonathan Browning (representing Corey Nesbit), Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Mohammed Howlader (representing Shawn Poe), John Polster, Tim Porter, Daniel Prendergast, Jacqueline Culton (representing Bryan G. Ramey II), William Riley, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, and Robert Woodbury.

Others present at the meeting were: Tara Bassler, Carli Baylor, Ron Brown, John Brunk, Ken Bunkley, Brian Crooks, Rama Dhanikonda, Kim Diederich, Daniel Edwards Sr., Kevin Feldt, Mike Galizio, Clint Hail, Rebekah Hernandez, Mark Hirsch, Chris Hoff, Tim James, Amy Johnson, Ken Kirkpatrick, Dan Lamers, Tracy LaPiene, April Leger, Kate Marshall, Mindy Mize, Michael Morris, Jenny Narvaez, Jeff Neal, Donald Parker, Greg Peters, Chris Reed, Russell Schaffner, Brian Shewski, Samuel Simmons, Mitzi Ward, Amanda Wilson, and Brian Wilson.

Michael Morris recognized Tim James for his years of service on the Surface Transportation Technical Committee.

1. **Approval of March 23, 2018, Minutes:** The minutes of the March 23, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **2019-2022 Transportation Improvement Program Draft Listings:** Adam Beckom presented the draft 2019-2022 Transportation Improvement Program (TIP) project listings recommended for approval. A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. Through the development process, existing projects are reviewed and information is gathered on additional locally funded projects. Any needed revisions or adjustments are made to the project listings, including project funding, schedule, and/or scope. The revised project listings are financially constrained based on estimated future revenues, and a Mobility Plan and air quality conformity review is conducted for project consistency. The draft 2019-2022 TIP listings are also provided for public review and comment. Following anticipated approval, the finalized project listings are submitted to TxDOT and the Federal Highway Administration. A high-level summary of the scope of programming was presented.

Moving forward in the 2019-2022 TIP are approximately \$6.2 billion in roadway and transit projects. This includes over 1,100 active and new projects. An overview of the TIP development process was provided in Electronic Item 3.1. The financially constrained draft project listings were provided at Electronic Item 3.2. Staff noted that only projects in fiscal years 2019-2022 will be included in the new TIP. Projects in fiscal years 2023 and later will be included in the Environmental Clearance section of the TIP referred to as Appendix D. The timeline for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the projects and project changes shown in the 2019-2022 Transportation Improvement Program roadway double entry project and transit listings, provided in Electronic Item 3.2. Action also included a recommendation for Regional Transportation Council approval to allow staff to amend the Unified Planning Work Program and other planning/administrative documents with these changes, as needed. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Metropolitan Planning Organization Memorandum of Understanding:** Ken Kirkpatrick presented a draft memorandum of understanding (MOU) that outlines public-sector responsibilities in carrying out the metropolitan transportation planning process and associated performance measures. Metropolitan transportation planning regulations, under 23 CFR 450.314, require the Metropolitan Planning Organizations (MPO), the State, and providers of public transportation to develop an agreement coordinating the MPO planning process. Historically, the one-page agreement provided in Electronic Item 4.1 has satisfied the first element. With the passage of the Fixing America's Surface Transportation (FAST) Act and implementing regulations, the Federal Highway Administration (FHWA) has requested that this agreement be updated and made more specific. The required agreement must address 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 current agreement addresses the first element. The second element is a new requirement of the FAST Act and must be in place by May 27, 2018. The proposed MOU was provided in Electronic Item 4.2. Major elements of the planning MOU were highlighted. Section 1 defines the purpose. Section 2 addresses the responsibilities of all parties, restating the requirements of the federal regulations. Section 3 addresses performance based planning and programming, development of performance data, selection of performance targets, and reporting of performance targets by the State, the MPO, and other required entities. Responsibilities of the MPO are addressed in Section 4 and essentially documents the existing process. Section 5 outlines the responsibilities of the public transportation operators and Section 6 outlines the responsibilities of the state Department of Transportation, both also documenting the existing process. Staff proposed that the Committee approve the draft MOU in substantial form because as it circulates amongst the parties there may be some nuances that need to be updated as long as the updates do not change the substance of the agreement. Chad Edwards noted in Section 4 there is a mention of transit authorities, and elsewhere in the document "public transportation operators" is used. Mr. Kirkpatrick noted that the language in the MOU will be updated. Mr. Edwards also noted that in Section 4 and Section 5 the responsibilities for the Metropolitan Transportation Plan and the Transportation Improvement Program are broken out, but in Section 6 those responsibilities are combined. Mr. Kirkpatrick noted that the responsibilities will be separated for consistency. In addition, Mr. Edwards noted Section 5.f. that references the public transportation operators will serve on the MPO technical committee and policy board, as applicable. He noted that "as applicable" was not referenced for other agencies such as Texas Department of transportation. Mr. Kirkpatrick noted the Regional Transportation Council Bylaws and Operating Procedures determine who sits on the RTC. This was

included to meet FHWA requirements but to also accommodate local conditions and requirements. A motion was made to recommend Regional Transportation Council approval of the Metropolitan Planning Organization Planning Memorandum of Understanding in substantial form as provided in Electronic Item 4.2. Bryan Beck (M); John Polster (S). The motion passed unanimously.

5. **SH 183 Scope in Irving (10-Year Plan):** Michael Morris presented staff recommendations to reprioritize transportation components on the SH 183 corridor. In December 2016, the Regional Transportation Council (RTC) approved funding for managed lanes on the next phase of the SH 183 project. The managed lanes would have provided lane balance with the Trinity Parkway project. Since the Trinity Parkway project is no longer proceeding, the current proposal to advance the managed lanes on SH 183 is problematic. The Texas Department of Transportation (TxDOT) Dallas District, City of Irving, and North Central Texas Council of Governments staffs have been working on a solution. Staffs propose to replace the continuation of tolled managed lanes with the construction of interchanges near the previous Texas Stadium site that include SH 183 at Loop 12, SH 114 at Loop 12, and SH 114 at SH 183 (listed incorrectly in the agenda). Approximately \$420 million in Category 2 funds were previously approved, and the interchanges are anticipated to cost approximately \$370 million. Staff proposed that the full \$420 million be approved for use on the interchanges leaving approximately \$50 million that could be used on other projects in the future. In addition, staff proposed that flexibility be provided to potentially trade funds between funding categories. Category 4 funds on IH 635 East may be better utilized on the interchanges and traded for Category 2 funds that would be better utilized on IH 635 East. This approval would allow additional flexibility for funding IH 635 East if needed. In addition, it was recently discussed that the Texas Transportation Commission may be interested in placing its Category 12 funds on the interchanges in exchange for the Category 2 funds to also allow flexibility on IH 635 East. A motion was made to recommend Regional Transportation Council approval to move \$420 million from the SH 183 managed lane project to interchanges to be constructed at Loop 12 and SH 183, Loop 12 and SH 114, and SH 183 and SH 114. Action also included a recommendation for Regional Transportation Council approval to give flexibility to exchange Category 4 or Category 12 funds with the current Category 2 funds on SH 183 if the Category 2 funds are better utilized on the IH 635 East project. Paul Luedtke (M); Jim O'Connor (S). The motion passed unanimously.
6. **Tire Recycling Program:** Jenny Narvaez presented a recommendation to help implement incorporation of recycled tires into new products within the region. The Dallas-Fort Worth region produces approximately 5 million worn out tires on the roadway system annually, of which approximately 100,000 come from trucks. Improperly discarded tires lead to a number of harmful effects such as overcrowded landfills, release of toxins into streams, fire risks, and collected water becoming a breeding ground for mosquitos. The goal of a tire recycling program is to remove the used tires out of the current waste stream for recycling into usable products. Mr. Narvaez discussed details of a visit to a facility that utilizes recycled tires and plastics for the production of railroad ties. Recycled tires can also be used to produce garden/playground mulch, highways, various types of tracks, as well as other products. The City of Dallas has expressed interest in the development of a regional tire recycling facility. This would help minimize the over-accumulation of tires in the region, improve the environment, improve health and safety resulting from improperly disposed of tires, and create jobs. Staff proposed that the Tire Recycling Program be added to Mobility 2045 under the Environmental Considerations chapter. Draft language for inclusion was detailed in Electronic Item 6. Staff also proposed that this program also be included in the Metropolitan Transportation Plan Policy Bundle. Members interested in becoming involved in discussions

on program implementation were encouraged to contact staff. A motion was made to recommend Regional Transportation Council approval to add the Tire Recycling Program language to Mobility 2045 and to incorporate the program into the Metropolitan Transportation Plan Policy Bundle. Action also included a recommendation for Regional Transportation Council approval to continue discussions with the Regional Transportation Council and local governments to advance implementation of a regional program. John Polster (M); Stanford Lynch (S). The motion passed unanimously.

7. **Status Report on IH 635 East Phase 3:** Michael Morris provided an update on the IH 635 East Phase 3 project. He noted that the Regional Transportation Council (RTC) held a special meeting on April 19, 2018, to discuss IH 635 East Phase 3. The RTC took action to table the item to allow further efforts to reach a resolution. In addition, the RTC instructed the Chair to engage the Texas Department of Transportation and the North Texas Tollway Authority on a potential partnership to implement the project. He noted that he was asked in the previous week to meet with Texas Department of Transportation staff in Austin and believes that there has been progress. Staff remains hopeful that a draft position will be in place for the May 10, 2018, RTC meeting.
8. **Mobility 2045 Update and Associated Transportation Conformity Analysis:** Kevin Feldt provided an overview of progress to date on the development of Mobility 2045. Transit corridor and asset optimization corridor recommendations remain unchanged. For arterial capacity recommendations, the Princeton Road extension and Elm Grove Road widening in the City of Rowlett have been removed. Revisions have also been made to the non-regionally significant arterial section of the Mobility Plan. Priced facility recommendations have been unchanged since last presented, as have the freeway recommendations. In addition, roadway corridors for future evaluation were highlighted. The tolled managed lane system policy boundary has also remain unchanged since last presented. Mr. Feldt noted the Mobility 2045 draft document, project recommendation maps, and project recommendation tables were available for review at www.nctcog.org/mobility2045. Mr. Feldt noted the draft financial plan for Mobility 2045 remained at approximately \$135.4 billion. In addition, he highlighted comments received from through the public involvement process in October, January, and February. Most recently in April, public comments included completing IH 635 East including tolled managed lanes, completion of the Green Line extension, additional bicycle/pedestrian trails in southeast Dallas County, building more lanes during initial construction of a project versus adding later, the length of time it takes to build projects, and how ride sharing is accounted for in the Mobility Plan. He noted the official public comment period for Mobility 2045 ends June 7, 2018. Staff will revise recommendations based on the comments received by the deadline. Action will be requested on the final document at the May 25, 2018, Surface Transportation Technical Committee meeting and the June 14, 2018, Regional Transportation Council meeting.

Jenny Narvaez provided the draft air quality analysis results for Mobility 2045 required because the region has been designated in nonattainment for ozone. The analysis was conducted for the 10-county ozone nonattainment area for analysis years 2018, 2020, 2028, 2037, and 2045. Staff used the latest planning assumptions driven by the newly approved Motor Vehicle Emission Budgets (MVEB). Draft conformity results for nitrogen oxides emissions and volatile organic compounds show the budget for each emission category falls below the 2017 MVEB. These results include reductions from Regional Transportation Council initiatives to address ozone. Kevin Overton asked if staff have accounted for the rollback in the café standards when performing the analyses. Ms. Narvaez noted staff used the model as it was prior to the rollback in café standards, and that this was the reason for

the slight increase in emissions reflected in the horizon year of 2045. John Polster asked if the breakdown of the arterials by county were available to staff. Mr. Feldt noted the tables were available on the website at www.nctcog.org/mobility2045.

9. **Clean Air Action Day (June 22, 2018):** Whitney Vandiver presented information on Air North Texas Clean Air Action Day 2018. In 2018, Clean Air Action Day will be the same date as the June Surface Transportation Technical Committee (STTC) meeting, June 22, 2018. Air North Texas is a regional air quality awareness initiative to encourage residents of North Texas to make clean air choices and also aims to generate a consistent region-wide air quality message. Clean Air Action Day is an annual event coordinated through Air North Texas that encourages North Texans to do one thing to help improve air quality. Examples of actions for the June 22, 2018, Clean Air Action Day include carpooling, mass transit, biking, telecommuting, and others. Members were encouraged to participate by carpooling to the June 22, 2018, STTC meeting or joining the meeting remotely. Organizations interested in becoming Air North Texas partners were asked to sign the partner agreement provided in Electronic Item 9.2 and return the agreement to staff. Members were also encouraged to implement a Clean Air Action Day Challenge at their organizations. Details of how to implement a challenge were highlighted and include coordination with the organization's Air North Texas representative. Ms. Vandiver noted that a list of current Air North Texas partners and agency contacts would be provided to members by email following the meeting. Following the challenge, Air North Texas representatives will send an overview of the challenges to staff by June 29, 2018. As an incentive this year, 100,000 Transportation Development Credits will be available for up to three organizations with top participation in the challenge. Agencies must be Air North Texas partners to qualify. Additional information was provided in Electronic Item 9.1 and at www.airnorthtexas.org/cleanairactionday.
10. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnership Program (Round 2):** Adam Beckom presented information on the proposed projects to be funded under the Strategic Partnerships Program: Round 2 in the 2017-2018 Congestion Mitigation and Air Quality Improvement program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of the 11 CMAQ/STBG Funding Programs were highlighted. The purpose of the Strategic Partnerships Program is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage local and State funds, and advance project development. Selection criteria to be considered included: projects with local partners contributing more than the standards 20 percent match, projects with multiple non-Regional Transportation Council stakeholders/contributors, and projects of strategic importance within/to the region. The preliminary list of projects proposed for funding were highlighted: 1) East Bear Creek Rd. from IH 35E to Hampton Rd. in the City of Glenn Heights, 2) Merritt/Sachse Rd. from South of Creek Crossing Ln. to Pleasant Valley Rd. in the City of Sachse, 3) SH 66 at Dalrock in the City of Rowlett, 4) IH 635/LBJ at Belt Line in the Cities of Dallas, Irving, and Coppell, 5) Meandering Road from SH 183 to Gillham Rd. in the City of Fort Worth, and 6) ramp relocations on IH 20 from the Fort Worth and Western Railroad to Campus Drive with TxDOT Fort Worth. Additional details and project amounts were provided in Electronic Item 10. The timeline for the effort was reviewed.
11. **Regional Bicycle Opinion Survey:** Kevin Kokes presented an overview of the results from the 2017 Bicycle Opinion Survey conducted by the North Central Texas Council of Governments. Maps of the Regional Veloweb, community shared-use paths, and on-street bikeway network to be included in Mobility 2045 were highlighted. A random sample survey

of residents in the 12-county region was conducted by telephone in May 2017 with over 1,900 respondents and a 95 percent confidence interval. The survey was conducted in English and Spanish. Questions captured the general public's view on the frequency of bicycling, access to bicycling facilities, perceived barriers to bicycling, level of comfort, and helmet use. The survey was intended to determine how many people use the transportation network when bicycling and the purpose of the trip. Regarding frequency, 36 percent of all respondents bicycled at least once during the previous 12 months and did so most of the year. Of all the respondents, 55 percent said they would like to travel more by bicycle than they did at the time of the survey. The top obstacles to bicycling more often included lack of secure bike parking, lack of connectivity, lack of bicycle facilities, lack of end of trip facilities with no place to freshen up, and others. Regarding proximity to a bicycle facility and the influence to bicycle use, 34 percent of those who lived more than one-half mile of a trail or bikeway bicycled in the past 12 months. However, approximately 45 percent of those who lived less than one-half mile of a trail or bikeway bicycled in the past 12 months. Percentages of people who bicycle were even higher if the respondents lived near a bicycle lane. When asked if there were too many, the right amount, or too few bicycle facilities in respondent's communities, all respondents rated the amount as too few regardless of the type of facility. Regarding level of comfort in various bicycle facility types, 85 percent indicated they would feel comfortable on a shared use path off the street. However, when asked about a major street, only 9 percent felt comfortable. When asked the question on the same street but with a striped lane or separated barrier, comfort levels increased significantly. Mr. Kokes indicated that a copy of the presented slides were provided in Electronic Item 11 and that additional information, including key findings, the Executive Summary, and the Final Report were available online at www.nctcoq.org/bikesurvey.

- 12. High-Occupancy Vehicle Subsidy:** Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of the discount. During development of the current managed lane policy, the need and desire for regular updates was expressed in order to track the HOV 2+ subsidy and to consider when and if moving to a 3+ requirement in order to receive the discount was necessary. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next few years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express Segments 1, 2W, and 3B and the LBJ Express. Texas Department of Transportation facilities for which the RTC is not responsible for the subsidy were also highlighted. As of February 2018, the current subsidy is approximately \$2.1 million. The RTC originally allocated approximately \$17 million to pay for the subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. As of February 2018, approximately \$4,400 in requests for reimbursement have been received. Based on the two subsidy totals, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount at this time. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, staff reports to the Committee and RTC when the corridor speeds drop below 35 miles per hour (mph). To date, there has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented.

13. **Fast Facts:** Amy Hodges noted current air quality funding opportunities for vehicles. She noted that the Clean Fleets North Texas 2018 Call for Projects was open to local governments and private companies that contract with local governments for the replacement of heavy-duty diesel vehicles and equipment. All current available opportunities are online and provided in Electronic Item 13.1.

In addition, Amy Hodges highlighted upcoming Dallas-Fort Worth Clean Cities events. A Grant Funding and Fuel Cost Savings luncheon is scheduled for on May 15, 2018. On May 23, 2018, the Public Works Council will host the 19th annual Public Works Roundup at the Grapevine Convention Center. Additional details were provided in Electronic Item 13.2.

Jody Loza provided an ozone season update. As of April 27, 2018, the region has experienced one level orange exceedance day. The current design value is 70 parts per billion (ppb). At the same time in 2017, the design value was 74 ppb. Additional information was provided in Electronic Item 13.3.

Camille Fountain provided an announcement regarding the upcoming Traffic Incident Management Executive Level Course. The May 3, 2018, 2-hour course is an overview of topics discussed at the two-day First Responders Course. A flyer containing contact information for registration and attendance records for both courses was provided in Electronic Item 13.4

Evan Newton presented an update on the current east/west equity percentages in the region. As of March 2018, the percentages remain unchanged at 69.22 percent in the east and 30.78 percent in the west. Details were provided in Electronic Item 13.5.

Carli Baylor noted that public meeting minutes from the March 12- April 10 online public input opportunity for the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Funding Program: Safety, Innovative and Emergency Projects Funding Program were provided in Electronic Item 13.6.

In addition, Carli Baylor noted that a May public meeting notice was distributed at the meeting in Reference Item 13.11. Public meetings will be held May 8, May 15, and May 16. Staff will present information on Mobility 2045, Transportation Conformity, Round 2 of the Strategic Partnerships Program, and a school projects update.

Carli Baylor also noted the Public Comments Report was provided in Electronic Item 13.7. The report is a compilation of general public comments submitted by members of the public from February 20-March 19, 2018. The majority of comments received were regarding the Collin County Strategic Roadway Plan.

Lori Clark highlighted recent Buy America correspondence provided in Electronic Item 13.8. She noted that the correspondence may be of interest to organizations that either have received Federal Highway Administration (FHWA) funding or expressed an interest in receiving funding for clean vehicle projects. At this time, organizations cannot move forward with any projects that require Buy America vehicles because there is currently no vehicle on the market that meets FHWA's definition of Buy America compliance. Staff will continue to provide updates to members on this issue.

Clint Hail reminded members about the Waze/511DFW and Traffic Signal Data Sharing grant opportunities currently available. Applications are due May 4, 2018. Additional information is available at www.nctcog.org/trans/auto.

The current Local Motion was provided in Electronic 13.9, and transportation partner progress reports were provided in Electronic Item 13.10.

14. **Other Business (Old and New)**: There was no discussion on this item.
15. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 25, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

June 2018

Inside

The Progress North Texas 2018 art contest winner was recently recognized at a meeting of the Cedar Hill ISD school board. Find out who won and read about his submission on page 2.

Calendar

June 1, 10:30 am

DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

June 6, 8:30 am

TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

June 14, 1 pm

Regional Transportation Council

NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

June 22, 1:30 pm

Surface Transportation

Technical Committee

NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

LBJ East project moving toward construction

The long-pursued LBJ East expansion project is moving forward. The Regional Transportation Council approved a resolution last month asking the Texas Transportation Commission to proceed to procurement of the 11-mile project, which runs from US Highway 75 to Interstate Highway 30.

The commission voted May 24 to authorize the Texas Department of Transportation to issue a request for qualifications seeking firms interested in the project.

The RTC and the State worked cooperatively over the past several weeks to close a \$1 billion funding gap with a transparent process that relies on existing tax dollars to fund the project.

State officials have agreed to grandfather LBJ East's two existing tolled managed lanes, paving the way for a corridor expansion that will include additional tax-supported lanes and continuous frontage roads and the same number of tolled managed lanes that currently exist. There are no Proposition 1 or 7 funds in the project.

High-occupancy vehicle lanes were added to the corridor in 2008 and expanded to tolled managed lanes in 2016 to allow single-occupant vehicles to pay a toll to use them. Both improvements were made to enhance mobility in the corridor and boost air quality in a region that is in nonattainment for ozone pollution. These improvements were paid for using federal funds from the Congestion Mitigation and Air Quality Improvement Program.

The corridor runs through Dallas, Garland and Mesquite. The project also includes the intersection of Skillman Street and Audelia Road, which would be transformed into a safer, more modern interchange. Additionally, the IH 30 interchange would be rebuilt as part of the project.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.



Cedar Hill ISD 6th-grader named winner of NCTCOG art contest

Anthony Luna, a sixth-grader at Cedar Hill's Permenter Middle School, was recently named the winner of the 2018 Progress North Texas art contest for his expression of the Healthy Communities: Transportation and the Natural Environment theme.

Anthony chose to draw bicycles on a road leading to downtown Dallas, with trees and benches along the route. His artwork is on the cover of Progress North Texas 2018, which is due to be published this month.

The top four pieces were recognized during a Cedar Hill Independent School District board meeting in May. The other top finishers were:

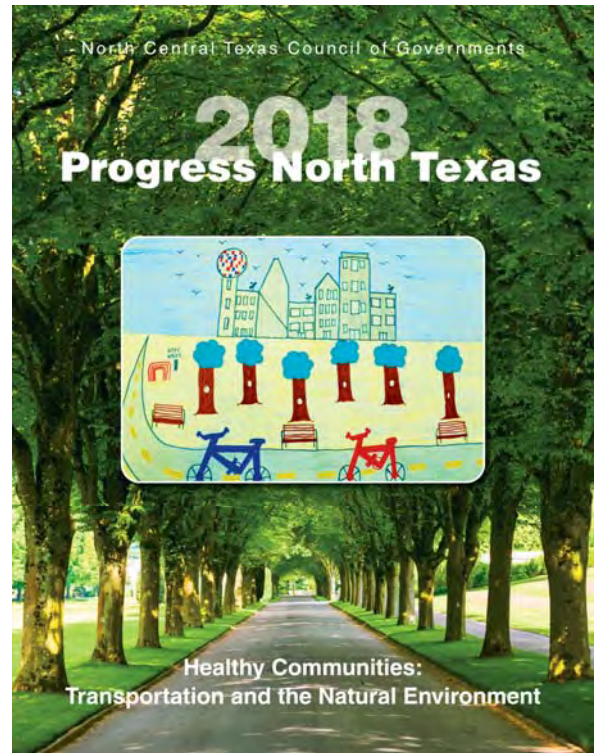
- Vladimir Munoz, Permenter, second place
- Laila Zoubi, Permenter, third place
- Isaiah Edwards, Coleman Middle School, honorable mention

For each of the past seven years, NCTCOG has partnered with a school district in the 12-county Dallas-Fort Worth area to showcase its students' artistic abilities. Cedar Hill ISD was chosen his year because Rob Franke, the city's mayor, is chair of the Regional Transportation Council. The goal is to reach out to students to encourage them to think about transportation issues today because they will be the decision-makers of tomorrow. More than 10,000 copies of Progress North Texas will be mailed to transportation partners, employers and residents throughout the region. To request a copy and see the artwork, visit www.nctcog.org/ourregion.

Automated vehicles coming to Frisco this summer

Self-driving vehicles are coming to Frisco. Drive.ai has announced it will launch a program offering on-demand, self-driving car service beginning in July. Working in cooperation with the Frisco Transportation Management Association, Drive.ai will offer rides to up to 10,000 people in self-driving vehicles within an area containing retail, entertainment and office space. The initial pilot will run for six months, beginning with fixed pickup and drop-off locations around HALL Park and The Star, with planned expansion into Frisco Station.

This program is a milestone for Texas, marking the first time members of the public will have access to an on-demand self-driving car service on public roads. This pilot program is a model for the deployment of self-driving vehicles in a public setting, one of the first of its kind in the nation and a major step forward for the industry, Drive.ai said in a press release announcing the launch. — Drive.ai



Anthony Luna, a sixth-grader at Cedar Hill ISD's Permenter Middle School, was named the winner of the annual Progress North Texas art contest.

ENERGY

Conserve N. Texas website launches

The North Central Texas Council of Governments has launched the Conserve North Texas website, a regional clearinghouse of energy efficiency, water conservation, and transportation programs.

More than 7 million people live in the Dallas-Fort Worth area, and the population is expected to eclipse 11 million by 2045.

Conservation and resource efficiency will be critical to accommodate this growth while also preserving existing regional resources.

The Conserve North Texas website was developed to provide local governments and other users a "one-stop shop" for a comprehensive inventory of programs, tools, case studies and other resources that address water, energy and transportation topics.

For example, visitors can use various tools to calculate their carbon footprint, energy savings, fuel economy, etc.

Additional topics are planned for the future.

Explore this resource at www.conservenorthtexas.org today.

REGIONAL News

Region can help improve air quality June 22



Across the region June 22, North Texans will do something extra to reduce ozone-causing pollution, as part of the ninth annual Clean Air Action Day.

With more than 20 possible clean air choices, there are several actions they can take to do their part. The full list is available at www.airnorthtexas.org/cleanairactionday.

Air North Texas, the regional clean air campaign, is sponsoring a social media contest in the days leading up to June 22 to encourage residents to share their clean air action.

Residents simply post about their clean air actions on June 22 or earlier with the hashtag #CAAD2018 to be entered into a drawing for prizes.

Additionally, partners around the region have planned clean air contests, social media campaigns and events for their employees, residents and businesses for June 22.

Partners with Surface Transportation Technical Committee representation will have the opportunity to earn Transportation Development Credits for participating in Clean Air Action Day. To learn how to help improve air quality, visit www.airnorthtexas.org.

Save the date: National Drive Electric Week

Dallas-Fort Worth's 2018 National Drive Electric Week event will be held at Grapevine Mills Mall from 10 am to 1 pm Saturday, September 8. Register at the official North Texas NDEW website, www.driveelectricdfw.org, where you will also find event details.

In case you are new to NDEW or want a reminder of what a celebration of all things electric looks like, check out the 2017 North Texas NDEW recap video on the website, which illustrates the excitement and feel of the day. Hope to see you on September 8.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
FWTA.org

By the Numbers

\$1.6 billion

The projected cost of LBJ East, which was moved forward by the RTC and Texas Transportation Commission in May.

PUBLIC *Involvement*

RTC approves signal-retiming projects

The RTC recently approved \$2 million in recommendations to retime traffic signals in various cities throughout the region as part of the Regional Traffic Signal Retiming Program. Projects were required to be along routes of significance with no construction planned within two years.

Signals along major roadways such as LBJ Freeway, State Highway 78 and Farm to Market Road 544 were among the recipients in the eastern portion of the region selected. In the west, recipients included Pioneer Parkway, South Cooper Street, South Collins Street, Southlake Boulevard and State Highway 174.

The signal retiming program seeks to maximize the capacity of the existing roadway system by improving the efficiency of traffic lights. The full list of signal retiming projects can be found at www.nctcog.org/trans/tsm/RTSRP/RTSRP_Selected_0418.pdf.

Additionally, projects worth \$2.9 million were approved as part of the Minor Improvement Program. These projects cost less than \$50,000. The program boosts the capacity of the existing roadway system through low-cost operational improvements.

The list of projects selected for funding under the Minor Improvement Program is available at the following site: www.nctcog.org/trans/tsm/RTSRP/Minor_Selected_0418.pdf.

Clean diesel funding assistance available

The Environmental Protection Agency anticipates awarding approximately \$40 million for diesel emissions reduction projects such as replacement, engine repower, upgrade, or conversion, idle reduction and more.

Regional, State, and local agencies, including school districts, are eligible to apply for the funding, offered through the Clean Diesel Funding Assistance Program. The deadline for proposals is June 12. To learn more, visit

www.epa.gov/cleandiesel/clean-diesel-national-grants.

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.