

AGENDA

**Regional Transportation Council
Thursday, September 12, 2019
Irving Convention Center at Las Colinas,
Room G1, 4th Floor, 500 W. Las Colinas Blvd., Irving, TX 75039**

**1:00 pm Full RTC Business Agenda
(Wi-Fi Access – Network: ICC-Exhibitor, Password: #VisitIrving19)**

- 1:00 – 1:10** 1. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

HB 2840 Requirements

Staff will provide an overview of HB 2840 requirements from the 86th Texas Legislative Session. HB 2840 requires governmental bodies to allow each member of the public to give input on agenda items during open meetings. Input must be given before or during the consideration of the agenda item and not after. HB 2840 also permits governmental bodies to adopt reasonable rules regarding the public's right to address the body, including rules regarding time limits. Non-English speakers with a translator must be given double time during open meetings to address and communicate with the body. A governmental body may not prohibit public criticism of the body. This bill took effect on September 1, 2019.

Other Information Items

1. Conference Session Held Earlier in the Day
2. Regional Transportation Council (RTC) Member Representation at Events:
 - Hyperloop Roadshow Attendees
RTC Chair Andy Eads, County Judge, Denton County; Richard Aubin, Mayor Pro Tem, City of Garland; Gary Fickes, Commissioner, Tarrant County; Jungus Jordan, Councilmember, City of Fort Worth; Lee M. Kleinman, Councilmember, City of Dallas; B. Adam McGough, Deputy Mayor Pro Tem, City of Dallas; Barbara Odom-Wesley, Councilmember, City of Arlington; W. Jeff Williams, Mayor, City of Arlington; Anne Zadeh, Councilmember, City of Fort Worth
3. 86th Texas Legislature Bill Summary ([Electronic Item 1.1](#))
4. Congestion Performance Measures ([Electronic Item 1.2](#))
5. New Texas Department of Transportation Commissioner, Robert C. Vaughn, Replaces Jeff Austin III
6. 2019 Infrastructure for Rebuilding America Grant Program, \$8.8 Million for Bridges ([Electronic Item 1.3](#))
7. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
8. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
9. Next Round of Volkswagen Settlement Funding Coming Soon ([Electronic Item 1.4](#))

- 10. Status Report on Ozone ([Electronic Item 1.5](#))
- 11. National Drive Electric Week Events, September 20-21 ([Electronic Item 1.6](#))
- 12. Car Care Clinics 2019 (www.ntxcarcare.org/)
- 13. Walk to School Day, October 2, 2019 ([Electronic Item 1.7](#))
- 14. July Online Input Opportunity Minutes ([Electronic Item 1.8](#))
- 15. September Online Input Opportunity Notice ([Electronic Item 1.9](#))
- 16. Public Comments Report ([Electronic Item 1.10](#))
- 17. Recent Correspondence ([Electronic Item 1.11](#))
- 18. Recent News Articles ([Electronic Item 1.12](#))
- 19. Recent Press Releases ([Electronic Item 1.13](#))
- 20. Transportation Partners Progress Reports

1:10 – 1:20 2. Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840

Information Minutes: 10
 Item Summary: This item provides an opportunity for the public to speak on meeting agenda items. A Speaker Request Card is available at the main table. Please provide a Speaker Request Card to the North Central Texas Council of Governments designated staff person. For today's meeting, public comments will be heard on all items.
 Background: N/A

1:20 – 1:25 3. Approval of July 11, 2019, Minutes

Action Possible Action Information Minutes: 5
 Presenter: Andy Eads, RTC Chair
 Item Summary: Approval of the July 11, 2019, minutes contained in [Reference Item 3](#) will be requested.
 Background: N/A

1:25 – 1:30 4. Consent Agenda

Action Possible Action Information Minutes: 5

4.1. Fiscal Year 2020 Advertising for Transportation Initiative
 Presenter: Mindy Mize, NCTCOG
 Item Summary: Staff will seek the Council's support to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to \$1,300,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year (FY) 2020. Last month, the Surface Transportation Technical Committee recommended Regional Transportation Council (RTC) approval.
 Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. [Electronic Item 4.1.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk advertising purchasing for the Transportation Department. [Electronic Item 4.1.2](#) provides more

information on FY2020 advertising costs along with examples of past advertising. Advertising campaigns will support 511DFW, business engagement, the Congestion Management Program, the HOV 2+ Incentive, Look Out Texans, notifications of opportunities for public input/public meetings, the Ozone Season Emissions Reduction Campaign, Unmanned Aircraft System safety and integration initiatives, and the Vehicle Technologies Program. RTC approval will be used as recommendation to the NCTCOG Executive Board on September 26, 2019.

Performance Measure(s) Addressed:

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

4.2. North Texas Freight Terminal Electrification 2019 Call for Projects

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to open a new, competitive call for projects to subaward funds through the North Texas Freight Terminal Electrification 2019 Call for Projects. The Surface Transportation Technical Committee recommended Regional Transportation Council approval at its August 23, 2019, meeting.

Background: In June 2018, the North Central Texas Council of Governments submitted a grant proposal to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program authorized by the Diesel Emissions Reduction Act. The EPA has awarded this proposal, which provides federal funds for a project to identify locations and install EPA-verified electrified parking spaces and related infrastructure including electric capable kits and power monitoring equipment at freight terminals and distribution centers that primarily receive heavy-duty trucks with Transport Refrigeration Units within the 10-county ozone nonattainment area. [Electronic Item 4.2](#) provides additional details including the schedule and project selection criteria.

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. Uber Relocation to the Dallas-Fort Worth Region

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request approval of the mobility partnership program for Uber to come to the Dallas-Fort Worth region, including

data sharing with the North Central Texas Council of Governments (NCTCOG) and creation of a regional clearing house.

Background: Uber is electing to move staff members to the City of Dallas. NCTCOG staff was asked to identify mobility components that could assist in Uber deciding to come to the Dallas-Fort Worth region. [Reference Item 5.1](#) documents the requested partnership program and NCTCOG staff requests flexibility to identify other funding partners, as well as the funding source for this action. In negotiations with Uber, and as part of the Surface Transportation Technical Committee's recommendation, the following statement is being requested as part of the Regional Transportation Council (RTC) action. "In addition to these financial commitments, the RTC requests Uber share transportation-related data with the region. One way to maximize the efficiency and effectiveness of this information exchange is for Uber to request the RTC play a coordination role with interested public-sector governments. [Electronic Item 5.2](#) contains correspondence from Dallas County Commissioner John Wiley Price. [Electronic Item 5.3](#) contains an email sent to Commissioner Price in advance of his correspondence.

Performance Measure(s) Addressed:

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

1:40 – 1:50

6. **Skillman/Audelia and Garland Interchange: Expediting the IH 635 East Project**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) action to negotiate a funding partnership program with the City of Garland in the vicinity of IH 635 East and Garland Avenue.

Background: During the Texas Department of Transportation (TxDOT) procurement process for IH 635 East, potential contractors submitted alternative technical concepts at Skillman/Audelia and Garland Avenue. City of Dallas Deputy Mayor Pro Tem B. Adam McGough put together a team to work with TxDOT and RTC staffs on the Skillman/Audelia design ideas. City of Garland Mayor Pro Tem Richard Aubin put together a team to work with TxDOT and RTC on the area at Garland Avenue. The TxDOT design process resulted in a Skillman/Audelia bridge that met or exceeded the community's needs at a lower cost. The Garland Avenue design also led to a lower cost but was not equivalent to all the desires of the City of Garland. In order to build IH 635 East as one project now, due to potential complications at the KCS Railroad, North Central Texas Council of Governments staff requested that the City of Garland accept the design and give the RTC a chance to offset elements of the recommendation that are not fully

consistent with Garland's interest. Staff will request that the RTC take a position thanking the community for aiding in the ability for IH 635 East to go as one project now and request approval to negotiate with the City of Garland on transportation-related or other ideas that will suffice in meeting Garland's needs. The specific recommendation, if approved, would come back to the RTC to be included in the Transportation Improvement Program. [Electronic Item 6.1](#) contains a more detailed representation of the final design at IH 635 East and Garland Avenue. [Electronic Item 6.2](#) summarizes the City of Garland's position that RTC staff requested for RTC consideration.

Performance Measure(s) Addressed:

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

1:50 – 2:00 7. **2020 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10
Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the latest developments regarding the Regional 10-Year Plan and the projects funded by the Texas Transportation Commission (TTC) in the 2020 Unified Transportation Program (UTP).

Background: In December 2016, the Regional Transportation Council (RTC) approved a set of projects for Fiscal Year 2017-2026 funded with Category 2 (MPO selection) and Category 4 (Texas Department of Transportation (TxDOT) District selection) and submitted for TTC consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. In August 2018, the RTC approved an update to the Regional 10-Year Plan that primarily incorporated various project updates received to date. Since that time, North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the Regional 10-Year Plan to be included in the 2020 UTP. After receiving RTC approval of the Regional 10-Year Plan in May 2019, staff worked with the TxDOT districts to submit final project lists to TxDOT headquarters in June. A draft UTP was released in July. In August, NCTCOG staff submitted a series of public comments addressing changes that needed to be made to the draft UTP, including requesting that all RTC-approved Category 2 funds be placed in the UTP. The final 2020 UTP was approved by the TTC at its August 29, 2019, meeting.

[Electronic Item 7.1](#) contains the proposed list of projects. Additional information on the latest developments can be found in [Electronic Item 7.2](#).

Performance Measure(s) Addressed:

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

2:00 – 2:05

8. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update**

- Action Possible Action Information Minutes: 5

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff requests Regional Transportation Council approval of the Disadvantage Business Enterprise (DBE) Participation Goal for FY2020-2022 for United States Department of Transportation-assisted contracting opportunities.

Background: The North Central Texas Council of Governments is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2019. The 45-day public comment period for the proposed FY2020-2022 DBE Participation Goal closed on August 30, 2019. [Electronic Item 8](#) includes additional details.

Performance Measure(s) Addressed:

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

2:05 – 2:10

9. **Interstate Highway 45 Zero-Emission Vehicle Corridor Plan and Alternative Fuel Updates**

- Action Possible Action Information Minutes: 5

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) endorsement of an application to the Federal Highway Administration (FHWA) Solicitation for Alternative Fuels Corridor Deployment Plans. Staff received Surface Transportation Technical Committee recommendation of RTC approval at the August 23, 2019, meeting. Updates will also be presented on FHWA alternative fuel corridor designations, electric vehicle trends.

Background: The Fixing America's Surface Transportation (FAST) Act included a requirement for the Secretary of Transportation to designate national electric vehicle charging, hydrogen, propane, and natural gas fueling corridors. Since 2016, FHWA has been designating segments of highways as alternative fuel corridors. The North Central Texas Council of Governments (NCTCOG) has been involved in submitting recommendations for corridor designation either directly to FHWA or to the Texas Department of Transportation since inception of the program, with the most recent recommendations approved by RTC in December 2018. FHWA determinations on these most recent rounds of submittals were released earlier this year.

Following the most recent round of corridor designations, the FHWA announced a Solicitation for Alternative Fuels Corridor Deployment Plans in early July. The solicitation has three main goals: to develop a Corridor Deployment Plan to build alternative fueling and charging stations at strategic locations along a select national corridor, to transition current corridor-pending interstates or segments to corridor-ready status, and to develop public-private partnerships for locating or co-locating alternative fueling and charging facilities. Proposals for this opportunity were due September 9th. NCTCOG requests RTC endorsement of an application to develop a Corridor Deployment Plan that will establish I-45 as a Zero-Emission Vehicle corridor, including both electric vehicles charging and hydrogen refueling infrastructure. This plan would be developed in collaboration with the Houston-Galveston Area Council. [Electronic Item 9](#) provides additional details.

Performance Measure(s) Addressed:

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

2:10 – 2:15

10. 2008 Ozone Air Quality Standard

- Action Possible Action Information Minutes: 5

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an update on the 2008 ozone standard reclassification.

Background: The Dallas-Fort Worth (DFW) region did not meet the July 20, 2018, attainment date for the 2008 ozone standard. As a result, the Environmental Protection Agency recently took final action to reclassify the DFW area from “moderate” nonattainment to “serious” nonattainment.

Additionally, the Texas Commission on Environmental Quality (TCEQ) published the proposed State Implementation Plan (SIP) revision as required for the region’s reclassification. The TCEQ is anticipated to approve the SIP revision September 11, 2019, with the comment period opening September 13, 2019. Please see [Electronic Item 10](#) for additional details.

Performance Measure(s) Addressed:

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

2:15 – 2:25

11. Virgin Hyperloop One/High-Speed Rail Update

- Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will highlight recent high-speed rail activities and events held as part of the Virgin Hyperloop One Roadshow.

Background: [Electronic Item 11](#) provides additional details about high-speed rail and hyperloop technology. This item will summarize the following initiatives:

- High-Speed Rail from Houston to Dallas (No Hyperloop Options)
- Dallas/Arlington/Fort Worth Environmental Clearance Including the Evaluation of Technology Options
- Fort Worth to Laredo Feasibility and Stakeholder Input Including the Evaluation of Technology Options
- Events at AT&T Stadium in August: Private-Sector Meeting, Public-Sector Meeting, and STEM Outreach Events for Students
- Certification Facility for Hyperloop

Performance Measure(s) Addressed:

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

12. **Progress Reports**

- Action Possible Action Information

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

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

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

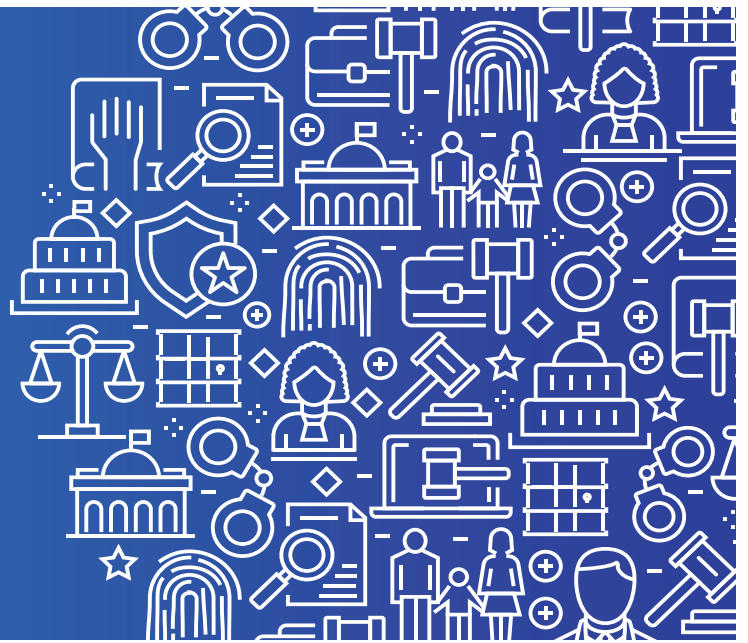
14. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, October 10, 2019**, at the North Central Texas Council of Governments.

North Central Texas
Council of Governments

**Transportation and
Air Quality Bills of
Interest Summary**

86th Texas Legislature



Appropriations/Revenue

HB 1 (Zerwas/Nelson) Fiscal Year 2020-2021 Statewide Budget

ARTICLE VI – Natural Resources

Texas Commission on Environmental Quality (TCEQ)

Funding for the Texas Commission on Environmental Quality includes the following amounts:

- \$4.5 million in General Revenue-Dedicated Funds from Clean Air Account No. 151 for air quality-planning activities to reduce ozone in near nonattainment areas; and
- an estimated \$1.3 million in General Revenue-Dedicated Funds from Clean Air Account No. 151 for the expedited processing of air permit applications at 2018-19 biennial spending levels, with authority for an additional 10 full-time equivalent positions.

Air Quality Planning

Amounts appropriated include \$4.5 million for the biennium out of the Clean Air Account No. 151 Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in areas not designated as nonattainment areas during the 2018-19 biennium and as approved by the TCEQ.

Expenditure of these funds are limited to inventorying emissions, monitoring of pollution levels, and administration of the program. The TCEQ shall allocate \$281,250 to each area and the remaining funds proportionally to each area with a population in excess of \$350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).

For informational purposes, these areas may include, but are not limited to, Waco, El Paso, Beaumont, Austin, Corpus Christi, Granbury, Killeen-Temple, Longview-Tyler-Marshall, Victoria and Atascosa, Bandera, Comal, Guadalupe, Kendall, Medina, and Wilson counties.



Texas Emissions Reduction Plan (TERP):

Amounts appropriated in Air Quality Assessment and Planning include \$77,369,870 in fiscal year 2020 and \$77,369,867 in fiscal year 2021 out of the TERP Account No. 5071. Pursuant to Health and Safety Code §386.252, the table below provides an estimated allocation for the TERP Account No. 5071 appropriations for each authorized use of the funds for the 2020-21 biennium.

Programs	2020	2021
TERP Administration	\$ 8,000,000	\$ 8,000,000
Regional Air Monitoring Program	\$ 3,000,000	\$ 3,000,000
Emissions Reduction Incentive Grants	\$ 30,166,245	\$ 30,169,911
Clean School Bus	\$ 3,094,795	\$ 3,094,795
Alternative Fueling Facilities Program	\$ 6,000,000	\$ 6,000,000
Governmental Alternative Fuel Fleet Program	\$ 3,000,000	\$ 3,000,000
Clean Fleet Program	\$ 3,868,494	\$ 3,868,493
Natural Gas Vehicle Grant Program	\$ 7,736,987	\$ 7,736,987
Light-Duty Motor Vehicle Incentive Program	\$ 3,868,494	\$ 3,868,493
Cargo Movement Studies/Pilot Programs	\$ 500,000	\$ 500,000
New Technology Implementation Grants	\$ 2,321,096	\$ 2,321,096
Health Effects Study	\$ 200,000	\$ 200,000
Research	\$ 750,000	\$ 750,000
Energy Systems Laboratory Contract	\$ 216,000	\$ 216,000
Seaport and Rail Yard Areas Emissions Reduction	\$ 4,642,192	\$ 4,642,192
Total	\$ 77,375,437	\$ 77,371,767

ARTICLE VII – Business And Economic Development

Transportation

Funding for the Texas Department of Transportation (TxDOT) for the 2020-21 biennium includes \$31.1 billion in All Funds, an increase of \$0.3 billion from the 2018-19 biennium.

Funding includes the following amounts: an estimated \$5.0 billion from anticipated state sales tax deposits to the State Highway Fund (SHF) pursuant to Proposition 7, 2015 (an increase of \$0.1 billion); an estimated \$3.9 billion from oil and natural gas tax-related deposits to the SHF pursuant to Proposition 1, 2014 (an increase of \$0.6 billion); and all SHF available from traditional transportation tax and fee revenue sources, estimated to be \$9.3 billion for the 2020–21 biennium (an increase of \$0.7 billion). These increases are offset by a decrease of \$1.3 billion in Other Funds from bond proceeds. The supplemental appropriations bill includes \$125.0 million from the Economic Stabilization Fund to provide grants to counties through the Transportation Infrastructure Fund.

Funding provides \$27.2 billion in All Funds for highway planning and design, right-of-way acquisition, construction, and maintenance and preservation. The All Funds amount includes \$10.8 billion in Federal Funds; \$7.5 billion from traditional SHF revenue sources; \$4.4 billion from Proposition 7, 2015, proceeds and \$3.9 billion from Proposition 1, 2014, proceeds for constructing, maintaining, and acquiring rights-of-way for nontolled public roadways; and \$0.5 billion from the Texas Mobility Fund and regional toll project revenues.

Funding provides \$2.2 billion in All Funds for debt service payments and other financing costs, including \$1.5 billion in Other Funds from the SHF and the Texas Mobility Fund; \$0.6 billion in Other Funds from Proposition 7, 2015, SHF proceeds for General Obligation bond debt service; and \$117.0 million in Federal Funds from Build America Bond interest payment subsidies.

The bill takes effect September 1, 2019.



HB 4280 (Morrison) - Relating to funding for counties for transportation infrastructure projects located in areas of the state affected by increased oil and gas production.

HB 4280 amends the formula in the current TxDOT grant program from the Transportation Infrastructure Fund that makes grants to counties only for transportation infrastructure projects where increased oil and gas production takes place.

The new grant distribution funding breakdown consists of the following: 10 percent according to weight permits, 20 percent according to oil and gas production taxes, 45 percent based on horizontal well completions, 10 percent according to the volume of oil and gas waste injected, and 15 percent according to vertical well completions.

Competitive bidding is required for contracts funded by grants. A county that enters into a transportation infrastructure project contract that involves construction or maintenance of roads and is funded by a grant must advertise bids for the contract, receive multiple competitive bids, and award the contract to the lowest bidder. When the county advertises for bids there are certain articles that must be included in the advertisement. These articles include construction documents estimated budget, project scope, estimated project completion date, and any other relevant information that a bidder may require to submit a bid. A county must spend the grant within five years of the award.

The bill takes effect September 1, 2019.

SB 69 (Nelson) - Relating to the authority of the comptroller regarding the management of the *General Revenue Fund* and the *Economic Stabilization Fund*.

SB 69 revises how the state determines the sufficient balance for the Economic Stabilization Fund (ESF). The bill eliminates the legislative committee that previously established the necessary balance in the ESF for transfers to the State Highway Fund. SB 69 would authorize the Comptroller to establish the threshold balance of the ESF to seven percent of the certified general revenue related appropriations made for that biennium.

SB 69 also changes the share of the ESF balance the Comptroller would be able to invest in accordance with the prudent investor investment standard. The Comptroller is now required to keep 25 percent or more of the total fund balance in a liquid reserve. The other 75 percent may be invested in a diversified portfolio of fixed income investments. The fund must remain liquid to allow for short term access to the funds and meet the cash flow requirements of the ESF.

The bill takes effect September 1, 2019.

SB 282 (Buckingham) - Relating to the allocation of money associated with delays of transportation projects.

SB 282 requires TxDOT to establish a system to track liquidated damages, including road user costs retained by TxDOT associated with delayed transportation project contracts. TxDOT must correlate the liquidated damages with the project that was the subject of the damages and each TxDOT district in which the project that was the subject of the damages is located.

The bill requires TxDOT to determine each year for each TxDOT district the amount of money retained from such damages in the previous year that is attributable to projects located in the district and to allocate each year to each TxDOT district an amount of money determined in such a manner to be used for transportation projects located in that district. If a transportation project that was the subject of liquidated damages is located in more than one TxDOT district, the amount of the liquidated damages from that project must be allocated among the districts in which the project is located.

The bill takes effect September 1, 2019.

SB 962 (Nichols) - Relating to the determination of the sufficient balance of the *Economic Stabilization Fund* for purposes of allocating general revenue to that fund and the *State Highway Fund*.

SB 962 changes the sunset date for Proposition 1 funding from December 31, 2024, to December 31, 2034.

The bill takes effect September 1, 2019.



HB 1346 (Ed Thompson) - Relating to the eligibility requirements for the *Diesel Emissions Reduction Incentive Program*.

HB 1346 amends the Diesel Emissions Reduction Incentive Program. HB 1346 states that the TCEQ may decide the minimum amount of vehicle miles traveled in a nonattainment area in order to qualify for the program, provided the minimum percentage is not less than 55 percent

The bill takes effect September 1, 2019.

HB 1627 (Morrison) - Relating to the removal of certain counties from the *Texas Emissions Reduction Plan*.

Removes Victoria County from the list of effected counties for purposes of the TERP program, removing the county from eligibility for TERP grants.

The bill takes effect immediately.

HB 2604 (Sanford) - Relating to the number of emissions inspections performed by certain vehicle inspection stations.

HB 2604 prohibits the Texas Department of Public Safety (TxDPS) from enforcing a rule that currently allows an inspection station to perform a limited number of emissions inspections on a motor vehicle per month. Currently, the number of emissions inspections conducted by a station are not limited by the TxDPS.

The bill takes effect on January 1, 2020.

HB 3745 (Bell) - Relating to the *Texas Emissions Reduction Plan Fund and Account*.

HB 3745 extends the sources of funding for the TERP program and extends the fee and surcharge revenues until all areas in Texas have been designated by the Environmental Protection Agency as in attainment. Deposit of fees and surcharges and the transfer of funds for TERP will continue until September 1, 2021.

The bill also reestablishes the TERP Fund as a trust fund outside the state treasury to be held by the Comptroller and administered by TCEQ as the trustee beginning September 1, 2021. The bill would authorize monies in the TERP Fund to be expended without legislative appropriation and would direct TCEQ to transfer any remaining unencumbered balances to the TERP Account no later than the 30th day after the last day of the state fiscal biennium.

The bill would increase the administrative allocation funded from both the TERP Account and the TERP Fund from \$8 to \$16 million each year.

The bill takes effect August 30, 2019.

SB 604 (Buckingham) - Relating to the continuation and functions of the Texas Department of Motor Vehicles and to the operations of certain other entities performing functions associated with the Department.

SB 604 is the Texas Department of Motor Vehicles (TxDMV) Sunset bill. In addition to changes to statute related to the TxDMV, the bill includes language on conducting a study on alternatively fueled vehicles.



The TxDMV must organize a study on:

- the impact of alternatively fueled vehicles, defined as a motor vehicle capable of using fuel other than gasoline or diesel, in Texas;
- the options available for collecting fees from owners of alternatively fueled vehicles to replace the loss of revenue from motor fuel taxes; and
- the feasibility and desirability of establishing a fee for alternatively fueled vehicles.

The study will be conducted by TxDMV, TxDOT, the Public Utility Commission of Texas, TxDPS, and TCEQ and must examine the following:

- the current revenue generated from motor fuel taxes imposed on a conventional vehicle and each type of alternatively fueled vehicle for each mile the vehicle is operable;
- the net revenue generated by fees and taxes paid by owners of alternatively fueled vehicles and conventional vehicles for the use of the vehicle, including registration fees, motor fuel taxes, and any taxes, fees, and surcharges on the retail sale of electricity consumed by alternatively fueled vehicles;
- the methods to determine the average number of miles traveled in Texas by alternatively fueled vehicles and conventional vehicles each year;
- the type and amount of fees by which other states generate revenue from alternatively fueled vehicles and conventional vehicles;
- alternative methods for determining and collecting road use fees from owners of alternatively fueled vehicles, including methods that consider the weight of and the number of miles traveled by an alternatively fueled vehicle;
- the projected revenue to the state for each method examined;
- the projected impact of alternatively fueled vehicles on the state highway system, including the maintenance required because of the impact;
- the projected direct environmental benefit of alternatively fueled vehicles on vehicle emissions in the state; and
- the projected impact of alternatively fueled vehicles to the state's power grids and electricity markets.

The TxDMV must submit to the Governor and the Legislature a written report by December 1, 2020, that includes a summary of the results of the study and any legislative recommendations.

The bill takes effect September 1, 2019.

Bicycle/Pedestrian

HB 2188 (Frullo) - Relating to the operation of electric and non-electric bicycles.

HB 2188 defines "bicycle" as a device that a person may ride that is capable of being ridden solely using human power and has two tandem wheels at least one, of which, is more than 14 inches in diameter. HB 2188 defines three classes of electric bicycles and defines an "electric bicycle" as a bicycle equipped with fully operable pedals, an electric motor of fewer than 750 watts, and a top assisted speed of 28 miles per hour or less.

HB 2188 states that the TxDPS and local authorities are restricted from prohibiting the use of an electric bicycle in an area in which the operation of a nonelectric bicycle is permitted, unless the area is a path that is not open to motor vehicles and has a natural surface tread made by clearing and grading the native soil without adding surfacing materials. However, TxDPS and local authorities can prohibit the operation of a bicycle on a sidewalk and establish speed limits for bicycles on paths set aside for the exclusive operation of bicycles and other paths on which bicycles may be operated.

A "Class 1" electric bicycle is defined as a bicycle equipped with a motor that assists the rider only when the rider is pedaling and with a top speed of 20 miles per hour or less. A "Class 2" electric bicycle means an electric bicycle equipped with a motor that may be used to propel the bicycle without the pedaling of the rider and has a top speed on 20 miles per hour or less. A "Class 3" electric bicycle assists the rider only when pedaling with a top speed of more than 20 but less than 28 miles per hour. Class 3 electric bicycles must have riders over 15 years of age. Riders under 15 may be passengers on a Class 3 electric bicycle. Class 3 bicycles must be equipped with a functioning speedometer.



Manufacturers must label their products in a prominent position, in a 9-point font, in order to alert consumers to whether the electric bicycle is a Class 1, 2, or 3 electric bicycle. If an electric bicycle is altered, then the alteration must replace the label to correspond. Manufacturers must also ensure that the bicycle complies with requirements under United States Consumer Product Safety Commission under 16 C.F.R., Part 1512.

The bill takes effect September 1, 2019.

City Planning/Land Use/Annexation/Development

HB 347 (King) - Relating to consent annexation requirements.

HB 347 eliminates unilateral annexations in home rule cities. The bill eliminates the definitions of Tier 1 and Tier 2 cities and counties created by SB 6 (85th-1) related to annexation. Landowner or voter approval is now required for most annexations.

The bill repeals the municipal annexation definitions of "Tier 1 county," "Tier 2 county," "Tier 1 municipality," and "Tier 2 municipality" and repeals the general annexation authority provisions and procedures applicable to a Tier 1 municipality.

HB 347 also repeals provisions that limit a Tier 2 municipality from applicable provisions relating to consent annexations, including provisions relating to general annexation authority and procedures, the annexation of an area on the request of owners, the annexation of an area with a population of less than 200 by petition, and the annexation of an area with a population of at least 200 by election.

In addition, the bill repeals provisions relating to arbitration of a strategic partnership agreement between a municipality and an applicable conservation and reclamation district and provisions relating to annexation and incorporation procedures for certain unincorporated communities in certain counties.

Finally, the bill authorizes certain narrowly-defined types of annexation (city-owned airports, reservoirs) to continue using a service plan, notice, and hearing annexation procedure. In addition, annexation is allowed on request of a landowner, in areas with less than 200 population by petition of the voters, and if required, petition of the landowners.

The bill is effective immediately.

HB 2439 (Phelan) - Relating to certain regulations adopted by governmental entities for the building products, materials, or methods used in the construction of residential or commercial structures.

HB 2439 prohibits a government entity from adopting or enforcing any rule, ordinance, building code, or regulation that prohibits or limits, directly or indirectly, the use or installation of a building product or material in the construction, renovation, maintenance, or other alteration of a residential or commercial building if the building product or material is approved for use by a national model code published within the last three code cycles. Cities cannot establish a standard for a building product, material or aesthetic method on a building if more stringent than a standard in a national model code within last three cycles.

A rule, charter, provision, ordinance, order, or other regulation adopted by a governmental entity that conflicts with the bill, is void. The attorney general may bring an action in the name of the state to enjoin a violation of the bill and may recover reasonable attorney's fees and costs incurred in bringing an action under the bill.

The bill takes effect September 1, 2019.

Freight

HB 4166 (VanDeaver) - Relating to a study of the feasibility of the expansion of navigation on the Red River by the Red River Authority of Texas.



HB 4166 directs the Red River Authority of Texas to study the feasibility of increasing navigation on the Red River, between Texarkana and Denison, by completing the navigation system of locks and dams or other means. The Authority must submit the study to a legislative committee before January 1, 2021.

HB 4166 expires January 2, 2021.

The bill takes effect September 1, 2019.

Government/MPOs/Open Meetings/Public Information

HB 2736 (Darby) - Relating to the authority of a governmental unit that has withdrawn from a regional planning commission to join another regional planning commission.

HB 2736 outlines a process for transferal from one regional planning commission to an adjacent one. A government unit that has withdrawn from a regional planning commission may join another if the transfer is approved by the withdrawing unit and the commission the unit wishes to join. The government unit must submit a written request in the form and manner prescribed by the Office of the Governor and demonstrate that the transfer improves the health, safety, and general welfare of their residents, and helps plan for the future development of communities. The Governor must also sign the order to complete the transfer.

The bill takes effect immediately.

HB 2840 (Canales) - Relating to the right of a member of the public to address the governing body of a political subdivision at an open meeting of the body.

HB 2840 requires governmental bodies to allow each member of the public to give input on agenda items during open meetings. A government body is defined as:

- a county commissioners court in the state;
- a municipal governing body in the state;
- a deliberative body that has rulemaking or quasi-judicial power and that is classified as a department, agency, or political subdivision of a county or municipality;
- a school district board of trustees;
- a county board of school trustees;
- a county board of education;
- the governing board of a special district created by law;
- a local workforce development board
- a nonprofit corporation that is eligible to receive funds under the federal community services block grant program and that is authorized by this state to serve a geographic area of the state;
- a nonprofit corporation that provides a water supply or wastewater service, or both, and is exempt from ad valorem taxation; and
- a joint board created under Transportation Code 22.074 (county and municipal airports).

Input must be given before or during the consideration of the agenda item and not after. HB 2840 also mandates governmental bodies to adopt reasonable rules regarding the public's right to address the body, including rules regarding time limits. Non-English speakers with a translator must be given double time during open meetings to address and communicate with the body. A governmental body may not prohibit public criticism of the body.

The bill takes effect September 1, 2019.



SB 494 (Huffman) - Relating to certain procedures applicable to meetings under the *Open Meetings Law* and the disclosure of public information under the *Public Information Law* in the event of an emergency, urgent public necessity, or catastrophic event.

SB 494 states that during times of emergency, notice of meeting to deliberate on the emergency or urgent public necessity is posted for at least one hour before the meeting is convened. The previous law mandated was two hours. Matters must be directly related to responding to the emergency. Fire, flood, earthquake, hurricane, tornado, or wind, rain, or snowstorm, power failure, transportation failure, or interruption of communication facilities, epidemic, or riot, civil disturbance, enemy attack, or other actual or threatened act of lawlessness or violence are considered emergencies under SB 494.

A governmental body could suspend the public information requirements if the body was currently impacted by a catastrophe. The initial suspension period could be extended one time for not more than seven consecutive days that began on the day following the day the initial suspension period ended.

The bill takes effect September 1, 2019.

SB 944 (Watson) - Relating to the *Public Information Law*.

SB 944 requires governmental bodies to disclose information to the public upon written request, unless that information is excepted from disclosure.

The bill defines “temporary custodian” as an officer or employee of a governmental body who, in transaction of official business, creates or receives public information that the officer or employee has not provided to the officer for public information of the governmental body or the officer’s agency.

SB 944 states that a current or former employee of a governmental body who maintains public information on a privately-owned device must forward or transfer the information to a server maintained by the government body and preserve the information in a backup and on the privately-owned device.

SB 944 adds duties of officers for public information. Now, public information officers must make reasonable efforts to obtain public information from a temporary custodian if the information has been requested by the governmental body, the officer for public information is aware of facts sufficient to warrant a reasonable belief that the temporary custodian has control of the information, the officer for public information is unable to comply with the duties imposed by this section without obtaining it first from the temporary custodian, and the temporary custodian has not provided the information to the officer.

Neither a temporary custodian, nor a public information officer, has property rights to public information. If a public information officer asks for the information, then the temporary custodian must relinquish it within 10 days. If a temporary custodian fails to do this, they face disciplinary action.

Any person may make a written request for public information via US mail, email, hand delivery, fax, or submission via the Internet. The request for public information may not be granted unless the submission is made via aforementioned avenues. The attorney general must create a public information request form that is confidential.

The bill takes effect September 1, 2019.

SB 1640 (Watson) - Relating to changing the criminal offense of conspiracy to circumvent the *Open Meetings Law*.

SB 1640 amends Government Code to revise the conduct constituting the offense of conspiring to circumvent state open meetings laws. The bill attempts to revive the offense of using a “walking quorum” to make public policy without gathering in a quorum.

The bill makes it an offense for a member of a governmental body to knowingly engage in at least one communication among a series of communications that occurs outside of an authorized open meeting concerning an issue within the



jurisdiction of the governmental body in which individual communications constitute fewer than a quorum of members, and if the member knew, at the time, involved or would involve a quorum and would constitute a deliberation once a quorum of members engaged in the series of communications.

The bill would also modify the definition of "deliberation" to include written exchanges.

The bill is effective immediately.

Roadways, Highway Construction and Delivery

HB 310 (Hall) - Relating to the designation of a portion of Farm-to-Market Road 1570 in Hunt County as the John L. Horn Memorial Parkway.

Designates a portion of the highway on FM 1570, between its intersection with State Highway 34 and State Highway 66, and Spur 1570, between its intersection with State Highway 66 and U.S. Highway 380, as the John L. Horn Memorial Parkway.

The bill takes effect September 1, 2019.

HB 1542 (Martinez) - Relating to changes made by certain design-build contractors to the design-build team for transportation projects.

HB 1542 prohibits a design-build contractor, selected for a contract, from making changes to companies or entities identified as part of the design-build team in a response to a request for proposals unless, 1) a company or entity is no longer in business, is unable to fulfill its legal, financial, or business obligations, or can no longer meet the terms of the teaming agreement proposed for the project with the design-build contractor, then they are exempt, 2) a company or entity voluntarily removes itself from the team, then they are also exempt, 3) a company or entity fails to provide a sufficient number of qualified personnel to fulfill the duties identified during the proposal stage, or 4) fails to negotiate in good faith in a timely manner.

This language is added to Transportation Code, Chapter 223, Bids and Contracts for Highway Projects and Chapter 370, Regional Mobility Authorities.

The bill takes effect September 1, 2019.

HB 2830 (Canales) - Relating to certain requirements for and limitations on design-build contracts for highway projects of the Texas Department of Transportation.

HB 2830 updates the current restriction of three design-build projects per fiscal year to allow for a total of six design-build contracts per fiscal biennium. In addition, the bill adds that a request for proposal must include certain information, including a schematic design that is 30 percent complete.

The bill takes effect September 1, 2019.

HB 2899 (Leach) - Relating to civil liability and responsibility for defects in the plans, specifications, or other documents for the construction or repair of roads, highways, and related improvements.

HB 2899 states that a contractor who enters into a contract with a government entity is not civilly liable or otherwise responsible for the accuracy, adequacy, sufficiency, suitability, or feasibility of any project specifications and is not liable for



damages caused by defects in the project specifications or errors or negligent acts by government entities under contract in the rendition of professional duties arising out of project specifications. This does not apply to outside consultants retained by a governmental entity whose job is to monitor the project specifications.

HB 2899 also prohibits a governmental entity from requiring that engineering or architectural services be performed to a level of professional skill and care beyond the level that would be provided by an ordinarily prudent engineer or architect with the same professional license and under the same or similar circumstances in a contract for engineering or architectural services.

The bill is effective immediately.

Safety

HB 339 (Murr) - Relating to the placement of speed limit signs at the end of construction or maintenance work zones.

When a road construction work zone ends on a road or highway in the state highway system, a sign must be placed at the end of the work zone to alert motorists that the usual speed limit has been restored.

The bill takes effect September 1, 2019.

HB 771 (Davis) - Relating to the placement of warning signs in areas where the use of a wireless communication device is prohibited.

HB 771 amends the Transportation Code to broaden the application of an existing law that requires posting of certain signage concerning the prohibition of a wireless communication device while operating a motor vehicle within a school crossing zone. The bill specifically changes references in Transportation Code from “a municipality, county, or other political subdivision” to “a local authority.”

The bill also clarifies that TxDOT is required to adopt standards for this signage, which it currently does.

The bill also bans bus drivers from using their wireless devices while operating the bus, unless the operator needs to use a wireless device in the performance of their duties or as a two-way radio.

The bill takes effect September 1, 2019.

HB 1631 (Stickland) - Relating to prohibiting the use of photographic traffic signal enforcement systems.

HB 1631 prohibits a local authority from implementing or operating a photographic traffic enforcement system. These enforcement systems are most often referred to as red-light cameras. A local authority may not issue a civil or criminal charge or citation for an offense or violation based on a recorded image produced by a photographic traffic signal enforcement system.

The bill states that the Attorney General must enforce the ban on red-light cameras. HB 1631 also prohibits these various political subdivisions from issuing citations based on photos gathered by red-light cameras. If a political subdivision had entered into an agreement to provide funding for red-light camera administration and enforcement, then that contract may be allowed to continue and exist if it was entered into before May 7, 2019.

A provision in this bill bans the TxDMV and county assessor-collectors from refusing to register motor vehicles alleged to have been involved in a violation involving a red-light camera violation. HB 1631 also deletes numerous sections of code regarding red-light camera enforcement.

The bill takes effect immediately.



HB 2775 (Krause) - Relating to the movement of pedestrians in front of, under, between, or through rail cars at a railroad grade crossing.

HB 2775 prohibits a pedestrian from moving in front of, under, between, or through the cars of a moving or stationary train occupying any part of a railroad crossing.

The bill takes effect September 1, 2019.

HB 3871 (Krause) - Relating to the process for establishing speed limits on roads near certain schools.

A county commissioner's court may declare a school zone of not less than a speed limit of 20 miles per hour on a county road or highway that is located within 500 feet of an elementary, secondary, or open-enrollment charter school or institution of higher education.

Currently a school can hold a public hearing once per year to consider speed limits near public or private schools. The bill adds charter schools to the list of those entities that can hold a public hearing on lowering speed limits.

On request of the governing body of a school or institution of higher education following a public hearing held under this section, the governing body of a school may request the commissioner's court, municipal governing body, or Texas Transportation Commission to conduct an investigation on the highway or road that is the subject of the request. Upon the conclusion of the investigation, the commissioner's court, municipal governing body, or Texas Transportation Commission may also alter the speed limit.

The bill takes effect September 1, 2019.

SB 711 (Hinojosa) - Relating to allowing safety recall information to be included in a vehicle inspection report.

SB 711 mandates that the TxDPS includes vehicle safety recall notifications on vehicle inspection reports. The bill also mandates that TCEQ includes vehicle safety recall notifications on vehicle inspection reports. TCEQ and TxDPS may accept gifts, grants, or donations from any source to fund this initiative.

The bill takes effect September 1, 2019.

Technology: Automated Vehicles and Unmanned Aircraft

HB 2340 (Dominguez) - Relating to emergency and disaster management, response, and recovery.

HB 2340 encourages state agencies, local governments, nongovernment organizations, private entities, and individuals to adopt the Federal Emergency Management Agency's (FEMA) strategic plan for disaster preparation and response.

The bill creates an unmanned aircraft study group. The group shall study strategies for coordinating and promoting the use of unmanned aircraft among state agencies, local governments, and private entities to more effectively use unmanned aircraft in disaster response and recovery. The unmanned aircraft study group will also recommend changes to state law that would allow state agencies, local governments, and private entities to be more effective in disaster response and recovery. The study group shall create a report and submit it to the Legislature by November 1, 2020.

This bill also creates an information sharing workgroup. The workgroup would consist of members who represent the Comptroller's office, the Department of State Health Services, the Texas Department of Transportation, the General Land



Office, Health and Human Services Commission, institutions of higher education, and other appropriate federal agencies. The workgroup will develop recommendations for improving the way electronic information is stored and shared among state agencies and federal agencies to respond to disasters and coordinate agencies' responses to a disaster. This group would create a report for the Governor in November of even numbered years.

The bill takes effect September 1, 2019.

HB 3082 (Murphy) - Relating to investigating and prosecuting the criminal offense of operating an unmanned aircraft over or near certain facilities.

HB 3082 would have changed the offense of operation of an unmanned aircraft for conduct over or near certain critical infrastructure facilities from "intentionally or knowingly" to "with criminal negligence." The bill also mandates that a peace officer who investigates an offense under this section shall notify the Department of Public Safety. HB 3082 also contains language that would have added military installations to the list of critical infrastructures that unmanned aircraft could not fly over.

The bill was vetoed by Governor.

SB 969 (Hancock) - Relating to the operation of personal delivery and mobile carrying devices.

SB 969 allows for mobile carrying devices and personal delivery devices to deliver small cargo loads to individuals in certain areas.

The bill defines a mobile carrying device as a device that transports cargo while remaining within 25 feet of a human operator and is equipped with technology that allows the operator to actively monitor the device.

The bill defines a personal delivery device as a device manufactured primarily for transporting cargo in a pedestrian area or the shoulder of a highway and is equipped with automated driving technology, including software and hardware that enables the operation of the device with the remote support and supervision of a human.

A personal delivery device and a mobile carrying device are both required to be equipped with a braking system and lights. Both devices must yield to traffic, including pedestrians, not interfere with traffic, comply with local regulations, not transport hazardous materials in certain quantities and be monitored. The devices must travel at or under 10 miles per hour in pedestrian zones or 20 miles per hour or less on roadways or shoulder of highways. Local jurisdictions may enforce rules keeping the devices to speeds under 10 miles per hour if they see fit.

A personal delivery device must have contact information visible with a unique identification number. A local authority may regulate a personal delivery or mobile carrying device on a highway or in a pedestrian area in a manner consistent with this law. The bill does not affect the authority of a local police department to enforce Texas law relating to the operation of a personal delivery or mobile carrying device. A business entity that operates a personal delivery device must also maintain an insurance policy that includes general liability coverage of not less than \$100,000 for damages arising from the operation of the device.

The bill is effective immediately.

Tolling

HB 803 (Patterson) - Relating to financial reporting requirements for toll projects.

HB 803 requires entities that manage toll projects to publish a financial data report no later than 180 days after the end of their fiscal year. The report must include, 1) the final maturity of all bonds issued by the entity, 2) toll revenue for each toll project



for the previous fiscal year, 3) an accounting of total revenue collected and expenses incurred by the entity for the previous fiscal year (such as debt service, maintenance and operation costs, any other miscellaneous expenses, in addition to any surplus revenue), and 4) a capital improvement plan with proposed or expected capital expenditures over a period determined by the entity.

Toll project entities may also report amounts stored in debt reserve funds if their bondholders require it. Toll project entities are permitted to publish graphs, charts, and other visual aids on their website related to the financial report and must also prominently display the link on their website. If the toll project is a comprehensive development agreement (CDA), then they only have to publish the name and cost of the toll project and the termination date of the agreement.

The bill takes effect September 1, 2019.

SB 198 (Schwertner) - Relating to payment for the use of a highway toll project.

SB 198 requires TxDOT to provide electronic toll collection customers with the option to authorize auto payment of tolls through the withdrawal of funds from the customer's bank account.

An electronic toll collection customer using a transponder must activate and mount the device on their vehicle, provide the toll project entity accurate license plate and customer contact information, and keep that information updated. A toll project entity may not send an invoice or a notice of unpaid tolls to the owner of a vehicle soliciting payment unless the toll project entity determines whether there is an active toll collection customer account that corresponds to the transponder.

The bill also requires a toll project entity to satisfy unpaid tolls at the standard collection rate without accruing late fees or any other fees from an account if the account correctly corresponds to a transponder, if there is sufficient money in the account, and if the device was mounted correctly.

In addition, if a toll project entity discovers a transponder issued by the entity malfunctions more than 10 times within a 30-day period, it must be replaced. The entity should also send the customer a notice stating that the transponder is not working correctly and it should be replaced. However, the onus of responsibility to replace the transponder is on the customer and they will not receive additional notice.

SB 198 requires invoices or notices to be sent by mail or e-mail, if the customer elects to receive notice electronically. The bill also allows toll entities to share customer account information with each other.

The bill takes effect September 1, 2019.

SB 1091 (Nichols) - Relating to vehicles eligible for veteran toll discount programs.

SB 1091 authorizes a cap to the number of toll transponders issued to veterans who qualify for a toll discount program. It limits the number of transponders to two per qualified individual.

The bill is effective immediately.

SB 1311 (Bettencourt) - Relating to the electronic transmission of an invoice or notice of toll nonpayment by a toll project entity.

SB 1311 gives counties, a regional mobility authority, and toll project entities the option to provide certain invoices or notices of toll or turnpike project nonpayment, as applicable, as an electronic record. A notice or invoice can be sent as an electronic record, if the recipient of the information agrees to receive the information electronically, instead of first-class mail.

The bill takes effect September 1, 2019.



Transit

SB 1066 (Nelson) - Relating to certain coordinated county transportation authorities.

SB 1066 amends the Transportation Code to modify the composition of the Board of Directors of certain coordinated county transportation authorities (Denton County Transportation Authority).

The bill is effective immediately.

Index of Bills

Appropriations/Revenue

HB 1, HB 4280, SB 69, SB 282, SB 962

Air Quality

HB 1346, HB 1627, HB 2604, HB 3745, SB 604

Bicycle/Pedestrian

HB 2188

City Planning/Land Use/Annexation/Development

HB 347, HB 2439

Freight

HB 4166

Government/MPOs/Open Meetings/Public Information

HB 2736, HB 2840, SB 494, SB 944, SB 1640

Roadways, Highway Construction and Delivery

HB 310, HB 1542, HB 2830, HB 2899

Safety

HB 339, HB 771, HB 1631, HB 2775, HB 3871, SB 711

Technology: Automated Vehicles and Unmanned Aircraft

HB 2340, HB 3082, SB 969

Tolling

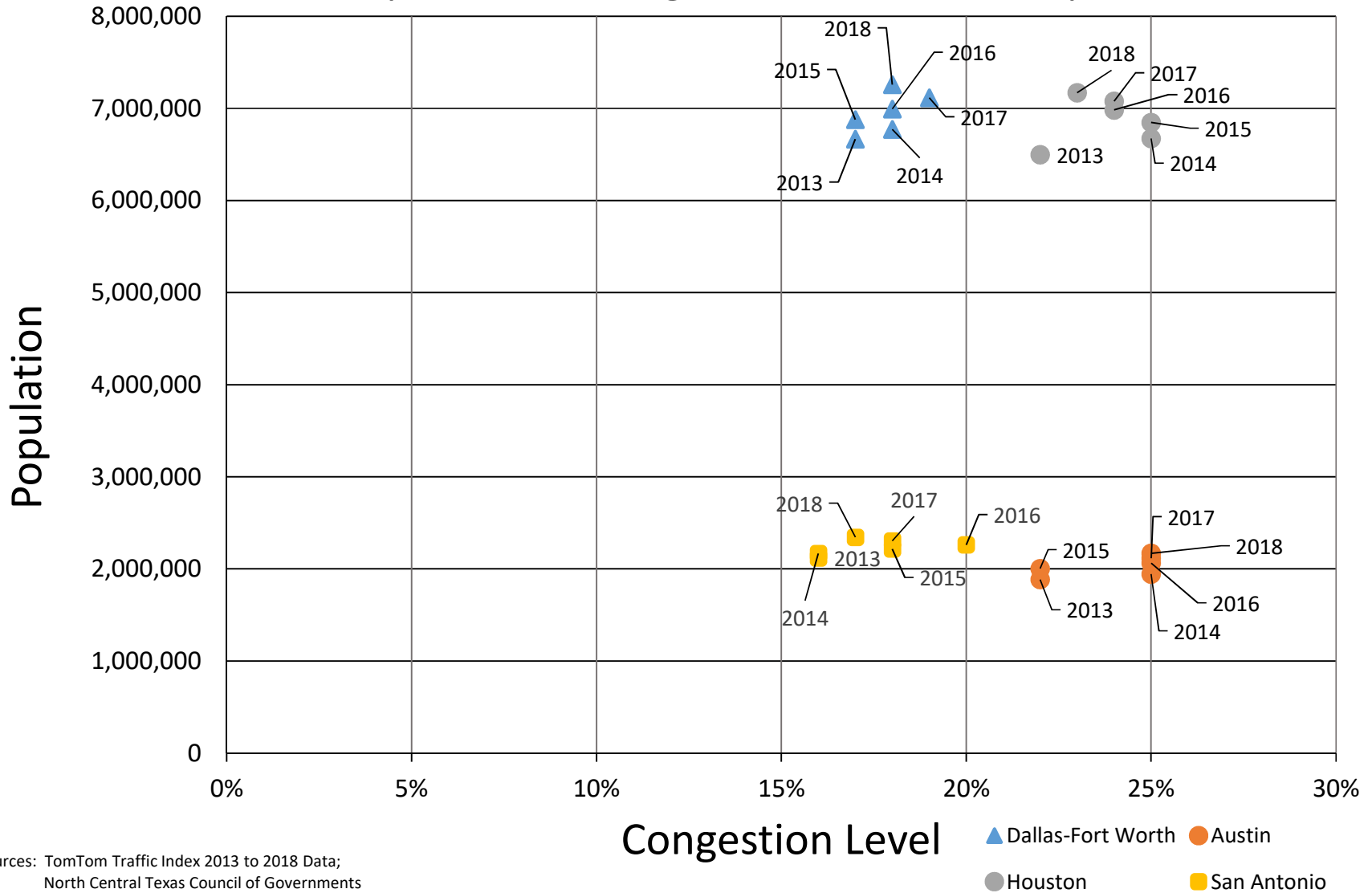
HB 803, SB 198, SB 1091, SB 1311

Transit

SB 1066

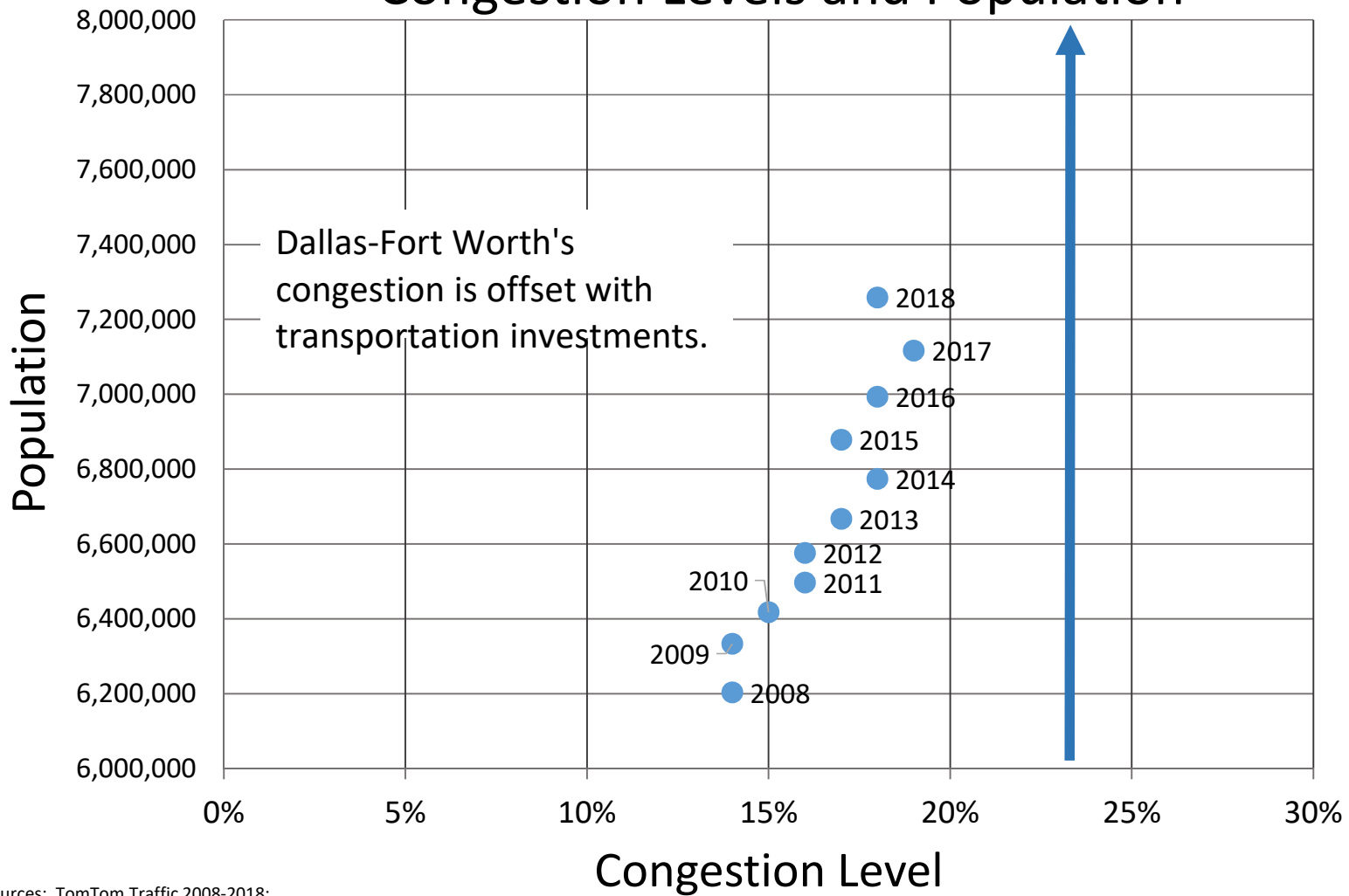


Austin, Dallas-Fort Worth, Houston, and San Antonio Comparison of Congestion Levels and Population



Sources: TomTom Traffic Index 2013 to 2018 Data;
North Central Texas Council of Governments

Dallas-Fort Worth Congestion Levels and Population



Sources: TomTom Traffic 2008-2018;
North Central Texas Council of Governments

2019 INFRA Discretionary Grant Program – Project Award

North Texas Strategic NHS Bridge Program

3

■ **TxDOT Dallas District Bridges:**

- Loop 12 NB at IH 35E SB (Dallas County) – Replacement
- US 80 EB at East Fork Trinity River (Kaufman County) – Reconstruction
- FM 460 at US 80 (Kaufman County) – Reconstruction

■ **TxDOT Fort Worth District Bridges:**

- IH 35W NB at IH 35W SB Alvarado Exit Ramp (Johnson County) – Removal
- US 180 WB at Dry Creek (Parker County) – Replacement
- US 287 NB at Carey Street (Tarrant County) – Reconstruction
- US 287 SB at Lancaster Avenue (Tarrant County) – Replacement

TxVEMP Announces Grant Funding for Refuse Vehicles Opening Soon!

The Texas Volkswagen Environmental Mitigation Program (TxVEMP) will be opening the second round of funding for projects to replace or repower refuse vehicles in October 2019. TCEQ will be offering a webinar and a series of application workshops to provide information on these grants to interested persons. Who is invited to participate?

Any person or entity who operates a refuse vehicle at least 51% of the vehicle's annual mileage in one of the Priority Areas, as designated below, is potentially eligible to apply for a grant.

- **Austin Area:** Bastrop, Caldwell, Hays, Travis, and Williamson Counties
- **Beaumont-Port Arthur Area:** Hardin, Jefferson, and Orange Counties
- **Bell County:** Bell County
- **Dallas-Fort Worth Area:** Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties.
- **El Paso County:** El Paso County
- **Houston-Galveston-Brazoria Area:** Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller Counties
- **San Antonio Area:** Bexar, Comal, Guadalupe, and Wilson Counties

Eligible Refuse Vehicles

An eligible refuse vehicle must:

- have a gross vehicle weight rating greater than 26,001 lbs.;
- be powered by a diesel engine of model year 1992-2009; and
- be configured to collect and transport municipal solid waste.

Eligible refuse vehicles include: garbage trucks, roll-off trucks, dump trucks, sweeper trucks, chipper trucks, and grapple trucks. Eligible vehicles may be replaced or repowered with a new vehicle or engine powered by electricity, diesel, or an alternative fuel.

Funding Availability

Approximately \$42 million in grants will be made available for the replacement or repower of eligible refuse vehicles. Grants will be awarded on a first-come, first-served basis.

Workshop Schedule

For the full workshop schedule, visit www.TexasVWFund.org. The workshop schedule can be found on the "Meetings and Notices" tab.

Have questions?

Contact TxVEMP staff by phone at (833) 215-TXVW (8989) or by email at VWsettle@tceq.texas.gov.

Update your subscriptions, modify your password or e-mail address, or stop subscriptions at any time on your [User Profile Page](#). You will need to use your e-mail address to log in. If you have questions or problems with the subscription service, e-mail subscriberhelp.govdelivery.com.

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How are we doing? Fill out our online customer satisfaction survey at www.tceq.texas.gov/customersurvey

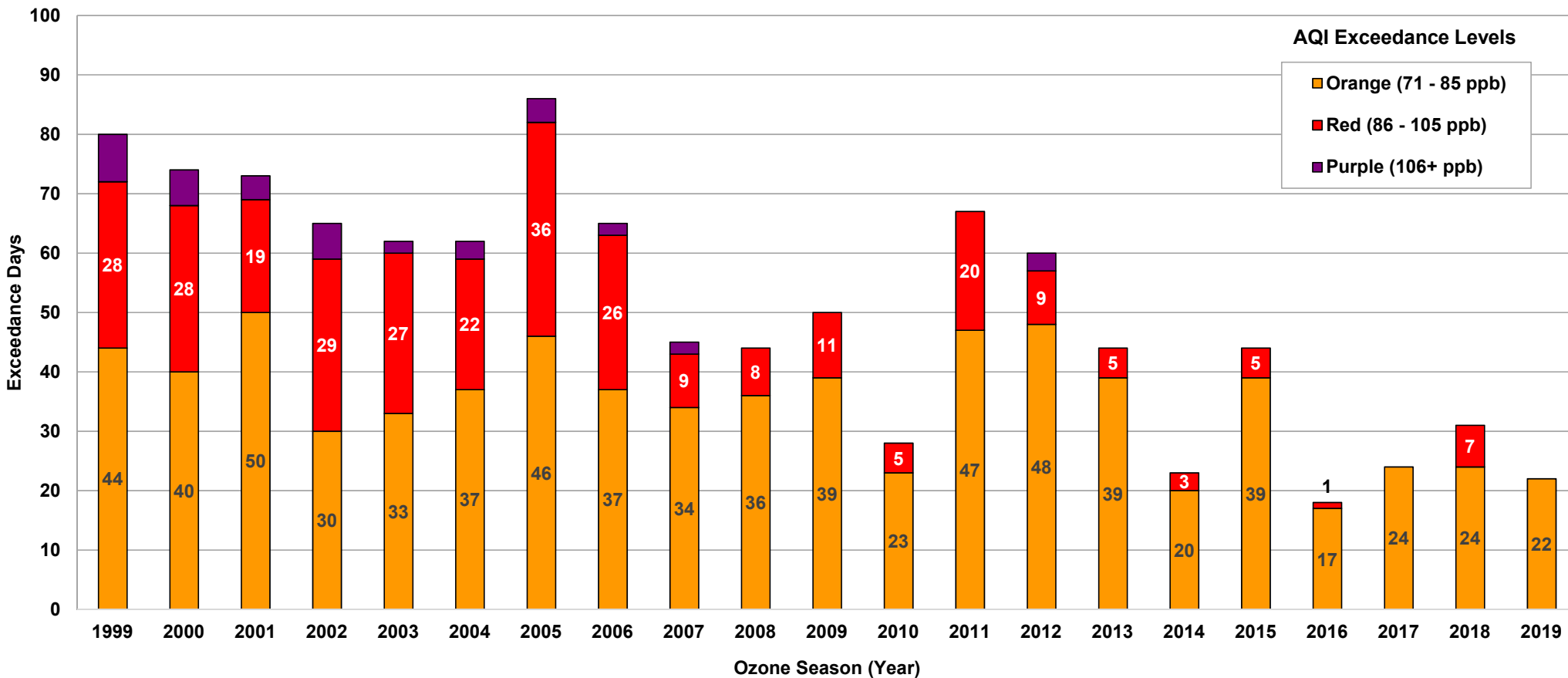


Take Care of Texas with your own license plate!

Order Yours Today

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of September 3, 2019)

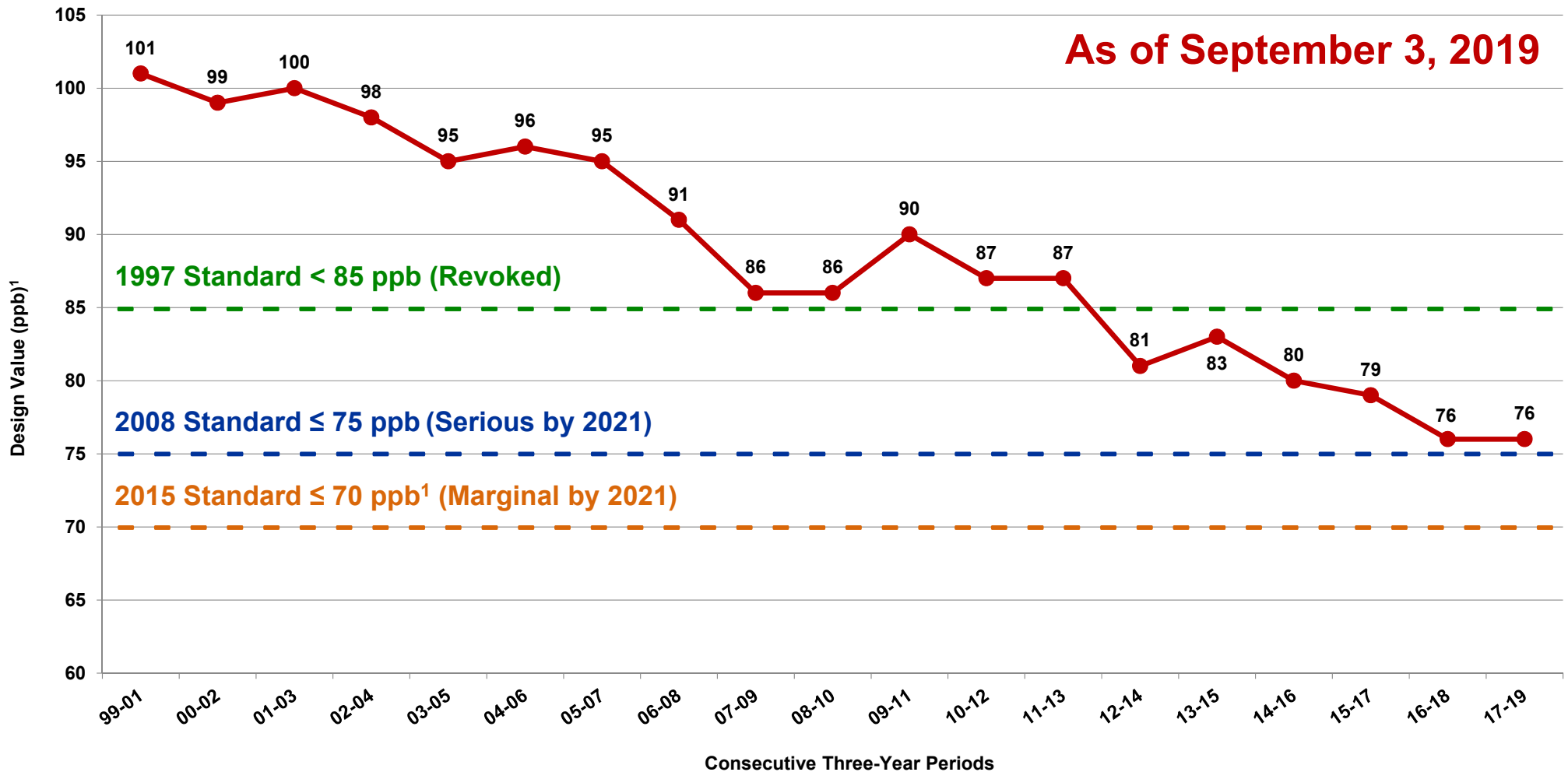


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
 Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

As of September 3, 2019



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).

For More Information


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<https://www.nctcog.org/trans/quality/air/ozone>

Join Us for National Drive Electric Week!

**NATIONAL DRIVE
ELECTRIC WEEK**



Largest showcase of EVs in Texas + 2nd largest EV event in the country + Learn from real North Texas owners

9.21.19



**Join the rEVolution @
driveelectricdfw.org**

Two Events:

Friday September 20:

Planning Workshop
(See Attached)

Saturday September 21:

Showcase Event with Electric
Vehicle Owners, Dealers, Other
Complementary Technologies

www.driveelectricdfw.org



Dallas-Fort Worth
CLEAN CITIES



SAVE THE DATE!

REvolution: Electric Vehicle Growth and Readiness in North Texas Workshop

FRIDAY, SEPTEMBER 20, 2019, 9:00 AM – 3:00 PM

AT THE UNIVERSITY OF TEXAS AT ARLINGTON

JOIN US FOR AN INVITATION-ONLY MEETING!

Mission: To bring together a diverse, robust group of Electric Vehicle (EV) stakeholders to generate regional recommendations to support EV adoption.

The **REvolution: Electric Vehicle Growth and Readiness in North Texas Workshop** is an important regional opportunity to strengthen coordination between various EV sectors in North Texas on the planning for regional EV growth and readiness moving forward. During this innovative and strategic meeting, stakeholders will take part in meaningful discussions that will include:

- Keynote speakers from various EV sectors including: fleets & vehicles, infrastructure, advocacy groups, utilities, and government
- Guided small group working sessions to discuss barriers and opportunities to support action moving forward among various key EV segments
- Topics will cover: consumer adoption, fleet adoption, local government regulations and incentives, workplaces, multifamily developments
- Interactive tutorials of various EV and EVSE tools

The **REvolution: Electric Vehicle Growth and Readiness in North Texas Workshop** is hosted through collaboration between the Dallas-Fort Worth Clean Cities Coalition and the Texas Public Interest Research Group (TexPIRG).

REGISTRATION INFORMATION SOON TO FOLLOW
Breakfast, Coffee, & Lunch Will be Provided



October 2, 2019

Join children and adults around the world to celebrate the benefits of walking and bicycling

GET INVOLVED!

Receive organizing how-to's, promotional materials, and free student giveaways.

Participating schools will receive stickers, two raffle items, and a Walk to School Day banner while supplies last!

Visit www.nctcog.org/walktoschool

Why encourage your school to participate?

- Help students live healthy lifestyles
- Reduce traffic around schools and improve air quality
- Build awareness about traffic safety
- Focus attention on ways to solve safety concerns
- Build stronger school and community partnerships

The North Central Texas Council of Government's Safe Routes to School program works to improve traffic safety and encourage more walking and bicycling. To find out more, visit www.nctcog.org/SafeRoutestoSchool.



MINUTES**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****2020-2022 Disadvantaged Business Enterprise (DBE) Goals****Upcoming Unified Transportation Program (UTP)****US Army Corps of Engineers Stormwater Project****Online Public Input Opportunity Dates**

Monday, July 15, 2019 - Wednesday, August 28, 2019 - The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided 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 November 8, 2018. Staff posted information regarding:

1. 2020-2022 Disadvantaged Business Enterprise (DBE) Goals
2. Upcoming Unified Transportation Program (UTP)
3. US Army Corps of Engineers Stormwater Project

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing cbaylor@nctcog.org.

Summary of Presentations***2020-2022 Disadvantaged Business Enterprise (DBE) Goals presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/07/DBE-Presentation.pdf>

The DBE Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be US citizens or lawful permanent residents. These individuals can be women, African Americans, Hispanic Americans, Native Americans, Asian-Indian Americans and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

Proposed goals for Fiscal Years 2020 through 2022 were posted online at www.nctcog.org/input for public review and comment. The Regional Transportation Council will take action on these goals in September 2019. DBE goals for Fiscal Years 2020 through 2022 will become effective on October 1, 2019.

Upcoming Unified Transportation Program (UTP) presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/07/UTP.pdf>

Proposed projects included in the UTP update fall into five different groups:

- Group 1: Projects approved by the RTC that have been approved in the UTP
- Group 2A: Projects approved by the RTC that have not been approved in the UTP
- Group 2B: Proposed projects pending RTC approval
- Group 3: Proposed projects that need funding to advance pre-construction activities like right-of-way acquisition
- Group 4: Projects proposed to be removed from the UTP project list, funded with other sources or are future candidates for funding

Proposed projects to receive funding in the 2020 UTP include the Southeast Connector, SH 170, IH 30 in Canyon, IH 30 in Rockwall County, IH 35E North of LBJ, IH 35E in Denton and IH 35 north of Denton. Projects are selected by several entities, including the Texas Department of Transportation and Texas Transportation Commission.

US Army Corps of Engineers Stormwater Project presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/07/Stormwater.pdf>

Efforts are underway to develop a new program aimed at preventing the impacts of stormwater in flood prone areas in the Dallas-Fort Worth region. Federal, State, regional and local organizations are working together on how the region could become a national leader in reducing loss of life and financial impacts of major flooding events.

The project will provide communities with data, tools and analysis, including modeling, emergency response tools, emergency preparedness tools and flood risk data for developing infrastructure and planning neighborhoods. Additionally the project will look at planning environmental areas, environmental mitigation areas, groundwater recharge, open space and open space connectivity.

Partners are critical to move forward with this project and include entities such as the US Army Corps of Engineers, the Federal Emergency Management Agency, US Department of Housing and Urban Development, the Tarrant Regional Water District, the Texas Water Development

Board, the Trinity River Authority, the Regional Transportation Council and many others. The funding goal for this project is \$10 million.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Upcoming Unified Transportation Program (UTP)

Email

George W Jenista

Unified Transportation Program (UTP) Projects for consideration: 1. New general aviation reliever airport for Fort Worth, to be located in the Walsh Ranch tract adjoining Aledo-Dean Ranch, south of Interstate 20. Emphasis on corporate & general aviation. 2. Commuter rail project Ft. Worth-southeast suburbs Forest Park-Kennedale-Mansfield-far south Arlington-Midlothian.

For UTP, Intercity passenger rail, focused on Ft. Worth Central Station as prime hub -reopen Caprock Xpress project, service to Denver Colorado via Weatherford, Abilene, Sweetwater, Lubbock, Canyon, Amarillo, Pueblo, Colorado Springs, Denver. 2. Intercity passenger rail -reopen Meridian Star project, service to Amtrak connection at Meridian MS via Shreveport, Monroe LA; Vicksburg, Jackson MS, Meridian. Research Brightline-style service with private-sector provider(s).

US Army Corps of Engineers Stormwater Project

Email

Edith Marvin, NCTCOG Environment & Development Department

Michael,

In drilling down into the item below called "U.S. Army Corps of Engineers Stormwater Project", I believe that we may be creating a problem within the USACE as a partner. Jerry has made me aware of leadership concerns at the USACE of this project needing to be portrayed as a NCTCOG project with the USACE serving as a technical partner, rather than as a USACE initiated project.

Within this Online Public Input Opportunity posting, the title sheet now reflects a USACE project: <https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/07/S>

Would you be opposed to the presentation title sheet being restored to its prior version for this public input posting?

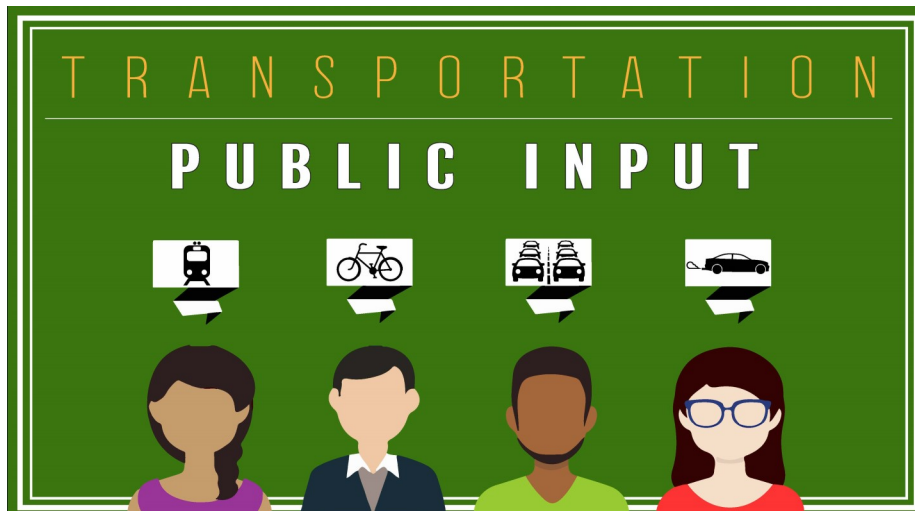
Summary of Response by Michael Morris, NCTCOG Transportation Department

All,

The title of the agenda item went out with that title from our public involvement staff. They like the USCOE and so do I. The title of the presentation on the power point has to match the title that went out.

The upcoming public meeting is only electronic via the internet. We have issued a comment to our own public record to revise the title to the original title. Please see the presentation, it is not changed.

The title that we always use will be revised with the public record comment that we issued. It is the only way I know to fix this.



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **Sept. 9 - Oct. 8, 2019**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Proposed Modifications to the List of Funded Projects

A comprehensive list of funded transportation projects through 2022 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis and will be posted for review and comment.

Work Program Modifications

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the Metropolitan Planning Organization. Proposed modifications to the FY2018 and FY2019 UPWP will be posted for review and comment.

RESOURCES AND INFORMATION

- National Drive Electric Week: www.driveelectricDFW.org
- Car Care Clinics: www.ntxcarcare.org
- Regional Smoking Vehicle Program: www.smokingvehicle.net

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org. Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org. Se harán las adaptaciones razonables.

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 November 8, 2018.

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

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments related to the highlight video of the Santa Fe Trail were in the majority.

Air Quality

Email

1. Richard Guldi

(1) North Texas governments are out-of-control in encouraging growth. When 75,000 people move to Dallas every year, I get no benefit. Instead, I get longer commutes, higher taxes, and more pollution. Even if my house value increases, I can't sell it, because I wouldn't be able to afford another house.

(2) North Texas continues to suffer from poor air quality. Several members of my family with asthma are nearly incapacitated on days with dirty air. NTCOG needs to make clean air a priority.

(3) Public transportation should run more frequently and be free to riders. It should be financed by higher taxes on gasoline, parking spaces, automobile registration, tires, state vehicle inspection, etc. EV's should be exempt from all of these new taxes and parking for EVs should be free and the most convenient available.

(4) Solar panels should be more strongly encouraged on governmental, corporate, and residential buildings. Buildings with solar panels should receive a lower property tax rate.

(5) All government and business buildings should be encouraged financially to use green energy - wind and solar.

(6) NCTCOG should begin using energy storage batteries to take advantage of inexpensive (even free) electricity from wind during nighttime hours.

Twitter

1. Listen to Dallas-Fort Worth Clean Cities Coordinator, Lori Clark, talk how retailers can take advantage of available funds for alternative or electric vehicles to keep fueling infrastructure in-line with customer needs. @NCTCOGtrans #CleanCities #Mobility

<http://bit.ly/2KfHbav> – Empire Clean Cities (@EMPIRECLEAN)

2. 📱📺 What's new in #convenience? We'll tell you! Catch this week's #ConvenienceMatters podcast to learn about Sustainable Cities and New Mobility with Lori Clark, Program Manager at

@NCTCOGtrans

. 🎧 >> <https://apple.co/2ZJNUPn> – NACS (@NACSONline)

Facebook

1. Ozone Action Day – Ozone in the DFW area Thursday is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/2oAbaPt>. – NCTCOG Transportation Department



How can we come together to get the car trade in program back? It was by far one of the best things we have and can continue to do for the ozone and our air that we breathe in North Texas. – Caleb Bishop White

Hi, Caleb! Apologies for the delayed response and thank you for your interest in the program. We recommend reaching out to your state representatives and sharing your support and experience with the program. – NCTCOG Transportation Department

NCTCOG Transportation Department I will do this, thank you for the advice. 😊 – Caleb Bishop White

2. Listen to Dallas-Fort Worth Clean Cities Coordinator, Lori Clark, talk how retailers can take advantage of available funds for alternative or electric vehicles to keep fueling infrastructure in-line with customer needs. NCTCOG Transportation Department #CleanCities #Mobility

<http://bit.ly/2KfHbav> – Empire Clean Cities



CONVENIENCEMATTERS.COM
#185 Sustainable Cities and New Mobility – Convenience Matters
Lori Clark // Program Manager at North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coordinator Clean Cities coalitions are transforming local transportation markets to implement alternative fuels,...

Bicycle & Pedestrian

Twitter

1. Great stuff happening with the regional veloweb! – Bike Denton (@bikedenton)



NCTCOGTransportation @NCTCOGtrans · Aug 2
Check out the first video in our new series on bike trails in the region!
First up: The Sante Fe Trail, the 5.3-mile stretch that goes from Deep Ellum to White Rock Lake. Stay tuned for more!
[Show this thread](#)

2. Awesome!!! – BikeDFW (@BikeDFW)

3. Check out the first video in our new series on bike trails in the region! First up: The Sante Fe Trail, the 5.3-mile stretch that goes from Deep Ellum to White Rock Lake. Stay tuned for more! – NCTCOGTransportation (@NCTCOGtrans)



Yes! Can't wait!!! ♥♥♥ @IronRidersDFW – Sonjay Lifsey (@Sonja_ArmyVet)

4. Can't wait to ride! – jaynie schultz (SchultzJaynie1)



5. Great video @NCTCOGtrans! I walk along the Santa Fe Trail almost every day, and sometimes twice a day. I am very lucky to live close to the trail in East Dallas. It's a great place to enjoy urban wildlife, especially birds. – Katherine L. Unmuth (@kunmuth)



Facebook

1. Check out the first video in our new series on bike trails in the region! First up: The Sante Fe Trail, the 5.3-mile stretch that goes from Deep Ellum to White Rock Lake. Stay tuned for more!
– NCTCOG Transportation Department



great job! – Alex Cavaoverstrava

The video turned out great. It really highlights why the Santa Fe Trail is awesome. – Kristie Holt

Great video, looking forward to riding this trail. – Robert Noah

EDIT: Goes from Deep Ellum & Fair Park to White Rock Lake.” – Jason Bradberry

Pedego Dallas Electric Bikes is a great spot to rent bikes and ride this trail!!! – Brad J Snyder

2. Love this trail, ride it 2-3 times a week from White Rock to Deep Ellum and back. – Steve Gandy



3. The Santa Fe Trail is a great asset to the people of Dallas. The trailhead in Deep Ellum is less than a mile from Local Hub and takes you to Fair Park or White Rock Lake where you can connect with the White Rock Creek Trail, Ridgewood Trail, or the SoPac Trail. You can ride 40 miles + on trails! Check it out this weekend and see why it's one of our favorite trails in Dallas. – Local Hub Bicycle Company



4. We work hard everyday to make the Santa Fe Trail a great place for everyone. Thank you to the NCTCOG Transportation Department for making this amazing video. – Friends of Santa Fe Trail



Innovative Vehicles & Technology

Twitter

1. This hits my nerd sweet spot. Im going to try to go to this. – Kate (@Katerade)



2. @HyperloopOne is hitting the road with a test pod and it's stopping here in Arlington next week! For more information on how you can check it out, visit: <http://bit.ly/2OxtoAh>. – NCTCOGTransportation (@NCTCOGtrans)



It's clear what solutions will work TODAY to improve mobility throughout the region. We need fast, frequent, & reliable #bus & #rail solutions! – Loren S. (@txbornviking)

HSR capacity can be nearly 20k passengers per hour per direction, assuming 18 trains/h over a double track alignment, each w/ 1100 seats.

If a Hyperloop pod had 50 seats then to match HSR capacity 400 pods would need to depart every hour at a 9 sec headway. – Loren S. (@txbornviking)

We really need to stop wasting time & energy on the "hyperloop" & other "more hype than substance" proposals.

Hyperloop is simply hype.

It's a promise, a dream, a hope, a distraction. – Loren S. (@txbornviking)

3. Transportation of the future! – Jennifer Hoff



4. From #ArlingtonTX to Laredo in 42 Minutes: @VirginHyperloop Travel Technology Will Be On Display at @ATTStadium Through Partnership with @NCTCOGtrans <http://ow.ly/LbwG50voNNq> – City of Arlington (@CityOfArlington)



5. @NCTCOGtrans@HyperloopOne National Roadshow Offers Area Students Hands-On Look at Tomorrow's Transportation @CityOfDallas @CityofFortWorth @DallasEcoDev @DallasISDMedia <https://nctcog.org/trans/about/news/current-press-releases/virgin-hyperloop-one-national-roadshow-offers-area> – Lee M. Kleinman (@LeeforDallas)

Project Planning

Email

1. Connie Moreno

Quit building more roads. Repair the ones we have. Focus on modern environmentally conscious convenient mass transit options. Get the rental scooters off the roads.

Twitter

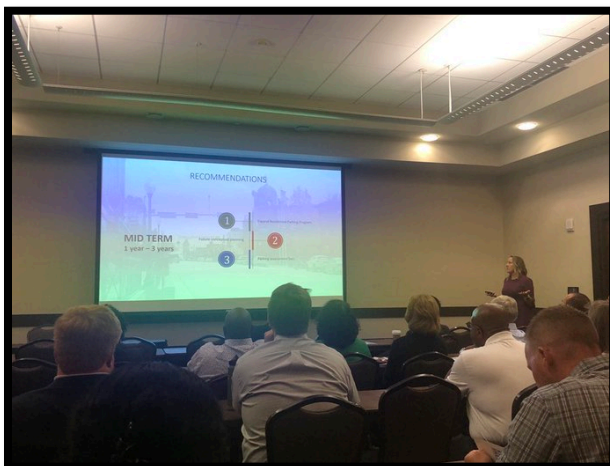
1. But sure @NCTCOGtrans @JudgeClayJ - let's keep building and expanding those highways.
– Philip Goss (gosspl)



Public Meetings & Forums

Twitter

1. Thank you @NCTCOGtrans for hosting the 2019 Parking Syposium. @WantmanGroup was honored to present beside @GrapevineTXCity. Looking forward to the next one. – Nicole China (@NicoleChina)



Transit

Facebook

1. TEXRail is about to nearly double the number of trains on its tracks (link: <http://bit.ly/2K4kk6S>) bit.ly/2K4kk6S. – NCTCOG Transportation Department



For everyone reading this post, TEXRail riders can also transfer to many of Trinity Metro's bus routes at Mercantile Center, North Side, Central, and T&P stations, as well as to DART's Orange Line light rail at DFW Airport! – Paul McManus

2. DCTA to run trains at a 30-minute frequency, authority officials said: bit.ly/2H9qETH – NCTCOG Transportation Department



For everyone reading this post, this increase in service frequency begins on Monday, August 26! – Paul McManus

☺ – Phil Neil

Other

Twitter

1. I'm sure someone has pointed this out already but....that is a right hand. ☺ – Paul 🙄 (@FWGMills)



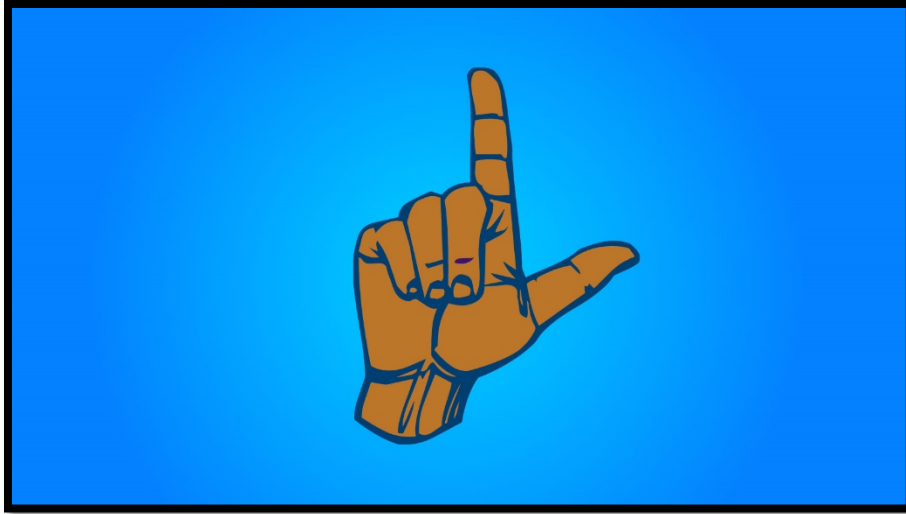
2. Our Trash Bash is in the morning, but there will still be time to attend this event afterward!
<http://tiny.cc/TrashBash19> – City of Benbrook, TX (@benbrooktx)



Facebook

1. Friendly reminder that the left lane is for passing only.

Also, today is #LeftHandersDay. High fives to all my fellow lefties! – NCTCOG Transportation Department



Also, our traffic rules and road designs are intended to make cars drive faster and faster, decreasing the safety of our roads and communities. – Dallas May

GUNS UP!!! WRECK 'EM!!! – Erni Chez

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Toby Baker, *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

August 14, 2019

The Honorable Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County
P.O. Box 5888
Arlington, Texas 76005-5888

Subject: Interest and Rebates from Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP): Retention of Local Funds

Dear Judge Eads:

Thank you for your letter dated July 11, 2019 requesting that the interest and rebates collected as a part of LIRAP remain for use by the North Central Texas Council of Governments (NCTCOG) or in the alternative that these funds be retained in Clean Air Account 151 for future Appropriations. As you noted in your letter, as of June 28, 2019 the AirCheck Texas program has ended and the contracts between TCEQ and participating counties have expired. However, according to item 18 under the Special Terms and Conditions of the intergovernmental contracts between the TCEQ and the participating counties, funds generated through the use of grant funding, including rebates and interest, are considered program income and treated as grant funds. Grant funding is only available while the contracts are in place between the TCEQ and the participating counties. Unexpended grant funding returned to the TCEQ goes back into Clear Air Account 151.

We appreciate our partnership and look forward to continuing our work with NCTCOG on air quality issues. If you have additional questions, please contact Donna Huff, Air Quality Division Director at (512) 239-6628.

Sincerely,



Toby Baker
Executive Director

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

RECEIVED

AUG 22 2019

TRANSPORTATION



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

July 11, 2019

Chairman Jon Niermann
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3086

Re: Interest and Rebates from Low Income Repair Assistance, Retrofit, and Accelerated
Vehicle Retirement Program (LIRAP): Retention of Local Funds

Dear Chairman Niermann:

Over the last 18 years, the North Central Texas Council of Governments (NCTCOG) has served as the regional administrator of the Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) for all participating counties in North Central Texas. In that time, NCTCOG has been fiscally responsible with funds provided by the Counties to implement vehicle repairs and replacements in addition to the administration of funds. Countless audits have been performed on our operations over this time with no findings. Staff has also integrated innovative elements into the program in efforts to maximize participation and financial return. One such innovation was a partnership with the program credit card vendor. Due to the large amount of activities by both repair facilities and auto dealerships, our credit card vendor applied monetary rebates for each transaction equal to approximately \$1.5 million dollars. Also, as AirCheckTexas funds were provided up front to NCTCOG from each County, they were placed in an interest-bearing account that has generated approximately \$2.3 million dollars.

As the 86th Texas Legislative Session did not appropriate previously collected funds, the AirCheckTexas program has ended and on June 28, 2019, contracts between the Texas Commission on Environmental Quality (TCEQ) and participating counties have expired. This date is critical as it permits no further expenditures allowed to be charged to the program. However, a final quarterly report is being prepared for submittal in September with final close out reporting to occur in December. Several items have been identified where resources will continue to be dedicated for some time in the future, including file retention, records management and audits.

Due to financial innovation applied as AirCheckTexas regional administrator, the continual resources needed post close-out of the AirCheckTexas Program, and the North Central Texas region continuing to be in noncompliance with National Ambient Air Quality Standards for ozone, NCTCOG respectfully requests that interest and rebates remain for use in the region. Efforts allowing these generated funds for use on items previously listed will be greatly beneficial as no new programs have been substituted in place for those terminated from no appropriations, including the Local Initiatives Program and Emissions Enforcement Task Force's dealing with fraudulent and fictitious vehicle emission inspections.

Our proposal would help us to stay the course and maintain the primary focus on air quality. We greatly appreciate your consideration and ask if there is any room for flexibility with the funds, that you will allow NCTCOG to retain them, so we may continue to work on improving air

July 11, 2019

quality for our region. Should it be determined that this not an option, we request that funds are to be held in Clean Air Account 151 as a safe haven for future appropriations. If you would like to discuss this issue further, please contact Michael Morris, Director of Transportation, at (817) 695-9241.

Sincerely,

A handwritten signature in black ink that reads "Andy Eads". The signature is fluid and cursive, with a long horizontal stroke at the end.

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

CK:kw

cc: David Serrins, Mobile Source Programs Team Leader, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG



August 9, 2019

Mr. Michael Morris
Director of Transportation
Regional Transportation Council
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear Michael,

Western Extrusions is one of Carrollton's premier businesses and employment centers. The company provides good jobs for almost 900 North Texas residents and is a great corporate citizen.

Like all employers they must recruit and retain the best employees. Many of their workers come from areas outside of Carrollton that have long and expensive commutes in terms of both time and money. The company is willing to hire people who have served time in penal institutions, many of whom live in halfway houses and lack a means of transportation.

We have had several meetings with company representatives to discuss the challenges their employees have in order to use public transportation because the two major transportation destination points—DART's Downtown Carrollton and Trinity Mills LRT Stations—are more than 1.5 miles from the Western Extrusions facility. While the company is willing to purchase transit passes for all employees that strategy does not work without finding a way to get employees to and from these stations.

The company has exhausted its efforts to solve the problem using DART or DCTA resources and is asking the RTC for help in the form of a demonstration "last mile" project. The City of Carrollton fully supports the efforts of Western Extrusions to incentivize their employee base to use public transportation and endorses their request for assistance. We hope that the RTC can assist in finding a solution to bridge this last mile for their employees.

Thank you to you and your staff in advance for considering their request.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Guy", is written over a light blue horizontal line.

Marc Guy
Assistant City Manager

CITY MANAGER

1945 East Jackson Road, Carrollton, TX 75006 | 972.466.3001 | Fax: 972.466.3252
P.O. Box 110535, Carrollton, TX 75011-0535 | cityofcarrollton.com

RECEIVED

AUG 12 2019

TRANSPORTATION



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

August 12, 2019

Texas Department of Transportation
Attention: Peter Smith
PO Box 149217
Austin, TX 78714-9217

Dear Mr. Smith:

This letter serves as the Dallas-Fort Worth region's formal public comments in response to the draft 2020 Unified Transportation Program (UTP) that is currently being considered by the Texas Transportation Commission (TTC). First, we want to thank the TTC for the Category 12 Clear Lanes and Category 12 Strategic Priority funding that is being proposed on several critical corridors in our region. This funding will go a long way in addressing congestion, safety, and reliability as our region continues to grow. We would also like to submit project-specific comments in the enclosed table and request that those changes be made in the 2020 UTP. Our staff made similar comments at the TTC's UTP Workshop on May 29, 2019.

Over the past several years, Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staff coordinated regarding how to best assign available funds to prioritized projects within the UTP/Regional 10-Year Plan. In the past, the Regional Transportation Council (RTC) has focused on funding a certain subset of projects, including Farm to Market Roads and Capital Asset/Maintenance projects with Category 2 funding, while the TxDOT Districts and TTC have focused on funding traditional highway projects with Category 4 and/or Category 12 funding.

The new partnership developed in the 2020 UTP creates equal or close-to-equal funding shares between the RTC and TTC on traditional highway projects, as the RTC places more Category 2 funds on those projects. The RTC wishes to continue partnering with TTC in the future to leverage funding to build important projects and will continue working with TxDOT to advance critical projects in the Dallas-Fort Worth region. Please contact me at (817) 695-9241 with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping "M" and "M" at the end.

Michael Morris, P.E.
Director of Transportation

EN:tw
Enclosure

cc: J. Bruce Bugg, Jr., Chair, Texas Transportation Commission
James Bass, Executive Director, TxDOT Austin
Marc Williams, P.E., Deputy Executive Director, TxDOT Austin
Brian Barth, P.E., Director of Project Planning and Development, TxDOT Austin
Bill Hale, P.E., Chief Engineer, TxDOT Austin
Peter Smith, P.E., Director of Transportation Planning and Programming, TxDOT Austin
Mohamed Bur, P.E., District Engineer, TxDOT Dallas District
Loyl Bussell, P.E., District Engineer, TxDOT Fort Worth District
Noel Paramanatham, P.E., District Engineer, TxDOT Paris District

Public Comments on the 2020 Unified Transportation Program: Dallas-Fort Worth Region

County	TIP Code	TxDOT CSJ	Facility	Requested Changes
Collin	TBD	TBD	North/South Roadways	Program \$100,000,000 of Category 2 funds as approved by the Regional Transportation Council as a placeholder with specific individual projects to be identified once the feasibility/alignment study is complete
Collin	TBD	TBD	US 380	Program \$168,000,000 of Category 2 funds as approved by the Regional Transportation Council as a placeholder with specific individual projects to be identified once the feasibility/alignment study is complete
Ellis	13035.2	1051-03-001	FM 664	Revise scope to "Realign existing 2 lane rural undivided roadway to a 6 lane urban divided roadway"
Ellis	54119.3	2964-12-001	SL 9	Increase Category 5 funding from \$434,000 to \$734,000
Hunt	13039	2658-01-013	FM 2642	The RTC previously requested \$5,550,000 of Category 2 funds be programmed on this project. The District requested Category 12 funds, which were not awarded. Therefore, the RTC requests that the original Category 2 funding be placed in the 2020 UTP.
Hunt	13052	2659-01-010	FM 1570	The RTC previously requested \$15,000,000 of Category 2 funds be programmed on this project. The District requested Category 12 funds, which were not awarded. Therefore, the RTC requests that the original Category 2 funding be placed in the 2020 UTP.
Hunt	55223	0009-13-173	IH 30	The RTC previously requested \$15,550,000 of Category 2 funds be programmed on this project. The District requested Category 12 funds, which were not awarded. Therefore, the RTC requests that the original Category 2 funding be placed in the 2020 UTP.
Hunt	13053	TBD	SH 24/SH 11	Program \$4,900,000 of Category 2 funds as approved by the Regional Transportation Council as a placeholder with specific individual projects to be identified once the feasibility/alignment study is complete
Johnson	11955.2	1181-03-036	FM 917	Increase Category 2 funding from \$3,000,000 to \$3,490,748
Johnson	13060	0172-10-013	US 287	Revise limits to "Tarrant County Line to Lone Star Road/FM 157; " Revise scope to "Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157"; Remove \$4,667,567 of local funds listed in the UTP

Public Comments on the 2020 Unified Transportation Program: Dallas-Fort Worth Region

County	TIP Code	TxDOT CSJ	Facility	Requested Changes
Johnson	13040	0747-05-043	FM 157	Increase Category 2 funding from \$1,272,843 to \$1,375,000; Revise scope to "Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes"
Johnson	13041	0747-05-042	FM 157	Increase Category 2 funding from \$2,675,662 to \$2,800,000
Tarrant	13005	0171-05-068	SH 199	Revise scope to "Construct 0 to 6 mainlanes and interchange at IH 820"
Tarrant	13008	2266-02-148	SH 360	Revise scope to "Reconstruct 6 to 8 mainlanes and railroad underpass and 4/8 to 4/8 lane continuous frontage roads"
Tarrant	55173	0171-05-097	SH 199	Revise scope to "Construct 0 to 6 lane freeway, construct bridges over SH 199"
Tarrant	55045	0008-13-206	IH 20	Revise scope to "Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes"
Tarrant	13001	1068-02-147	IH 30	Revise limits to "West of Cooper Street to Dallas County Line"
Tarrant	55176	0171-04-050	SH 199	Increase Category 4 funding from \$61,993,000 to \$68,993,000; Revise scope to "Reconstruct and widen 4 lane arterial to 6 lane freeway, reconstruct 4 lane to 6 lane frontage roads, construct bridges over Lake Worth and Traffic Management System"
Tarrant	13059	0172-09-037	US 287	Remove \$1,271,817 of local funds listed in the UTP
Tarrant	54088	3559-02-007	SH 170	Revise scope to "Construct 0 to 4 mainlanes (IH-35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)"
Tarrant	TBD	TBD	SH 183	Program \$10,000,000 of Category 2 funds as approved by the Regional Transportation Council as a placeholder with specific individual projects to be identified once the SH 183 feasibility/alignment study is complete



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

EDDIE BERNICE JOHNSON
THIRTIETH DISTRICT
TEXAS

July 11, 2019

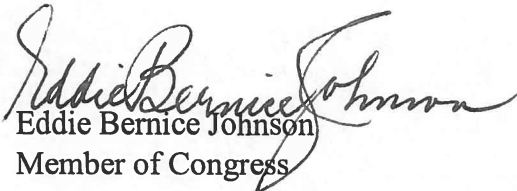
Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two, P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris,

It is with great enthusiasm that I thank you for attending the Bipartisan Flooding Roundtable on July 8. Your efforts on behalf of the North Central Texas Council of Governments on this issue are greatly appreciated, and your participation and input played a critical role in the success of the Roundtable.

Please know that your ideas are always welcome, and I look forward to our continued work together.

Sincerely,


Eddie Bernice Johnson
Member of Congress

RECEIVED

JUL 22 2019

TRANSPORTATION





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

July 12, 2019

Ms. Janette Monear
President/CEO
Texas Trees Foundation
2906 Swiss Avenue
Dallas, TX 75204

Dear Ms. Monear:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to convey our support for the Southwestern Medical District Urban Streetscape Master Plan.

The North Central Texas Council of Governments (NCTCOG) is working with the Texas Trees Foundation, the Southwestern Medical District, and the City of Dallas to create a medical district that supports a transportation network that is safe, efficient, user friendly, environmentally conscious, and encourages economic development and a sense of place.

As a lead partner in this project, the NCTCOG has provided staff support and a financial commitment that helped to leverage funding from the 2017 City of Dallas Bond Program and additional funds to implement a study of Harry Hines from Downtown Dallas to Loop 12. This study will help to better understand the existing and future transportation needs for the area in order to better serve not only the Southwestern Medical District, but all users.

The project is consistent with the programs and policies in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

This public/private partnership is an example of what we can do to create better transportation options integrated into urban design that will be a model for North Texas and beyond. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Andy Eads". The signature is written in a cursive, flowing style.

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

RH:al

cc: 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)

July 11, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the **North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES)**.

North Texas MOVES represents the initial projects in NCTCOG's rail capacity improvement program. The result of data-driven computer modeling, this program leverages investments by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit and Trinity Metro, as well as expected freight rail growth on private networks. Projects include a new station with a park-and-ride facility and capacity and operational improvements to the TRE rail line.

In addition to these projects, the grant proposal includes Shore Connection System solutions to help reduce locomotive idling. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize the utility of shared-use assets.

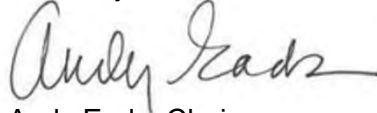
This project is consistent with the programs and policies in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

Secretary Elaine L. Chao
Page Two

July 11, 2019

Again, the RTC fully supports the 2019 BUILD grant application submitted by NCTCOG for the North Texas MOVES Program. Thank you for your time and consideration. If you have any questions, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in cursive script that reads "Andy Eads".

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

KR:al

cc: 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)

July 11, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to convey our support for the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the **State Highway (SH) 114 Frontage Road Gap Project**.

SH 114 is a vital transportation corridor sustaining the local, regional, and State economy. Within North Texas, the corridor also serves as a principal route for local commuters and provides access to several key highways and other major transportation and economic facilities, such as Dallas Fort Worth (DFW) International Airport, AllianceTexas, and Texas Motor Speedway. This project involves a two-mile segment of SH 114 located in far northern Tarrant County where the current lack of continuous frontage roads creates substantial complications for traffic safety, incident management, congestion, access, and circulation. The system gap results in all traffic using nearby commercial destinations to exit at either Farm-to-Market Road (FM) 1938, Kirkwood/Solana Boulevard, or Dove Road; all low-capacity local streets are then used to complete these trips.

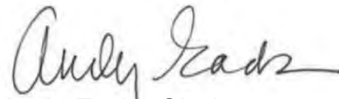
The proposed project would eliminate the existing gap by constructing two- and three-lane continuous frontage roads in each direction between FM 1938 and Dove Road. This additional capacity will preserve SH 114 corridor's long-term viability for increased passenger vehicle trips and freight movements through northern Tarrant County, an emerging employment and entertainment center adjoining the communities of Southlake, Trophy Club, and Westlake. Other improvements will benefit safety, efficiency, and connectivity, including the reconfiguration of entrance/exit ramps, general purpose lane and frontage road auxiliary lanes between ramps, and the completion of Texas U-turns at the Kirkwood/Solana Boulevard and Dove Road intersections. Multimodal and context-sensitive features will include sidewalks and a wide outside lane to accommodate the shared use of vehicles and bicycles along the frontage roads. The elements described above will enhance the area's accessibility and attractiveness for development compatible with the region's economic growth.

July 11, 2019

The improvements for this section of SH 114 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. This project is already included in the 2019-2022 Transportation Improvement Program for North Central Texas. If the project is successful in receiving funds, the RTC will support its modification in the 2019-2022 Transportation Improvement Program.

Again, the RTC fully supports the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the SH 114 Frontage Road Gap Project. Thank you for your time and consideration for this project. If you have any questions, please contact please contact Michael Morris, P.E. Director of Transportation for NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Andy Eads". The signature is written in a cursive, flowing style.

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

KR:al

cc: 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)

July 11, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to convey our support for the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the **US Highway (US) 80 Reconstruction Project** in the City of Mesquite.

US 80 is a vital transportation corridor sustaining the local, regional, and State economy. Within North Texas, the corridor also serves as a principal route for local commuters, providing access to several key highways and large economic generators within fast-growing communities located near the Dallas Central Business District and routes to East Texas. This project involves the full reconstruction of general purpose lanes, interchanges, frontage roads, and other supporting infrastructure for the US 80 segment between Interstate Highway (IH) 635 and Belt Line Road. It also supports the full reconstruction of the IH 635 segment between Town East Boulevard and Gross Road, including all direct connector ramps, general purpose lanes, and frontage road movements at the IH 635/US 80 interchange.

The proposed project addresses short- and long-term safety, mobility, accessibility, and state of good repair needs for an area of US 80 and IH 635 which has suffered for decades due to insufficient capacity, lack of multimodal connectivity, poor infrastructure conditions, and inadequate or obsolete geometric characteristics. The planned improvements are essential in preserving the US 80 corridor's long-term viability to accommodate increased trips for both passenger vehicles and freight movements between Dallas and East Texas. These improvements are envisioned as a catalyst for long-planned redevelopment opportunities and quality of life enhancements, positioning the area as an attractive economic asset for the region.

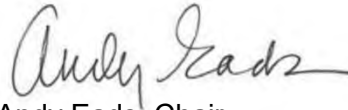
The identified improvements for the affected sections of US 80 and IH 635 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion and modification, as necessary, in the 2019-2022 Transportation Improvement Program for North Central Texas.

Secretary Elaine L. Chao
Page Two

July 11, 2019

Again, the RTC fully supports the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the US 80 Reconstruction Project. Thank you for your time and consideration for this project. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Andy Eads". The signature is fluid and cursive, with a long horizontal stroke at the end.

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

KR:al

cc: 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)

July 10, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support the 2019 Better Utilizing Investment to Leverage Development (BUILD) Discretionary Grant Program application submitted by the City of Arlington for the **Center Street Extension, Phase 2 Project**.

I am writing to request your review and support, along with the support of the United States Department of Transportation, for the City of Arlington's approximately \$12.2 million application for the 2019 BUILD Grant Program for the Center Street Extension, Phase 2 Project.

With a population of 382,230, the City of Arlington is the third largest city in North Texas. Center Street stretches from the city's northern-most major arterial, NE Green Oaks Blvd., southward past Interstate Highway (IH) 20 to Bardin Road. It is a multifunctional roadway that connects IH 30, downtown Arlington, the University of Texas at Arlington, the Parks Mall, the Arlington Highlands shopping center, and many other major business centers. Because other major north-south corridors over IH 20 in Arlington are heavily congested during peak hours, Center Street is a roadway of choice for commuters.

As proposed in the City's thoroughfare development plan, this project (Phase 2) would further extend Center Street as a four lane, major collector from Bardin Road to connect a major east-west arterial, SE Green Oaks Blvd., via existing Cravens Park Drive. This extension will allow this corridor to attract more traffic from the parallel routes of Matlock Road and Collins Street, minimizing congestion on those routes. The project would also extend the existing hike/bike trail on Center Street, as proposed in the City's Bicycle Master Plan. The hike/bike trail will connect the existing trail to the north end of the existing sidewalk at Cravens Park Drive. This will provide pedestrian and bicycle connectivity to the Arlington Highlands shopping center, Williams Elementary School, Bob McFarland Park, Cravens Park, and the residential subdivision just west of the proposed Center Street extension.

The project is included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

Secretary Elaine L. Chao
Page Two

July 10, 2019

Again, the RTC fully supports the 2019 BUILD Grant application submitted by the City of Arlington for the Center Street Extension, Phase 2 Project. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in cursive script that reads "Andy Eads".

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

KR:al

cc: 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)

July 9, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support the 2019 Better Utilizing Investment to Leverage Development (BUILD) Discretionary Grant Program application submitted by the Dallas Fort Worth International Airport for the **DFW Airport South Airfield Drive Capacity Improvements Project**.

The DFW Airport South Airfield Drive Capacity Improvements Project will provide needed lane capacity for a significant thoroughfare serving airport and tenant employee, cargo, public parking, and rental car destinations. The funding requested in the BUILD application would complete funding for this strategic project.

DFW International Airport is a critical component of our regional, national and global economy. The airport is home to 10 domestic and 13 foreign airlines that carry over 69 million annual passengers; the airport also serves 22 cargo carriers. It provides nearly 60,000 on-site jobs while supporting an additional 228,000 regional jobs and is the second largest airport by land area in the nation with nearly 6,000 acres of land designated for commercial and industrial development. By improving mobility and safety, the project will not only benefit existing businesses and workers but also attract economic development to the airport.

The RTC believes the DFW Airport South Airfield Drive Capacity Improvements Project meets the key objectives of the BUILD Grant Program of supporting economic vitality, leveraging federal funding, encouraging innovation, and ensuring performance and accountability.


The project is included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If this project is successful in receiving funds, the RTC will support its inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

Secretary Elaine L. Chao
Page Two

July 9, 2019

Again, the RTC fully supports the 2019 BUILD Grant application submitted by DFW International Airport for the DFW Airport South Airfield Drive Capacity Improvements Project. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Andy Eads". The signature is written in a cursive style with a large initial "A".

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

KR:al

cc: 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)

July 9, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support the 2019 Better Utilizing Investment to Leverage Development (BUILD) Discretionary Grant Program application submitted by Dallas County for the **Interstate Highway (IH) 35 Frontage Road Connectivity Improvements Project from Manana Drive to Royal Lane and Manana Underpass**.

The IH 35 Frontage Road Improvement Project consists of constructing over 1.4 miles of two-lane service roads with drainage improvements and bike lanes from Manana Drive to Royal Lane, as well as improvements to the Manana Drive underpass. The proposed service roads will help facilitate development along IH 35E, while the underpass improvements will improve multimodal access to nearby residential areas and recreational facilities, including the Elm Fork Athletic Complex to the west of IH 35E. Ultimately, the project would improve mobility, increase safety, and provide health benefits through the use of bicycle facilities.

The project is included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2017-2020 Transportation Improvement Program for North Central Texas.

Again, the RTC fully supports the 2019 BUILD Grant application submitted by Dallas County for the IH 35 Frontage Road Connectivity Improvements Project. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Andy Eads". The signature is written in a cursive, flowing style.

Andy Eads
Chair, Regional Transportation Council
County Judge, Denton County

KR:al

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



July 1, 2019

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

Dear Secretary Chao:

The Town of Trophy Club, Texas is pleased to support the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the State Highway (SH) 114 Frontage Road Gap Project.

SH 114 is a vital transportation corridor sustaining the local, regional and State economy. Within North Texas, the corridor also serves as a principal route for local commuters and provides access to several key highways and other major transportation and economic facilities, such as Dallas Fort Worth (DFW) International Airport, AllianceTexas, and Texas Motor Speedway. This project involves a two-mile segment of SH 114 located in far northern Tarrant County where the current lack of continuous frontage roads creates substantial complications for traffic safety, incident management, congestion, access, and circulation. The system gap results in all traffic using nearby commercial destinations to exit at either Farm-to-Market Road (FM) 1938, Kirkwood/Solana Boulevard, or Dove Road; all low-capacity local streets are then used to complete these trips.

The proposed project would eliminate the existing gap by constructing two- and three-lane continuous frontage roads in each direction between FM 1938 and Dove Road. This additional capacity will preserve SH 114 corridor's long-term viability for increased passenger vehicle trips and freight movements through northern Tarrant County and Southern Denton County, an emerging employment and entertainment center adjoining the communities of Southlake, Trophy Club and Westlake. Other improvements will benefit safety, efficiency, and connectivity, including the reconfiguration of entrance/exit ramps, general purpose lane and frontage road auxiliary lanes between ramps, and the completion of Texas U-turns at the Kirkwood/Solana Boulevard and Dove Road intersections. Multimodal and context-sensitive features will include sidewalks and a wide outside lane to accommodate the shared use of vehicles and bicycles along the frontage roads.

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JUL 08 2019

TRANSPORTATION

The elements described above will enhance the area's accessibility and attractiveness for development compatible with the region's economic growth. The improvements for this section of SH 114 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, the Town of Trophy Club fully supports the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the SH 114 Frontage Road Gap Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact me at the address or phone number below.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Nick Sanders", with a long horizontal flourish extending to the right.

C. Nick Sanders, Mayor
Town of Trophy Club
1 Trophy Wood Drive
Trophy Club, TX 76262

682-237-2970 office
214-213-7739 cell

cc. Kyle Roy, Communications Coordinator, North Central Council of Governments - 616 Six Flags Drive –
Arlington, TX 76011

Honorable Andy Eads, Chairman RTC of NCTCOG



4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 | WWW.TXDOT.GOV

July 2, 2019

Mr. Michael Eastland
Executive Director
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Subject: Notice of Availability

Control-Section-Job (CSJs): 0048-04-090; 0048-04-092; 0048-04-093; 0048-04-094
Interstate Highway 35E (I-35E)
From: US 77 South to US 77 North
City of Waxahachie, Ellis County, Texas

Dear Mr. Eastland:

Please be informed that the Texas Department of Transportation (TxDOT) has approved the Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) for the construction of the above listed project.

The proposed I-35E Frontage Roads project would reconstruct and widen the existing frontage roads, convert all two-way operations to one-way operations and make all of the frontage roads continuous along the entire project. The proposed frontage roads would include a 12-foot inside lane, a 14-foot outside shared use lane with two foot offsets to the face of curb, provide six-foot sidewalks throughout and provide new pedestrian bridges along US 287 east and west of I-35E. Additional improvements would include new I-35E overpasses at Lofland Drive, Butcher Road (Farm-to-Market [FM] 387), Sterrett Road; a new interchange at Hotel Drive at FM 664 (Ovilla Road) and improvements to FM 66 and FM 1446. All of the cross-street improvements would also include left and right turn bays along with U-Turns. This project also proposes to build two direct connectors [in the peak hourly direction] at the US 287/I-35E interchange to relieve the current congestion at this interchange. The project would require the acquisition of approximately 33.2 acres of new right of way (ROW) and 1.1 acres of permanent drainage easements; 1.3 acres of temporary construction easements would also be required to accommodate the proposed roadway improvements.

A copy of the Public Involvement Documentation, the FONSI Document, and the approved Final Environmental Assessment are available for public inspection at the Texas Department of Transportation (TxDOT) – Dallas District Office, 4777 East Highway 80, Mesquite, Texas 75150.

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JUL - 5 2019

OUR VALUES: People • Accountability • Trust • Honesty

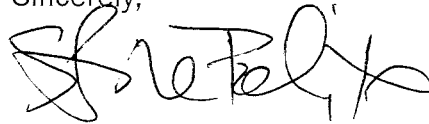
TRANSPORTATION

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

An Equal Opportunity Employer

If you should have questions or need additional information on this project, please contact Nelson Underwood, P.E., TxDOT Dallas District Office, at 214-320-6628 or you can email him at Nelson.Underwood@txdot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Christine Polito". The signature is fluid and cursive, with a large initial "C" and a distinct "P".

Christine Polito
Environmental Program Manager
TxDOT Dallas District

Copy to: Nelson Underwood, P.E. - TxDOT Dallas District

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



City of Plano
1520 K Avenue
Plano, TX 75074

P.O. Box 860358
Plano, TX 75086-0358
Tel: 972.941.7000
plano.gov

June 27, 2019

RECEIVED

JUL - 5 2019

Michael Morris, Director of Transportation
North Central Texas Council of Governments
Centerpoint II
616 Six Flags Drive
Arlington, Texas 76011

TRANSPORTATION

RE: Collin Creek Mall Redevelopment / Initial Outline of Redevelopment and Request for Assistance

Dear Mr. Morris:

Thank you for taking time to meet with the representatives of Collin County, City of Plano and Centurion American Development Group in April of this year. We appreciated the opportunity to share plans for the redevelopment of the Collin Creek Mall. As you know, the 99-acre mall is located at US75 and President George Bush Turnpike. This letter fulfills your request for more information on the mall's redevelopment and financing structure.

As you will see in the attachments, the developer's approach is based on creating a new live-work-play community. To that end, the property has been rezoned with the following entitlements:

1. Mall Remodel – 300,000 SF
2. New Commercial – 61,000 SF
3. New JC Penneys – 95,000 SF
4. Single Family Residences – 492 Homes
5. Hotel – 185,000 SF
6. Multifamily Residences – 2,300 Homes
7. Restaurants – 40,000 SF
8. Independent Living – 300 Residences
9. Office – 1,300,000 SF

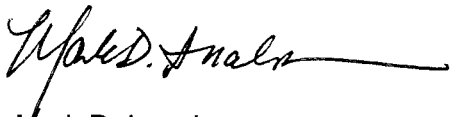
Currently, this 99-acre tract is valued at approximately \$62,000,000 on Collin Central Appraisal District Tax Certifications. At build-out, we value these parcels to reach over \$1 billion and create a tide of surging values surrounding the redevelopment. To make this new walkable community a reality, two underground parking garages must be constructed. These two 2,400 parking spot garages will increase mobility, provide for public transit options and promote the live-work-play concept. These Parking Garage facilities pose the most significant finance challenges to the project.

We believe that the build out model and location of this project provide an exciting opportunity for a partnership with the RTC. Because the DART Downtown Plano station is within 1.5 miles of the mall and has essentially no parking, this parking garage would provide 1450 park and ride spaces for area

residents. The project does have bus access which connects the development to the Downtown Plano Station. In addition, the innovative nature of the project could provide an opportunity for forward-thinking demonstration projects to connect the development to the DART system, such as automated vehicles or rubber-tired people movers. For an initial investment of \$15M, COG would have the ability to create a new park and ride in the region, invest in right-of-way for the public roads, encourage a sustainable development with greater density at this site, and provide an opportunity for other innovative projects with a willing partner in the future. In addition, a revenue stream has been identified to pay back the approximate \$18M loan with the TIRZ funds in the long-term.

We have provided quite a bit more detail in the enclosed attachments, and look forward to further dialogue on this subject over the next month with hope to reach an agreement that all parties can agree is a win-win for the region.

Sincerely,



Mark D. Israelson
City Manager
City of Plano

Enclosure:

1. Collin Creek Redevelopment Basic Concept
2. Collin Creek PID Boundaries
3. Collin Creek Parking Garage Exhibit
4. Collin Creek Park Exhibit
5. Collin Creek Road Right of Ways for Public Roads
6. Estimated Build Out Value
7. Estimated Build Out Value By Year
8. Development Cost Estimates
9. Parking Garage 1 Estimated Costs Preliminary Detail
10. Parking Garage 2 Estimated Costs Preliminary Detail
11. Top Line Summary
12. Public Finance Notes
13. Incentive Notes
14. Parking Garage #1 Finance Notes
15. Parking Garage #2 Finance Notes
16. Public Improvement District Finance Notes
 - a. Residential Zone Phase One
 - b. Residential Zone Phase Two
 - c. Commercial Mixed Zone

\$60 million federal grant will help DART extend platforms, ease crowding on Red and Blue lines

By Emma Ruby, Dallas Morning News

The 220,000 North Texans who ride Dallas Area Rapid Transit trains daily can soon expect some much-needed elbow room.

In recent years the light-rail cars have become increasingly more popular — and more crowded — especially during rush hour, according to DART officials.

To address this issue, a grant of more than \$60 million from the Federal Transit Administration will serve as the financial foundation for an expansion of the system that will lengthen the platforms at 28 stations along the Red and Blue lines.

"It is crowded, and some people think that's a problem," K. Jane Williams, the FTA's acting administrator, said at an event at DART's downtown Plano station to announce the grant Thursday morning.

"We see it as an opportunity."

The renovation of the platforms, which will cost about \$129 million in all, will allow the trains themselves to grow as well. By 2021, the DART system will move from two-car trains to three.

To say the third train car will alleviate bursting-at-the-seams rush-hour commutes is an understatement, said Gary Thomas, the transit agency's executive director.

"When you get on that train, you try to wiggle your way in and people are standing up and down the aisles," he said. "This is really going to make a big difference."

The third car will offer an additional 92 seats and, including standing room, increase the capacity of each train from 300 people to 450. Williams described the growth as a "tremendous" step for those who use public transportation.

"Creating transportation choices is a critical part of improving the quality of life for all North Texas residents," Thomas said. "Access to greater mobility options means better access to jobs, health care and educational opportunities."

Current commuters shouldn't worry about platform closures or delays caused by construction, according to Thomas. All platforms will stay open throughout the renovation process and crews will work at times when ridership is lower.

Throughout the next two years, the extended platforms will be phased in at the 28 stations, Thomas said. Construction has already begun at some platforms.

According to Williams, the engineers who designed the platforms in 1983 anticipated the Dallas area's future growth — and the resulting need for a bigger light-rail system.

"They constructed these platforms on the Red and Blue lines to be 300 feet long, but preserved the envelope for future expansions to accommodate longer trains," Williams said, referring to the space adjacent to every station.

That is exactly what makes the DART expansion project unique, Williams said, adding that platform expansion is not the usual approach to alleviating crowded trains.

For Thomas, increasing the ridership and capacity of the DART system is a valuable opportunity for the North Texas community to grow closer.

"You get to know your fellow riders," Thomas said. "Maybe sometimes a little more than you need to know about your fellow riders, but it's a good problem to have."

<https://www.dallasnews.com/news/dart/2019/06/27/60-million-federal-grant-will-help-dart-extend-platforms-ease-crowding-red-blue-lines>

If you're not shopping for an electric vehicle, maybe you should be

By John Kent, Dallas Morning News

My daughter and I recently drove from Fort Worth to Lubbock and back, a 640-mile round trip. Any Texas road warrior can do that with a tankful of gasoline or diesel. We did it with neither. Electrons flowing from a battery and into a silently spinning motor moved our car along like a cloud while delivering the equivalent of about 120 miles per gallon. Yes, you read that right.

Six months into electric vehicle ownership, I'm running out of reasons to ever buy another car that runs on refined crude. From quietness, acceleration and economy to maintenance, convenience and environmental considerations, the EV wins.

Let's give credit where it's due: Gasoline has served us well ever since Karl Benz fired up his Patent Motor Car in 1885. But modern electric vehicles are suddenly blowing fossil-fuel cars into the weeds in almost every category, from operating economy to raw performance.

Word is finally getting out. Americans purchased 328,118 plug-in hybrid electric vehicles and battery vehicles in 2018, a 74% increase over the previous year, according to the Alliance of Automobile Manufacturers. EV sales in Texas rose by 117% during the same period to 11,764 vehicles. Even The Wall Street Journal's gas-soaked auto critic, Dan Neil, expects demand for petrol-fueled vehicles to "drop to practically zero."

In terms of convenience, electric cars are hands-down a better choice for around-town motoring. Recharging at home every night (plugging in takes all of 10 seconds), and waking up each morning to a full "tank" is like having your own personal gas station that dispenses \$1-a-gallon fuel. Those drivers will rarely need to visit a public charging station since most new EVs offer at least 150 miles of range.

Long trips are not quite as advantageous, especially for off-the-beaten-path rural travel. DC fast chargers, the kind that can get you back on the road in as little as 15 minutes, are proliferating along interstates and other well-traveled routes. As of December 2018, there were some 57,000 public EV charging outlets in the U.S. Coast-to-coast electric-car journeys are now a daily occurrence. But venturing too far afield from the big traffic arteries can drop you deep into the charging wilderness, in which case careful planning is advisable.

An example: In June, we delivered our child to summer camp in East Texas. On the way, we recharged in Lindale just off of Interstate 20, but stopped short of getting a full charge in the interest of time — in hindsight not such a sound decision. The round trip from Lindale to camp was roughly 200 miles, and involved some waiting at the camp gate with the air conditioner stealthily sucking juice from the battery. We made it back to Lindale (the nearest charger) without any issues, but the car was down to a nail-biting 25 miles of range when we finally plugged in. A bit too much drama, yet a lesson learned.

Gas cars are still easier for long trips, but charging speeds are improving steadily and the average range of EVs continues to climb. Our car's range of 264 miles is overkill for my typical driving day and has worked well for longer trips.

Clark Griswold-style vacations aside, in my experience to date, the advantages of an EV are outweighing the disadvantages. Mine accelerates incomparably faster than the late-model SUV I traded in, it's about 700% more fuel-efficient (again, you read that right), it operates in Zen-like

quietude and has none of the usual maintenance claptrap like oil and filters, transmission fluid, belts, hoses and emission sensors. Sadly, the tires and wipers will wear out at some point.

You're not likely to be replacing that giant battery every five years, either. A Dutch-Belgian study found that Teslas driven beyond 160,000 miles show only about a 10% drop in battery capacity from new. Overall, EV batteries are proving to be durable.

OK, so EVs are quicker, quieter and more efficient, with no tailpipe emissions. Aren't they a hassle to charge?

Nope. We had a 240-volt line installed in our carport, which supplies about 30 miles of range each hour while you're snoozing. And if you know how to work a gas pump, you'll have no trouble with a public EV charger.

Electric cars remain more expensive to buy but cheaper to own. Federal tax credits of up to \$7,500 remove some pain from the sales transaction.

If your idea of fun is leaning into a driving north wind with a freezing metal nozzle in your hand as fuel droplets decorate your loafers, then the EV life may not be for you. But I really haven't missed gas stations. Occasionally, I'll hit the one near our house for bag of Takis to appease our teenager.

John Kent is a writer in Fort Worth. He wrote this column for The Dallas Morning News.

<https://www.dallasnews.com/opinion/commentary/2019/06/30/not>

Dallas's New Mayor on Data, Crime, and Why Dallas Needs to Get Selfish

Just don't ask Eric Johnson whether the city can have a symphony *and* fix potholes.

Mayor Eric Johnson begins with an apology. He's calling several minutes late; he's only been on the job for a couple weeks and hasn't yet gotten the hang of using his phone at Dallas City Hall. The 43-year-old lawyer and former state representative is still trying to assemble his staff, not to mention furnish his office. He's the 62nd mayor of the nation's ninth-largest (Texas's third-largest) city, the first native Dallasite to occupy the office in decades, and only the second African American elected to the job. He grew up in West Dallas and Oak Cliff and went on to earn three Ivy League degrees. For most of the last decade, he represented Dallas as a Democrat in the Texas House of Representatives. In a field of nine mayoral candidates, Johnson finished first in the May 4 election, with 20 percent of the vote, before handily defeating term-limited city councilman Scott Griggs in a June 8 runoff.

During a sometimes bitterly contentious race, Johnson often depicted himself as a uniter, painting Griggs as a member of a divisive council faction that disrespected those with whom they disagreed. He takes over as mayor just as a spike in violent crime in May had some calling for Chief U. Renee Hall's job and prompted the governor to dispatch state troopers to assist the city. In a discussion with Texas Monthly last week, Johnson spoke about the crime woes, his intention to make data-driven decisions, plans for ethics reforms, and why Dallas needs to be more selfish in its regional partnerships.

Texas Monthly: The Dallas mayor doesn't run the city. It's a city manager-led government, yet it's the mayor who usually gets the blame if there are problems. Why were you interested in what feels like such a thankless job?

Eric Johnson: It's a little bit inaccurate to say that the mayor has no power, or to describe it as a "weak mayor" form of government. I think it's all relative. I think it depends on where you're coming from. If you're coming from New York, or L.A., or Chicago, Houston even, certainly [Dallas is] very weak. Those mayors can do just about anything they want. The mayor of Dallas actually does have the ability to influence things through the power of forming and appointing committees, which is where the bulk of the substantive work in a well-functioning legislative body gets done.

I ran for mayor because I see some things happening in our city that are important and significant long-term problems. If someone doesn't jump in now, to try to redirect our attention in a certain way toward these problems, we're going to have a major situation on our hands. In particular, workforce development and education, which is not something that you typically associate with municipal government. It really is a critical issue for Dallas.

TM: What power does the mayor have to influence workforce development?

EJ: There are a lot of people who have their hands on the issue, who work in the space—the community college district being a very important player in that space, the school district, your local workforce board. Then the business community, they care about this issue. The county, the city all have an interest in it. Everyone's doing a little something. The coordination of those

things is where we are lacking, and the accountability is where we are lacking. There's no one whose job is on the line. I want to own the issue. I want my job to be tied to our success in this area. We're going to come up with real goals, measurable goals for moving people from unemployment and underemployment to middle-skill employment.

Our near-ring suburbs are doing a really good job of competing with us for corporate relocations and for people moving here who want to be in those cities and near those employers. We need some of those employers to choose Dallas itself.

TM: Your predecessor, Mike Rawlings, once said that he thought of Dallas as “just one neighborhood in a much bigger city called DFW.” There's no doubt that there are regional issues that Dallas and its suburbs have to work together on, but some critics say that Dallas has been too deferential to regional and state planners, like the North Central Texas Council of Governments, or TxDOT—doing things that might benefit the suburbs but not the city itself. You yourself said during the campaign that “regionalism isn't flawed, but it does have its limits.” How would you describe those limits?

EJ: Mayor Rawlings and I have a lot in common. We see the world the same way in a lot of respects, but this is one area where there is some disagreement. Mayor Rawlings is about the strongest advocate for regionalism that I've ever seen in a person of high position in our city. He really, really bought into the concept—hook, line, and sinker. One hundred percent. Total adherent to it. I believe that regionalism works where it works.

TM: Where is that?

EJ: The best example, I would say, is like DFW Airport. It is a net benefit to our entire region to have an airport that vibrant, with that many routes and that many airlines flying in and out of it. I think that is a clear boon to our region. You wouldn't want every city in our area trying to compete with each other for air traffic and trying to create their own airport. [But] the city of Dallas has to take a step back and ask whether or not we have to do some things that are just focused on our citizens, our residents. and their individual needs within our city limits. For example, mass transit, bus service. I do feel that there has been less emphasis on how well we move people around the city of Dallas, as opposed to the DART service area overall, then there needs to be. And I think we can say the same thing when it comes to growing our tax base—we have to have a slightly more selfish, individualistic approach than we've had.

TM: You've resisted calling the recent uptick in crime a crisis in the city. Why is that?

EJ: Crime statistics have to be taken in their context. You have to know how to step out and get a better sense of what you're looking at than what you might observe in a very short period of time, to be able to contextualize whether or not you are in anything that resembles a trend, a pattern, or a trajectory—or you have a momentary statistical blip.

Here's what I'm getting at: Someone sees a headline that says, “Dallas has crossed the 100 murder mark for the year.” Well, you have to ask yourself what point in the year are we, and what pace does that put us on for murders in the year? Then you actually have to dig into the murders that you have to figure out if there's any pattern. You have to ask yourself, “What happened in each one of these cases? Is it part of a resurgence in gang activity? Are these gang-related? Are these drug deals? Is it resurgence in drug violence? Or is it domestic violence? Or is it random violence? What is it?”

TM: Do you disagree, though, that the police are understaffed?

EJ: It would appear in Dallas that we could use some more officers. How many more is a matter of debate. We're getting a study here soon from KPMG that will tell us, basically, according to their study, if you would like your response times to be within a certain range, this is about how many officers you would need.

TM: You spoke repeatedly during the campaign about your intention to promote civility and respect at City Hall. But "civility" has become something of a loaded word during our recent era, at least on the national stage, where calls for civility seem at times like they're attempts to shame critics into silence. Do you worry that pushing for civility is similarly promoting a sort of go-along to get-along attitude? I'm thinking of contentious issues like when Mayor Rawlings wanted to hand over management of Fair Park to a private entity without an open bid process. Or pushback against the Trinity Parkway toll road project. Where do you draw the line between being civil and maybe just being too compliant?

EJ: There's a way you can disagree with people and be just as strong in your beliefs and be just as emphatic about what you believe in, without it ever tipping into the personal, without it ever becoming ad hominem, without ever becoming demeaning or insulting. That's the issue that we've had on the Dallas City Council for the past few years. I had to make that point with my opponent [Griggs] numerous times. Everyone who doesn't agree with you is not corrupt or stupid. There are people who have well-reasoned, well-intentioned, and honest disagreements in our system.

TM: Another major goal you've set for yourself is stamping out public corruption. That issue was highly visible this year, with the bribery convictions of former council members Dwaine Caraway and Carolyn Davis. To what extent do you think that the 14-1 structure of the council—in which you are the only at-large representative, and in which traditionally council members have been somewhat deferential to one another when it comes to how money gets spent in other members' districts—has contributed to this corruption? What reforms do you have in mind?

EJ: The 14-1 system has been protected by court rulings and is not likely to change anytime soon. Single-member districts are a contributing factor to what you could describe as a certain amount of territorial-ness, or fiefdoms, or whatever, on the council. If you just take that all the way to its logical extreme, it equals one person having an outsized say in what happens or doesn't happen in their district, which makes them a target for people who want to try to exert influence.

I want to try to work on that culturally, more so than legally. I want to get council members to start thinking more like at-large members, even though they're not elected at-large. That will be the most difficult part of this to change. I'm going to urge our council, pretty quickly, to consider and hopefully pass an ethics reform ordinance that actually cleans up our city's code of ethics, that makes it a little clearer as to what's expected of you, requires more in the way of disclosure, but makes the penalties harsher for violating it. Then I think we really also have to work on—and this is going to take some state help, too—this low-income housing tax credit program that's been a culprit in so many of these cases.

TM: How do you think Dallas is viewed by outsiders? How does that differ from how you would like it to be viewed?

EJ: I think it's viewed as a place where you can come, and if you're willing to put in the work, you can do well. I think that's accurate. I think Dallas is a very, very open city, a welcoming city, and a place where we will reward hard work and people who are willing to roll up their sleeves and just jump in. We're not particularly nativists here.

TM: Are there aspects of Dallas's reputation that you would like to change?

EJ: I'm not sure people know that a quarter of Dallas, a quarter of our population, are immigrants. Dallas is a very, very diverse city. I think that that maybe is lost in the veneer of J.R. Ewing and the Dallas Cowboys and Neiman Marcus.

TM: Dallas sometimes has this reputation of getting caught up in the pursuit of big signature projects, like the Calatrava bridges, or the Arts District, at the expense of basic needs like roads and public safety. Do you think that's fair?

EJ: You weren't on the Griggs campaign as a consultant, were you? Because that's exactly what he said about Dallas. I mean, it's almost word-for-word.

TM: I'm just asking if you think that's a fair critique.

EJ: I mean, you did everything but use the word "boondoggle," or what's the other word? There was another term [Griggs] used a lot—"vanity projects." Vanity projects and boondoggles. I think it's a false choice. You have to be able to simultaneously dream big and have vision for where you want to see your city to go. Some of those things involve major, transformative, culturally significant projects. You have to do that. At the same time, you have to never forget that there are certain things that are just fundamental functions of a city. They're not optional. We have to be able to do that and also be dreaming of how we can get signature, culturally significant arts and things to our city. Is a first-class symphony a luxury? I guess in some people's minds it is. Not in mine. Some people would argue that's not a pothole, so we shouldn't be doing it. I disagree.

TM: It's a case of limited resources, though, right?

EJ: We've had a pretty good track record of having a very committed and generous philanthropic community here that has carried a lot of the load on a lot of these things too. Generating a million dollars in taxpayer-funded investment and matching that with three million of philanthropic dollars to get something very important done that's going to generate revenue for your city and is going to be an attraction for tourism and things, those are good financial deals. There is such a thing as a wise expenditure of a public dollar that's not a pothole.

TM: Does it bother you that in a city of 1.3 million people, it only took a little more than 40,000 votes to get you elected mayor?

EJ: I'm not going to complain about the system that just resulted in my election. <laughs> That was a joke. Yeah, it deeply troubles me that Dallas's participation rate in municipal elections and bond elections, off-cycle elections, it's just atrocious. It's really bad. I don't know exactly why. There have obviously been proposals and people talking about moving elections to November and doing other things. I'm not sure that that would necessarily help. Putting the city council and mayor races after all the partisan races that would be on the ballot in November—I'm not sure that what you would gain in voters showing up to the polls for the election, you wouldn't lose in what we call under-vote, meaning people who start the ballot but don't finish. I'm not sure what

the answer is, but we've got to try to do something different. I don't like the idea that so few people are ultimately deciding these very, very important elections.

TM: You seem to have a very analytical approach to all these issues. I know you've emphasized a need for greater amounts of data to make decisions. Are you already planning to gather data in new ways in order to help the city make decisions?

EJ: My day job up till now has been being a public finance lawyer, like getting into the actual numbers, the crunching, how you pay for public improvements ... A key underpinning to that whole profession, that whole way of viewing the world, is that you can't do anything without data, without good information. You have to be able to measure things, and you have to be able to compare policies to one another using numbers. If we're not getting the information, then we're just comparing feelings, we're comparing power. Who's got the power to do something, or who is able to evoke the most feeling and get people behind an idea based on things that are not exactly going to result in people's lives being improved?

I'm not interested in analyzing the question of whether or not Chief Hall is a good chief based upon her personality, based upon how well we get along, based upon how any individual association feels about her. I'm interested in basing my assessment of her and how well she's doing her job based on data, crime data, which is why I keep telling everyone, "I want to wait and see how these numbers shake out. I want to see what kind of trajectory we are on."

TM: But do you worry, as when you were talking about the murder numbers earlier, about people that have been touched personally by that uptick in violent crime? When they hear the mayor say, "This is not a crisis," maybe it doesn't sound like you're understanding the urgency they are feeling? Is there a way to acknowledge that urgency and also wait for the data to actually make decisions?

EJ: I absolutely acknowledge that any, any murder is one murder more than I want—or any caring, feeling person in this role should want. I acknowledge that, and I have. I will continue to say that we want a murder rate of zero, but cities don't have murder rates of zero. They don't—not large urban areas. This is not Mayberry. This is Dallas, Texas. We can't have a zero murder rate, so the question is, Are we within a range that makes us, when we compare ourselves to our peers, one of the worst or one of the more dangerous cities of our size? Are we one of the better cities of our size? Or are we about average? We've got to understand where we are to understand what actions need to be taken. Of course we don't want a single murder, and I feel for anyone who's lost anyone to violent crime in this city. Of course. To me, some of these things should just go without saying. I'm a decent human being with a wife and children. I want everyone in our city to be safe. I also want to make sure that we're not making ourselves less safe by contributing to panic or by making a hasty personnel change.

This interview has been lightly edited for clarity and length.

<https://www.texasmonthly.com/politics/dallass-new-mayor-on-data-crime-and-why-dallas-needs-to-get-selfish/>

Who'd want to live in 'the L.A. of the South?' Residents explain why they're choosing Fort Worth over Dallas

By Hayat Norimine, Dallas Morning News

When Tanisha Jones decided to move to the Dallas-Fort Worth area five years ago from a small town in central Arizona, she first settled on living in DeSoto with her husband.

But after a divorce, Jones started to look for a new place — one that would get her closer to the city. Jones' father grew up in Dallas, which is why she was originally drawn to live in D-FW in the first place.

In February 2018, she moved into her newly built, three-bedroom, two-bath home, which at a price of \$118,500 came in under her budget.

Only it was in Fort Worth. Jones looked for a place in Dallas first, but she couldn't find anything in her price range that she liked.

"I didn't want a rundown house," Jones said. "It's about affordability, and I think our younger people are smart about doing their research. ... They get more bang for their buck."

Jones became one of thousands of new residents who chose to live in Fort Worth over Dallas. While the Dallas-Fort Worth-Arlington region was the fastest-growing metropolitan area in 2018, Fort Worth stood out, according to a U.S. Census Bureau report released earlier this year.

Between 2017 and 2018, Fort Worth was the fastest-growing among the 50 most populous cities with a 2.2% increase. By comparison, Dallas grew less than 1%.

Since 2010, Fort Worth grew by an estimated 20%, and Dallas at 12%.

The region follows a nationwide trend. Bigger cities experienced a slowdown in growth. Many newcomers are choosing to locate in smaller cities over major metropolises like Dallas.

So we asked why. Residents who chose Fort Worth over Dallas gave a variety of reasons — including family amenities, proximity to trails and public transit, less traffic and good schools.

But one major theme stuck out: affordability.

Cathy Mitchell, president of the MetroTex Association of Realtors, said the region has faced unprecedented growth in the past several years.

The greatest demand in Fort Worth's housing market is for lower-middle income households; in the first few months this year, 44% of the houses sold in Fort Worth were in the \$200,000-\$300,000 range, compared to 18% in Dallas.

"We're getting 1,000 people a day moving into this area, which is phenomenal," Mitchell said. "We've got a lot of people coming in and no place to put them."

MetroTex Realtors said that in a balanced market, a city needs six months' worth of inventory — which means that if no more houses were put on the market, it would take six months for the city to run out of houses for sale.

Fort Worth had only two months' worth of inventory as of May, according to a MetroTex report. Dallas had four.

Moiri Brown, greater Fort Worth president of MetroTex, said the need for affordable houses presents a major challenge for the Fort Worth area — which has seen an uptick in development the past few years, but not nearly enough to keep up with the demand.

Many of those moving to the region are drawn here for jobs, Brown said. That was the case for Steve Lebner, who said he came for the financial opportunities and business environment.

He settled in Fort Worth because he "honestly just had a very good feeling" about the city.

But for others, perception played a big role too.

Kathryn Phillips said she chose to live in Fort Worth because she wanted to raise her children in a city that cares more about "character" than wealth and status.

She said her daughter, who is on the autism spectrum, legally blind and physically disabled, is also treated with more respect in Fort Worth.

"I just felt like people were more open, honest and real in Fort Worth. ... Dallas has this status to uphold," Phillips said. "I want my girls to know it's not about what you own. It's about who you are and how you treat people."

Cameron Atkins met his wife in Fort Worth — where she first bought a house — while he worked in Dallas.

They ultimately settled in Arlington, but he said Fort Worth appealed to him because of its walkability and downtown entertainment. He believes Fort Worth has a more defined identity than Dallas by embracing its "cowboy" culture.

"They're two great cities, but they have different personalities," Atkins said. "Dallas is like the L.A. of the South. Fort Worth is Fort Worth."

Like Atkins, Fort Worth resident Mark Brandt said he preferred his city's laid-back culture and density. He said the infrastructure in Fort Worth allows him to walk, use public transit and bike regularly. When he moved to Fort Worth, his family downgraded from two cars to one, saving him money.

"That's one frustrating thing about the metroplex. It just keeps growing wider and wider and wider," Brandt said.

Jones said Fort Worth's amenities are a well-kept secret. The city has everything people seek in Dallas, she said, even if big-city life isn't necessarily what Fort Worth is known for.

"When you say you live in Texas, the name Dallas is what people resonate with," Jones said. "When you think of Dallas, you think of the big city. Fort Worth is the cowboy town."

Beatriz Cruz, a 24-year-old who moved to Fort Worth a couple of years ago, agreed. She said she and her husband initially chose Fort Worth because that's where his job was. But now, she can't imagine leaving anytime soon.

It has the appeal of a big city without the stress, Cruz said.

But she said she has friends who are gay and prefer Dallas for its LGBTQ scene. Dallas City Manager T.C. Broadnax said Dallas' diversity is one of the city's great appeals.

Broadnax said Dallas continues to think about ways the city could improve its brand and boost its standing in the region. He's in the process of developing a 10-year economic development plan that would address ways to attract the right types of businesses and workforce.

Broadnax said much of the city's land mass remains untapped and offers plenty of room for growth. He said the city already has a powerful brand that draws residents, and he wants the city to boast of its diversity and reputation as an innovator.

"I think people believe Dallas is where big things happen," Broadnax said. "I want to continue that, do it obviously in the right way. I don't want to just be another urban center."

<https://www.dallasnews.com/news/dallas/2019/07/06/whod-wantto-live-la-south-residents-explain-choosingfort-worth-dallas>

How Alliance Airport is reducing its noise impact on nearby Fort Worth homes

FORT WORTH

As home construction booms in Fort Worth, Alliance Airport is trying to prevent noise from becoming a problem in nearby neighborhoods.

On Tuesday, Transportation Secretary Elaine Chao announced that an \$8 million federal grant had been awarded to Fort Worth's cargo and corporate aviation hub.

AllianceTexas officials said the money can be used to buy land surrounding the airport for a noise buffer zone. Alliance Airport is about 17 miles north of downtown Fort Worth — in an area that was once vacant prairie but is quickly becoming surrounded by thousands of newly-built homes.

The award was among \$477 million in airport infrastructure grants doled out nationwide.

Other Texas airports receiving funds included San Antonio International Airport (\$4.6 million for a taxiway) and Tyler Pounds Regional Airport (\$100,000 for security enhancements).

"This significant investment in airport improvements in Texas will fund construction and rehabilitation projects that will help maintain high levels of safety in U.S. aviation," Chao said in a statement.

The funds were awarded through the Federal Aviation Administration, one of several agencies overseen by Chao.

In all, 276 grants were awarded to 264 airports in 45 states, the Pacific Islands and the District of Columbia, Chao said.

The projects include runway reconstruction and rehabilitation, firefighting facilities and maintenance of aprons and terminals.

Civil aviation accounts for \$1.6 trillion in total economic activity and supports nearly 11 million jobs, according to an FAA economic report.

<https://www.star-telegram.com/news/business/aviation/article232444722.html>

How NTTA seized control of its debt so it can keep building toll roads for you

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH

Less than a decade ago, the North Texas Tollway Authority was so immersed in debt the agency had to create a special fund — an arrangement that had to be co-signed by the state of Texas — to finance construction of Chisholm Trail Parkway in Fort Worth.

But now, the Dallas-Fort Worth area's premier toll road construction and management agency is in a much better financial position. The agency, which is widely known in the region by its four-letter acronym, NTTA, has refunded more than \$6 billion in debt during the past six years, according to the industry publication *Bond Buyer*.

By refunding those bonds, the tollway authority is expected to free up an estimated \$1.6 billion in cash, which can be spent on improving and expanding the tollway system over the next five years without issuing any new debt, said Horatio Porter, NTTA chief financial officer.

At a time when Texas and other states are borrowing billions of dollars to build toll-free highways — to make up for a lack of funds from traditional sources such as vehicle registration fees and gas taxes paid at the pumps — NTTA is poised to play a major role in expanding and modernizing Dallas-Fort Worth's network of roads.

For example, NTTA recently partnered with the Texas Department of Transportation to extend Texas 360's main lanes from Arlington to Mansfield.

Many motorists don't like paying tolls, but often in North Texas transportation planners find that using toll-backed bond debt is the only way to get the roads built fast enough to meet growth needs.

"DFW is still one of the highest-growing areas in the country, and we believe we have served as a catalyst to that growth," said Porter, who served as Fort Worth's financial officer before moving to NTTA in 2013.

Porter also is well-known in Tarrant County for his days at Texas Christian University, where he was a track star in the late 1980s and early 1990s before turning to a career in accounting and finance.

"We're building roads that people need," Porter said in a phone interview. "It connects them to their homes, places of employment and entertainment facilities."

No variable interest rates

On Tuesday, Porter and other NTTA officials and financial advisors will be in New York to meet with bond managers to price \$679 million in tax-exempt bonds.

Once that pricing is complete, NTTA will have about \$9 billion in outstanding debt, but none of it will be variable-rate, which means it won't be subject to the peaks and valleys of changing interest rates, Porter said.

For now, much of the emphasis is on expansion projects, including adding a fourth lane in each direction to Sam Rayburn Tollway, and extending the President George Bush Turnpike in the eastern part of the region. Chisholm Trail Parkway, a 28-mile toll road that opened in 2014 from downtown Fort Worth to Cleburne, also will eventually be improved with new lanes and additional ramps to connecting corridors such as Interstate 20, tollway officials said.

TxDot lends a hand

Back in 2011, when Chisholm Trail Parkway was being financed, NTTA entered into a partnership with the Texas Department of Transportation, which signed a toll equity loan agreement that essentially used state highway dollars as a financial guarantee for the project.

At the time, NTTA was concerned that its bond ratings could be downgraded without the state's co-signature.

But NTTA wanted to end its arrangement with the state early, and in 2017 refinanced those bonds, a move that put Chisholm Trail Parkway's financing fully back into NTTA's tollway system.

"We were able to pay off those bonds, and clear that obligation to TxDot and merge the Chisholm Trail operation with the NTTA system," said Kenneth Barr, who resigned as chairman of the NTTA board earlier this year after winning a seat on the Tarrant County College board of trustees.

Barr, also a former Fort Worth mayor, had served on the NTTA board for 11 years, including seven years as chairman, so he had an up-close view of the agency's efforts to improve its debt situation. He believes NTTA could play a major role in solving the region's mobility challenges in the coming years.

"The NTTA has a five-year plan and the board has pushed the staff to look out beyond that five years as to what the region's needs are going to be," Barr said in a phone interview. "I have always viewed NTTA as a resource in the region's toolbox, so to speak, and when there's no other way to get a road built then tolling offers us an option that can be very useful."

In addition to Chisholm Trail Parkway, the President George Bush Turnpike and Sam Rayburn Tollway, the agency also operates Addison Airport Toll Tunnel, Mountain Creek Lake Bridge, Lewisville Lake Toll Bridge and 360 Tollway.

In all, NTTA is expected to generate \$886 million in revenue this year, Porter said.

The agency is expected to have a \$488 million cash balance. That money, combined with an expected \$1.1 billion in cash flow from refunded bonds, is expected to provide the agency with \$1.6 billion for capital projects over the next five years.

Moody's Investors Service has added a positive outlook to NTTA's bonds based on an expectation of increasing annual cash flow, which would then go to capital projects, Bond Buyer reported.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article232442997.html>

Fort Worth Mayor Price asks for public release of Panther Island review

By Luck Ranker, Fort Worth Star-Telegram

FORT WORTH

Fort Worth Mayor Betsy Price on Thursday called on the prompt release of an independent review of the \$1.17 billion Panther Island project, saying an internal review of the study wasn't necessary.

Riveron, a Dallas-based consulting firm, spent nearly three months digging into Trinity River Vision Authority documents and interviewing key staff. Its report and a presentation was expected to be made public Wednesday, but Tarrant County Administrator G.K. Maenius, board president of the Trinity River Vision Authority, suggested the study not be released for about a month, arguing staff and board members needed time to digest it and ensure findings and recommendations were based on accurate data.

Price requested an independent analysis of the Trinity River project in October after reports the federal government would not provide needed funding in this fiscal year. In a statement to the Star-Telegram, she said she had expected the review to be made public Wednesday and an internal review was not part of the timeline presented when the authority contracted with Riveron in April.

"I called for this review because our residents, taxpayers and businesses demanded more transparency surrounding the Panther Island project," she said. "This independent report is an opportunity to clear up concerns, alleviate frustration among residents and, most importantly, help provide a path forward for this critical project."

Price said she received a copy of the report Thursday afternoon and had not yet read it. The roughly 90-page document relied on dozens of interviews and hundreds of project documents.

Maenius told reporters Wednesday the delay was not a "stall tactic" but a genuine effort to ensure the final product was correct. He called the recommendations and findings "substantial" and encouraged board members to return comments or questions about the report to Riveron as soon as possible.

"They're not simply going to change something because someone wanted it changed," he said. "We don't want anyone to look at this report and say 'That's wrong, so the report's wrong.'"

The Army Corps of Engineer's Central City Project, often called the Panther Island project, requires the Corps to cut a bypass channel in the Trinity River north of downtown, forming a roughly 800-acre island.

The channel is part of a flood control effort aimed at protecting about 2,400 acres while allowing some of the city's levees to come down. The project received roughly \$60 million under previous administrations. Congress approved \$526 million for it in 2016. That money is expected to be doled out over several years but wasn't included in the last two federal budgets.

Riveron was selected in April to study the project's finances, management and structure at a cost not to exceed \$460,000. So far the authority has paid \$150,000.

One person close to the project who had reviewed parts of the report told the Star-Telegram the Riveron recommended “substantial management changes.”

The report contains a recommendation that real estate and economic development on the island be the responsibility of a nonprofit under the city and not fall under J.D. Granger, the son of Congresswoman Kay Granger, or Jim Oliver, Tarrant Regional Water District manager, according to a report from KXAS/Channel 5. The station said they obtained a copy of the report from a government official.

James Hill, a Tarrant Regional Water District board member, Fort Worth Councilman Carlos Flores and city manager David Cooke advocated during the meeting for a timely release of the report as well as a presentation from Riveron, which they said they expected with the report’s release. All three said they understood the need to double check facts, but doubted a full month was necessary.

Flores said the presentation was vital to understanding the consultant’s methods and findings. He said he understood the need for a “sanity test” to make sure the report was factually accurate but he didn’t believe that was mutually exclusive from releasing the document and having a public discussion about it.

“In general we’ve reached a point in time where I think it should be released,” he told the Star-Telegram Thursday. “I think having that conversation publicly is not a bad thing.”

Hill agreed, saying he was disappointed the board had little to show the public. He was concerned allowing corrections to be made in secret would give the impression the independent review had lost its objectivity.

“The point should be to correct facts, if necessary, not change the findings,” he said. “This report was intended to have someone else give us their opinion and not have anyone say ‘Well I don’t like this. Change it.’”

He added that he hoped the final report would be done quickly.

Oliver and J.D. Granger justified the delay. Granger, in the meeting, said he feared releasing the study would lead to reports from specifically the Star-Telegram and KXAS/Channel 5 that he said would be inaccurate.

Oliver told the board that other members likely did not understand the project and only he, Granger and other water district staffers would be able to properly vet the study’s accuracy.

“We’re the ones who know the nuts and bolts of this project,” he told the board. “You all can look at it but you don’t know the day-to-day operations of this organization and how it works.”

Leah King, a Tarrant Regional Water District board member, said she received a copy late Thursday afternoon but had not read it. While she wasn’t concerned major changes would be made to the report, she expressed disappointment the study was not immediately made public.

“I understand there’s a customary practice of review, but that was not a part of the original time frame,” she said. “There was a commitment made to the public and all of us.”

In June, Riveron representative Kevin Ruiz gave the board an overview to that point.

He said the study had found no malfeasance or signs of wrongdoing. However, Riveron had roughly a dozen key findings from which it would make recommendations.

Riveron's findings will indicate the authority lacks a robust contingency plan, likely because it is set up as a coordinating body, not a management body, he said. Ruiz said in June "substantial room for improvement" existed with the authority's management and transparency.

He also said the report would show the need for new messaging.

Originally conceived as a flood control effort, much of the attention has been centered on how a bypass channel would create an 800-acre island downtown poised for development. Ruiz said the authority needed to return to a focus on "flood control and public safety" in branding.

<https://www.star-telegram.com/news/article232553022.html>

Review finds confusion, lack of planning in \$1.17 billion Panther Island project

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

An independent review of Fort Worth's \$1.17 billion Panther Island endeavor found confusion surrounding the project's progress and suggests changes to the management structure overseeing the Trinity River effort.

The report from Dallas-based consulting firm Riveron also found the project failed to plan for funding changes and other obstacles.

Some officials with Trinity River Vision Authority, the coordinator of the flood control and economic development undertaking, sought to keep the report secret until they had a chance to review it and suggest changes

The Star-Telegram received a copy Friday from a government source close to the project. The 92-page document, distributed to authority board members Wednesday, is marked "draft."

Riveron's report does not mention any Panther Island officials by name, but it does suggest making notable changes to the role of J.D. Granger, the authority's executive director.

Granger is the son of U.S. Rep. Kay Granger, a Republican who has lobbied for the project in Washington.

The consultant, after digging into the project for nearly three months, determined J.D. Granger's position should be stripped of some duties and should report to the authority's board, made up of city and county officials. Granger currently reports to Jim Oliver, a board member and Tarrant Regional Water District general manager.

The Star-Telegram reported in November that Granger, who makes more than \$200,000, received no written performance evaluation.

Oliver is "very direct," Granger said at the time. "There's not a lot of gray area for what he wants."

Oliver called Riveron's assessment a "rough, rough draft" late Friday. He said he hadn't read the full report yet and would not comment on specifics. The report should remain confidential until his staff and authority board members have time review it, he said.

"Consultants throw stuff up and see what sticks. Some sticks and some doesn't," Oliver said. "We've got to go through it and clear things up. We're at the very beginning of that."

The report found no malfeasance or wrongdoing, he said.

Granger did not return requests for comment.

Among the findings:

- The project lacks contingency plans for many uncertainties, like funding, costs, land needs and contracts. Project management documents are not “always available and may not exist in all cases.” This is likely because the Trinity River Vision Authority operates as a coordinator, not a management body, and no project management office exists. Riveron suggested forming a risk management office and reporting structure.
- “Inconsistent reporting and high variances to project budget and cash flow estimates, forecasting and reporting, resulting in confusion over project progress, misunderstanding on financial gaps, and perceptions of mismanagement and waste.”
- “Overwhelming and complex project financial and reporting information, resulting in a lack of awareness and understanding among taxpayers and stakeholders on project and budget estimates and revisions, and the root cause of those changes.”
- A dual focus on flood control and recreation and economic development, “resulting in confusion, project fatigue, and inconsistent views on project direction and priorities, status and expectations for completion.”

To improve transparency and understanding, as well as prevent any one person from having too many responsibilities, Riveron suggests Granger’s position report directly to the Trinity River Vision Board. Along with Oliver, that board includes Tarrant County administrator G.K. Maenius, Fort Worth councilman Carlos Flores, city manager David Cooke and water district board member James Hill. Also on the board are county commissioner Roy Brooks and Streams and Valleys representative Bob Riley.

“They would have sole authority over the appointment of the executive director and will serve as the director’s primary supervisor,” the report states.

The Army Corps of Engineer’s Central City Project, often called the Panther Island project, requires the Corps to cut a bypass channel in the Trinity River north of downtown, forming a roughly 800-acre island. Though the channel is a Corps project, the Trinity River Vision Authority, water district and city act as local partners.

The channel is part of a flood control effort aimed at protecting about 2,400 acres, while allowing some of the city’s levees to come down. The project requires federal funding, about \$60 million of which has been doled out. Congress approved \$526 million for it in 2016, but funding for it has not been included in the past two federal budgets.

Riveron was selected in April to study the project’s finances, management and structure at a cost not to exceed \$460,000. So far, the authority has paid \$150,000.

REAL ESTATE DEVELOPMENT

Another recommendation calls for stripping real estate development — possibly the most advertised element of the project — from Granger’s role as authority director.

First reported by KXAS/Channel 5, Riveron suggests forming a nonprofit economic development corporation to take over the real estate and development of the island. Both currently fall under Granger.

Significant confusion exists over the goal of the project, Riveron suggests, and dividing responsibilities would help the district focus on flood control.

The Star-Telegram reported in November that the concept of spinning Panther Island entertainment and promotion into a nonprofit had already been discussed.

To make the distinction between flood control and entertainment clearer, Granger said during a November meeting, the authority had been exploring creating a separate nonprofit, similar to Near Southside Inc., to manage and promote Panther Island events, such as Oktoberfest Fort Worth.

At the time, he said a decision on that would likely come after the review.

“The desire of the board was to hold off on that, let’s maybe talk about that as part of the programmatic review and let’s vet it out with our partners to see if it’s a comfortable fit,” Granger told The Star-Telegram in November.

CONGRESSMAN, MAYOR CALL FOR RELEASE

The release of the full report has been a point of contention.

The report and a presentation was expected to be made public Wednesday, but Maenius, the board president, suggested the study not be released for about a month, arguing staff and board members needed time to digest it and ensure findings and recommendations were based on accurate data.

That suggestion didn’t sit well with Flores, Cooke and Hill. The trio advocated for the document’s release, saying discussion of it should play out in public.

Meanwhile Oliver and J.D. Granger pushed to keep the report secret until they could read it and offer changes. With Star-Telegram and KXAS/Channel 5 reporters present, Granger wondered if the two news organizations would accurately report Riveron’s findings. Oliver said he believed only his staff had a full understanding of the project, requiring them to provide input before the report became public.

Oliver defended keeping the report from the public Friday, saying he didn’t believe it was ethical to release a draft document.

Typically during an independent review, he said, staff are given the chance to make comments or corrections before a report goes to a public board.

“This has been backwards,” he said.

Fort Worth Mayor Betsy Price requested an independent analysis of the Trinity River project in October after reports the federal government would not provide needed funding in this fiscal year. In a statement to the Star-Telegram on Thursday, she said she had expected the report to be made public Wednesday and that an internal review was not part of the timeline presented when the authority contracted with Riveron.

Despite receiving a copy of the report Thursday afternoon and calling for it to become public, Price’s office has not released the report.

A spokeswoman for Price said it was the Trinity River Vision Authority’s responsibility to release the report.

U.S. Rep. Marc Veasey, a Democrat from Fort Worth, urged the immediate release of the report Friday.

“It’s very important that there be full transparency on this project if a level of trust is to be achieved moving forward,” Veasey said in a statement.

A spokeswoman told the Star-Telegram that Veasey had not had access to the report, but urged local public officials to make it public.

Granger also said the report should be made public, but after officials double-check “recommendations are based on factually correct conditions.”

<https://www.star-telegram.com/news/local/community/fort-worth/article232609982.html>

Despite High Hopes, Self-Driving Cars Are ‘Way in the Future’

Ford and other companies say the industry overestimated the arrival of autonomous vehicles, which still struggle to anticipate what other drivers and pedestrians will do.

By Neal E. Boudette, The New York Times

A year ago, Detroit and Silicon Valley had visions of putting thousands of self-driving taxis on the road in 2019, ushering in an age of driverless cars.

Most of those cars have yet to arrive — and it is likely to be years before they do. Several carmakers and technology companies have concluded that making autonomous vehicles is going to be harder, slower and costlier than they thought.

“We overestimated the arrival of autonomous vehicles,” Ford’s chief executive, Jim Hackett, said at the Detroit Economic Club in April.

In the most recent sign of the scramble to regroup, Ford and Volkswagen said Friday that they were teaming up to tackle the self-driving challenge.

The two automakers plan to use autonomous-vehicle technology from a Pittsburgh start-up, Argo AI, in ride-sharing services in a few urban zones as early as 2021. But Argo’s chief executive, Bryan Salesky, said the industry’s bigger promise of creating driverless cars that could go anywhere was “way in the future.”

He and others attribute the delay to something as obvious as it is stubborn: human behavior.

Researchers at Argo say the cars they are testing in Pittsburgh and Miami have to navigate unexpected situations every day. Recently, one of the company’s cars encountered a bicyclist riding the wrong way down a busy street between other vehicles. Another Argo test car came across a street sweeper that suddenly turned a giant circle in an intersection, touching all four corners and crossing lanes of traffic that had the green light.

“You see all kinds of crazy things on the road, and it turns out they’re not all that infrequent, but you have to be able to handle all of them,” Mr. Salesky said. “With radar and high-resolution cameras and all the computing power we have, we can detect and identify the objects on a street. The hard part is anticipating what they’re going to do next.”

Mr. Salesky said Argo and many competitors had developed about 80 percent of the technology needed to put self-driving cars into routine use — the radar, cameras and other sensors that can identify objects far down roads and highways. But the remaining 20 percent, including developing software that can reliably anticipate what other drivers, pedestrians and cyclists are going to do, will be much more difficult, he said.

A year ago, many industry executives exuded much greater certainty. They thought that their engineers had solved the most vexing technical problems and promised that self-driving cars would be shuttling people around town in at least several cities by sometime this year.

Waymo, which is owned by Google’s parent company, Alphabet, announced that it would buy up to 62,000 Chrysler minivans and 20,000 Jaguar electric cars for its ride service, which operates in the Phoenix suburbs. General Motors announced that it would also start a taxi service by the end of this year with vehicles, developed by its Cruise division, that have no steering wheels or pedals.

Captivated by the notion of disrupting the transportation system, deep-pocketed investors rushed to get a piece of the action. Honda and the Japanese tech giant SoftBank invested in Cruise. Amazon, which hopes to deliver goods to its shoppers by driverless vehicles, invested in Aurora, another start-up in this area.

“There was this incredible optimism,” said Sam Abuelsamid, an analyst at Navigant Research. “Companies thought this was a very straightforward problem. You just throw in some sensors and artificial intelligence, and it would be easy to do.”

The industry’s unbridled confidence was quickly dented when a self-driving car being tested by Uber hit and killed a woman walking a bicycle across a street last year in Tempe, Ariz. A safety driver was at the wheel of the vehicle, but was watching a TV show on her phone just before the crash, according to the Tempe Police Department.

Since that fatality, “almost everybody has reset their expectations,” Mr. Abuelsamid said. It was believed to be the first pedestrian death involving a self-driving vehicle. Elsewhere in the United States, three Tesla drivers have died in crashes that occurred while the company’s Autopilot driver-assistance system was engaged and both it and the drivers failed to detect and react to hazards.

Companies like Waymo and G.M. now say they still expect to roll out thousands of self-driving cars — but they are much more reluctant to say when that will happen.

Waymo operates a fleet of 600 test vehicles — the same number it had on the road a year ago. A portion of them are the first set of vehicles it will be buying through the agreements with Chrysler and Jaguar. The company said it expected to increase purchases as it expanded its ride service.

“We are able to do the driving task,” Tekedra Mawakana, Waymo’s chief external officer, said in an interview. “But the reason we don’t have a service in 50 states is that we are still validating a host of elements related to offering a service. Offering a service is very different than building a technology.”

G.M. declined to say if it was still on track to start a ride service “at scale” this year, as it originally planned. Its chief executive, Mary Barra, told analysts in June that Cruise was moving “at a very aggressive pace” without saying when commercial operations would begin.

China, which has the world’s largest auto market and is investing heavily in electric vehicles, is trailing in development of self-driving cars, analysts say. The country allows automakers to test such cars on public roads in only a handful of cities. One leading Chinese company working on autonomous technology, Baidu, is doing much of its research at a lab in Silicon Valley.

Tesla and its chief executive, Elon Musk, are nearly alone in predicting widespread use of self-driving cars within the next year. In April, Mr. Musk said Tesla would have as many as a million autonomous “robo taxis” by the end of 2020.

Tesla believes its new self-driving system, based on a computer chip it designed, and the data it gathers from Tesla cars now on the road will enable the company to start offering fully autonomous driving next year.

But many experts are very skeptical that Tesla can pull that off.

Mr. Salesky said it was relatively easy to enable a car to see and identify obstacles on the road with the help of radar, cameras and lidar — a kind of radar that uses lasers — as well as the software and computing power to process images and data.

It's much more difficult to prepare self-driving cars for unusual circumstances — pedestrians crossing the road when cars have the green light, cars making illegal turns. Researchers call these "corner cases," although in city traffic they occur often.

"If you're out driving 20 hours a day, you have a lot of opportunities to see these things," Mr. Salesky said.

Equally challenging is teaching self-driving cars the finer points of driving, sometimes known as "micro maneuvers." If a vehicle ahead is moving slowly looking for a parking space, it is best to not follow too closely so the car has room to back into an open spot. Or to know that if a car is edging out into an intersection, it can be a sign the driver may dart out even if he doesn't have the right of way.

The technology is available now to create a car that won't hit anything. But such a car would constantly slam on the brakes.

"If the car is overly cautious, this becomes a nuisance," said Hwei Peng, director of Mcity, an autonomous-vehicle research center at the University of Michigan.

Some companies argue that the way to get more self-driving vehicles on the road is by using them in controlled settings and situations. May Mobility operates autonomous shuttles in Detroit; Providence, R.I.; and Columbus, Ohio. These are not minivans or full-size cars but six-passenger golf carts. They travel short, defined routes at no more than 25 miles per hour. In many cases they provide public transportation where none is available.

"A vehicle that needs to go at higher speeds will need more expensive, more exotic sensors," said Alisyn Malek, the company's chief operating officer. "Using a low-speed vehicle makes the task of operating an autonomous vehicle easier, so we can use what works in the technology today."

The company has been running six shuttles between the Providence train station and Olneyville, a growing neighborhood a few miles away, since May. The trial is backed by the Rhode Island Department of Transportation, which is paying May Mobility \$800,000 for the first year of service. The company expects to take its service to Grand Rapids, Mich., this year, in a partnership led by the city. Based in Ann Arbor, Mich., May Mobility has raised \$33 million from investors, including \$10 million from Toyota.

Also this year, a Boston start-up, Optimus Ride, plans to begin operating driverless shuttles at the Brooklyn Navy Yard that also travel at 25 m.p.h. or less.

Ms. Malek said she believed it would take years and perhaps even a decade or more to develop driverless cars that could travel anywhere, any time.

"Our focus is, how can we use the technology today?" she said. "We realize that today we have to start somewhere."

<https://www.nytimes.com/2019/07/17/business/self-driving-autonomous-cars.html?register=email&auth=register-email>

Our million-dollar bus doesn't add up. We did the math

By Dallas Morning News Editorial

About a year ago, DART paid a pretty steep fare for seven new buses at about a million bucks a pop. We thought it was time to check in to see just how they were making out in our fair city.

As our critics are likely gearing up to tell us, we had seemingly straightforward reasons for paying so much. These weren't normal buses.

Although they cost almost double the price of a regular diesel bus, they were intended to reduce emissions and pay for themselves over the course of their lifetime thanks to zero fuel cost. By spending more up front to help the earth, we would save more down the road.

What's more, the cash for each bus came through a federal government program. The \$7.6 million outlay was essentially free money, so why not spend it?

The Texan book of proverbs, *Don't Squat with Your Spurs On*, tells us: "No matter who says what, don't believe it if it don't make sense." Maybe it's just our inquisitive nature, but spending \$1 million on a bus just never sat right with us.

Here's why. First, while the \$7.6 million federal grant let us avoid spending Dallas Area Rapid Transit money, the dollars came from federal taxpayers. Federal dollars aren't free, and we're all federal taxpayers.

The notion that electric buses cut fuel costs and emissions doesn't hold up, either. Since the new electric models did not replace any old ones, the purchase did not reduce our emissions. Though, they pollute less than seven new diesel buses would. DART finished replacing its bus fleet in 2017, and the next bus fleet replacement won't happen for at least another six years.

A little scrutiny further reveals that these buses really aren't as cost-efficient as some might believe. What a surprise, considering that we could buy a few Ferraris with the money we spent on a single one of these buses.

The buses gobble up vast quantities of electricity for very little distance, charging their 104 kilowatt-hour battery packs after every 19-mile route. Taking into account that all 104 kwh can carry the bus 30 miles, and that DART has a fixed electricity rate of seven to eight cents per kilowatt hour, the city spends \$4 to \$6 per route on electric bus costs. Between seven buses recharging 34 times every weekday, the city spends about \$1,000 per day on power for the electric buses.

DART's 2019 business plan budgeted diesel fuel at \$2.01 per gallon and natural gas at 97 cents per diesel gallon equivalent, so it would cost a little over \$5 to run a diesel bus that gets seven miles to the gallon along the same 19-mile route. The price is even lower for our current natural gas models. Our electric buses can only seriously outpace other models if fuel costs spike and stay above \$3 a gallon, which may explain why Proterra has found greater success on the West Coast.

The million-dollar bus comes laden with a few other hidden costs. Because the electric buses require special upkeep, their expenses don't stop after the initial purchase.

Each bus carries eight battery packs which cost over \$300 apiece and need replacement about every six years. Those battery packs also make the electric buses heavier than their diesel counterparts, so their tires and brakes will wear out more quickly.

The city also spent over \$800,000 on the new charging stations alone, which will need upkeep of their own over the years.

Given all these costs, a simple net present value calculation shows that we'll spend nearly half a million more for a single electric bus over the course of its lifetime — or, the cost of a new diesel bus.

No one can know the future, of course. Maybe oil prices will spike while electricity stays cheap. Maybe we'll all start taking the bus more often, making these new buses worth their weight in gold. But given all of the other priorities in the Dallas area, we can find a lot of things we'd rather spend \$1 million on than a bus.

<https://www.dallasnews.com/opinion/editorials/2019/07/22/million-dollar-bus-doesnt-add-math>

With neighbors' support, Plano OKs financing plan for project

By STEVE BROWN

Real Estate Editor

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Plano has approved an agreement that could provide hundreds of millions of dollars in public sector funding to support redevelopment of the city's Collin Creek Mall.

The mostly vacant, 37-year-old shopping mall on U.S. Highway 75 is set to get made over into a \$1 billion mixed-use development with new office, residential, hotel and retail space.

Developer Centurion American Development Group bought the 100-acre property late last year and has been working with city officials and neighboring residents on the redo.

Plano's City Council unanimously approved a development agreement with the new owners on Monday night.

"The purpose for this agreement is to form a framework for the public-private partnership that we are forming to help finance and make this project happen," Peter Braster, Plano's director of special projects, said.

The redevelopment agreement, which is still being ironed out, would provide funding through bond sales, grants and other initiatives to pay for new infrastructure and other elements of the huge redevelopment.

Plano plans to set up public improvement districts and a tax increment reinvestment zone to help fund the project.

Residents of the area have given overwhelming support for the deal. Before the vote, Plano's council got 74 responses in favor of the Collin Creek plan and only one phone call in opposition.

"It's a small price for the city to pay to redevelop Collin Creek and not have a Valley View in Plano — that's what we don't want," said Robert Miller, who represents homeowners' groups. "Plano needs the revitalization of the mall."

While Plano pushes ahead with Collin Creek, Dallas' Valley View mall on LBJ Freeway has languished for several years, with a stalled redevelopment plan, lawsuits and delays in construction. Demolition crews recently began pulling down more of the vacant shopping center.

"This project is fabulous. It must go through," Plano resident Janet Miller told the council. "We must make this so it is one of the best developments in our city.

"We don't want to look at this and see Valley View — desolate and horrible."

Centurion American's plan for Collin Creek calls for tearing down a large section of the mall and building new restaurants, shops and a hotel. There would be almost 9 acres of parks and 1.6 miles of hiking trails.

More than 1 million square feet of office space is also planned.

The developers are also studying the addition of a Crystal Lagoon water feature in the project.

Plano's council members all supported the redevelopment, even though it includes more than 2,000 apartments.

Opposition to the construction of apartments has divided Plano over the last few years.

"Apartments, they are for everybody — every stage of life," said homeowner David Faidley, who spoke in favor of the project. "The average rent for a two-bedroom apartment just west of this location is about \$1,900 a month."

Faidley said he and his wife were renters when they first moved to Plano. "The people who live in that area, they look like you, they look like me and our neighbors," he said.

Centurion American hopes to start work at Collin Creek this year.

The company is one of North Texas' biggest developers, building everything from large-scale suburban neighborhoods to historic redevelopments in downtown Dallas, including the Statler Hotel and the Cabana Hotel.

Twitter: @SteveBrownDMN

TEXRail is about to nearly double the number of trains on its tracks

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH

Residents who live along the TEXRail tracks are about to notice a lot more trains.

The commuter rail line, which opened in January, has taken delivery of its eighth and final train set from Swiss manufacturer Stadler, which builds the railroad cars at a plant near Salt Lake City, Utah.

With all of its rail cars in hand, Trinity Metro, Fort Worth's transit agency, can now increase the frequency of its train service to every 30 minutes during the busiest times of day. TEXRail opened in January, initially with five train sets, and up to this point has run trains hourly.

Starting Sunday, a new schedule will be used with trains running every 30 minutes for about 10 hours of each day (and less frequently during quieter times of day). The total number of train runs each day will increase to 73, up from 48.

TEXRail operates out of nine stations in Fort Worth, North Richland Hills, Grapevine and DFW Airport.

"We always intended to increase frequency after six months of service to provide more options for commuters, travelers and other passengers," Bob Baulsir, Trinity Metro president and chief executive officer, said in an email. "Riders love our service, and we often hear that they are eager for more trains to run."

Those who already ride the trains will need to adjust to the new schedule times. For example, Baulsir said, a train that currently leaves a station at 25 minutes past the hour will now leave at 43 minutes past the hour.

Trains will also run later, with the last train leaving Fort Worth Central Station downtown at 12:47 a.m, instead of 11:30 p.m. And, the first train leaving DFW Airport each morning bound for Fort Worth will depart at 4:40 a.m. , instead of 4:55 a.m.

<https://www.star-telegram.com/news/local/community/fort-worth/article233108069.html>

The nation's crumbling roads, bridges, and inter-states are getting some love.

On Thursday, Department of Transportation Secretary Elaine Cho announced a total of 20 large and small infrastructure projects across the nation funded by INFRA grants, which provide dedicated, discretionary funding for projects that address critical issues facing our nation's highways and bridges, according to DOT.

The projects totaling millions of investment dollars are sprinkled throughout the country. FOX Business takes a look at which states and cities will be enjoying a makeover.

The 10 Large Projects

Alabama

Alabama's Dept. of Trans. will be awarded \$125 million to construct a new six-lane cable-stayed bridge with more than 215 feet of vertical clearance to carry I-10 across the Mobile River channel. The project will take place near Mobile, AL.

Arizona

Arizona's Dept. of Trans. will be awarded \$90 million to add capacity on a rural, mountainous stretch of I-17 north of Phoenix.

California

The City of Temecula will be awarded \$50 million to construct a two-lane northbound collector/distributor system along I-15.

Florida

Space Florida will be awarded \$90 million to replace the Cape Canaveral Spaceport Indian River Bridge with new twin high-level bridges. This project will occur near Orlando, FL.

Maryland

The Maryland Department of Transportation will be awarded \$125 million to raise the vertical clearance of the Howard Street Tunnel, Baltimore, to allow CSX to operate double-stack trains throughout its primary intermodal network.

Maine

The Dept. of Trans in Maine will be awarded \$36 million in grant funding to replace the Madawaska International Bridge, a US-Canada border crossing bridge over the Saint John River. This project will take place in Presque Isle, ME.

Missouri

The Missouri Dept. of Trans. will be awarded \$81.2 million in INFRA funds to complete two critical upgrades along I-70. This is a project that will take place near both Columbia and Jefferson City, MO.

Mississippi

Mississippi's Dept. of Trans will be awarded \$52.4 million to complete the Appalachian Development Highway System within the state. This project will take place near the towns of Columbus, Tupelo, West Point, and Houston, Mississippi.

Oregon

Oregon's Dept. of Trans. will be awarded \$60.4 million to make a series of improvements to roadways on the north side of Bend, Oregon.

Rhode Island

Rhode Island's Dept. of Trans. will be awarded \$60.355 million to rebuild the Providence I-95 Northbound Viaduct. This Rhode Island project will occur in Providence.

The 10 Small Projects

These 10 small projects will occur within Alabama, Arkansas, Colorado, Florida, Georgia, Louisiana, Ohio, South Dakota, Texas, Washington, and West Virginia.

Alabama

The City of Tuscaloosa, Alabama will be awarded \$6.87 million to replace the University Boulevard/US82 Overpass Bridge.

Arkansas and Louisiana

The Southeast Arkansas Economic Development District will be awarded \$10.5 million to rehabilitate a 91.3-mile continuous short line railroad corridor between McGehee, AR, and Tallulah, LA. (Little Rock-Pine-Bluff, AR AND Monroe-El Dorado, LA)

Colorado

The Colorado DOT will be awarded \$8.297 million to add approximately 12 miles of passing lanes along US 287 in rural southeastern Colorado. (Denver, CO)

Florida

PortMiami will be awarded \$8,046,741 to rehabilitate and create a new capacity on the Seaboard Marine Terminal.

Georgia

Cobb County, GA will be awarded \$5 million for the construction of a 24-foot-wide reversible ramp providing direct access to the I-75 Managed Lanes system.

Ohio

The Northeast Ohio Areawide Coordinating Agency (NOACA) will be awarded \$9.02 million to rehabilitate riverbank infrastructure along the Cuyahoga River at Irishtown Bend. This project will be near Cleveland.

South Dakota

The South Dakota Department of Transportation will be awarded \$13.01 million to support a bridge replacement project over the Missouri River in Pierre, SD. This South Dakota project will take place in the Sioux Falls area.

Texas

The North Central Council of Governments (NCTCOG) and the Texas Dept. of Trans. will be awarded \$8.775 million for a series of seven projects involving seven bridges in the Dallas-Fort Worth area. The project will be in the Dallas-Ft. Worth area.

Washington

The City of Union Gap, WA, will be awarded \$6.66 million to construct the Regional Beltway connecting SR-97 to Longfibre Road. This project will occur in the Washington towns of Yakima, Pasco, Richland, and Kennewick.

West Virginia and Ohio

The West Virginia Division of Highways (WVDOT), will be awarded \$9.4 million for the WV-2 Proctor to Kent project. This project will take place in both West Virginia and Ohio. The locations are Wheeling, WV, and Steubenville, OH

<https://finance.yahoo.com/news/transportation-dept-announces-20-large-220105944.html>

Panther Island back in line for federal funding after Betsy Price's White House meeting

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

Fort Worth's Panther Island, which has received minimal federal dollars for more than a decade, could get a windfall of at least \$250 million after Mayor Betsy Price met with senior White House staff.

Price and U.S. Rep. Roger Williams met Tuesday with Mick Mulvaney, the White House budget director and acting chief of staff, with the goal of understanding how the project could move up in the Trump Administration's budget priorities. Though authorized by Congress, the project totaling more than \$1.17 billion has been left out of recent White House budgets.

But after meeting with Mulvaney and his team, Price said Saturday she had renewed confidence the Trinity River bypass channel would receive funding again.

"They gave us a strong indication they were willing to work with us on it," Price said Saturday. "We'll have to wait and see how the details come together, but this is a foot in the door."

Congress in 2016 authorized up to \$526 million for Panther Island, but the Trump administration has been unwilling to budget funds, saying a cost-benefit analysis is needed. Army Corps of Engineers projects like the bypass channel typically receive such a study before authorization.

Williams, whose district stretches from Austin to Burleson, said an amount of at least \$250 million was discussed, though the White House wanted clear indications the focus would be on flood control and safety.

"We really wanted to talk to them about the bypass channel," Price said. "That's the flood control piece and our major concern."

Since the project's birth around 2004, it has been billed as both flood control and economic development.

A roughly 1.5-mile channel would expedite the flow of water where the two forks of the Trinity River meet, protecting roughly 2,400 acres. Meanwhile, the channel would create 800-acre urban island north of downtown Fort Worth, opening the door to lucrative riverfront development in the heart of the city.

It's unclear when the money would arrive and if it would be in a lump sum or be doled out.

If the project receives all of the money at once it would be the largest sum provided — more than four times what has arrived from Washington since inception.

While local taxpayers have fronted about \$325 million for the non-federal portion of the project, the federal half has received just \$65 million. About \$116 million has been committed when including both federal and state dollars. The bypass channel alone, not including dam and lock construction, amounts to about \$160.2 million, according to second quarter 2019 financial statements.

Price asked Williams to facilitate the meeting because of his strong relationship with the White House budget office, she said. Price has visited the White House before, including last fall shortly before she called for an independent review of Panther Island.

Williams said he has long supported the project and wanted to help Price get on the same page with the White House.

Mulvaney was clear and candid, Williams said.

“It was a good meeting that went right to the source with Mr. Mulvaney,” he said. “I think this is has outlined a way to move the project forward.”

The meeting comes about two weeks after a consultant’s report found confusion surrounding the project and suggested changes to the management structure overseeing the project. Dallas-based Riveron’s study noted that improving management and planning could “further the potential for future federal contributions.”

The study, while saying there was no malfeasance or wrongdoing, found the project failed to plan for funding changes and other obstacles.

It also noted that the public views Panther Island as three projects in one — flood control, economic development and recreation.

“This creates a problem not only in terms of identifying responsible parties but also in obtaining federal funding because the (Army Corps) is not permitted to spend federal dollars on local economic development,” the report said.

The report suggests splitting recreation and real estate development into a separate nonprofit so the water district can focus on flood control. The idea has not been discussed officially with the Tarrant Regional Water District or the Trinity River Vision Authority. The water district is the local partner with the Army Corps and the authority acts as a coordinating body.

Jim Oliver, water district manager, did not immediately return a call for comment.

Price’s White House meeting is a change in how Fort Worth has traditionally lobbied for Panther Island.

Since the mid-2000s locals have relied on U.S. Rep. Kay Granger, a strong advocate for the project, to secure federal dollars. She is the top Republican in the House Appropriations committee, and her son, J.D. Granger, is the Trinity River Vision authority’s executive director.

Kay Granger’s office did not immediately return an email seeking comment.

<https://www.star-telegram.com/news/local/community/fort-worth/article233198226.html>

2 new hotels bring 2 new restaurants to downtown Fort Worth, Texas Live! in Arlington

By Bud Kennedy, Fort Worth Star-Telegram

FORT WORTH

By year's end, both Fort Worth and Arlington will have flashy new hotels and restaurants.

Wicked Butcher is weeks from opening in the lobby and lower level of the Sinclair, a remodeled 1920s art deco tower at 512 Main St. in downtown Fort Worth.

Sometime in late August — maybe before Wicked Butcher — Cut & Bourbon will open in the new Live! by Loews Arlington, 1600 E. Randol Mill Road.

Both cities have high hopes for the new hotels.

The Wicked Butcher will be a bi-level restaurant operated by the Dallas-based owners of Wild Salsa and Chop House Burger in One City Place.

Dallas-based DRG Concepts also operates Dallas Chop House and Dallas Fish Market, and elements of both are promised at Wicked Butcher.

Passersby will recognize the Sinclair sign outside the Wicked Butcher's front door. It has new letters, but the same sign hung outside former tenant Picchi-Pacchi, now relocated to 411 W. Seventh St.

Wicked Butcher will offer breakfast, lunch and dinner on the main floor, and a more elaborate steakhouse and butcher shop menu on the lower level.

It does not have a ballroom. The lower level could be used to serve a Thanksgiving or Christmas lunch, but no plans have been announced for holiday meals that might compete with the Omni Hotel.

Cut & Bourbon, meanwhile, is a corporate steakhouse and restaurant from New York-based Loews Hotels, adjacent to Texas Live!

Well-traveled Loews chef "Moose" Benhamacht has moved to open the local Live! by Loews restaurant, described as serving steaks, salads, roast chicken and burgers.

Publicists have not said yet whether the hotel will serve holiday meals — Thanksgiving is a Dallas Cowboys game day — but Arlington needs a new holiday dining option after nearby Humberdink's closed.

More coming soon on both restaurants.

<https://www.star-telegram.com/entertainment/restaurants/eats-beat/article233190036.html>

DFW Airport upping fee to \$6 for 'pass-through' drivers using it as a shortcut

By Kyle Arnold, Dallas Morning News

DFW International Airport officials plan to raise the fees for drivers who cut through the airport to save time.

The rate for pass-through commuters spending less than 8 minutes on airport property would increase to \$6 starting Oct. 1, up from \$4.

"This is to discourage drivers that cut through the airport to save time," DFW Airport CFO Chris Poisatte said.

Poisatte said airport roads, built and maintained with airport revenues and fees from airlines, are not intended to be a toll road for frustrated commuters.

DFW International Airport's board will vote on the proposal Thursday.

Last year, about 2,500 commuters a day cut through the airport, presumably to save time during busy rush-hour congestion between communities north and south of the property.

By the airport's estimations, they make about \$3.6 million a year on pass-through commuters. Raising the fee by 50% would raise another \$1.8 million if the higher rates don't scare away drivers.

"The rates are increasing so DFW can continue to improve upon parking and roadway infrastructures," airport spokeswoman Cynthia Vega said.

Any vehicle that enters the airport pays a fee, whether it's locals picking up passengers, ride-share drivers or those who park there.

Drivers that stay from 0 to 8 minutes pay \$4, while those on the property 8 to 30 minutes only pay \$2. For those remaining on-site between 30 minutes and 2 hours, it's \$3.

Those fees come from airport estimates on how long it takes to pick up and drop off passengers. Drivers on property less than 8 minutes, they presume, are only cutting through.

The price hike on pass-through drivers is the only parking and toll fee increase planned for the upcoming year.

<https://www.dallasnews.com/business/dfw-airport/2019/07/30/dfw-airport-upping-feeto-6-pass-drivers-using-shortcut>

Electronics company moving U.S. headquarters from California to Fort Worth

By Brian Womack, Dallas Business Journal

A Southern California headquarters is heading for North Texas.

Chip 1 Exchange, a distributor of electronic components, has moved its U.S. headquarters and logistics operations from Orange County to Fort Worth, the Fort Worth Chamber of Commerce said in a press release on Tuesday.

The company, which is based in Germany, will house the business at a 15,000-square-foot site and have 20 employees.

“With recent company growth, Chip 1 looked at multiple locations when choosing the best fit for expansion,” said Damon Pouya, chief operating officer of Chip 1 Exchange, said in a prepared statement. “Fort Worth offers ideal resources and plenty of eager, willing employees looking to learn and grow in an emerging technological marketplace.”

There are plans for expansion for offices in Florida and the San Francisco area, as well.

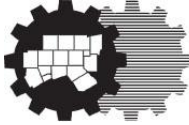
Chip 1 Exchange is joining other California companies moving operations to North Texas. McKesson, one of the largest companies in the U.S., earlier this year moved its headquarters from San Francisco to Irving as it looked for a better location for its business that distributes pharmaceuticals.

Chip 1 Exchange is locating near other electronics distributors, including Mouser Electronics in Mansfield and that company’s parent, TTI, in Fort Worth.

The new site for Chip 1 Exchange will be in downtown Fort Worth. It includes a quality control lab, regional sales office and purchasing hub. There are plans for more employees, the release said.

The company specializes in getting electronic components and peripherals to customers. That can include hardware for aerospace, medical, automotive, defense, mobile computing and consumer applications. Products cover batteries, flash drives and semiconductors, among other things.

https://www.bizjournals.com/dallas/news/2019/07/30/electronics-company-moving-u-s-headquarters-from.html?iana=hpmvp_dal_news_headline



North Central Texas
Council of Governments

PRESS RELEASE
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Virgin Hyperloop One National Roadshow Offers Area Students Hands-On Look at Tomorrow's Transportation

Principles driving futuristic technology to be on display at AT&T Stadium

August 7, 2019 (Arlington, Texas) – Students will converge on AT&T Stadium on Aug. 9 for an up-close look at the technology behind an emerging mode of transportation that could zip passengers to points throughout Texas in minutes.

The Virgin Hyperloop One national roadshow will bring the XP-1 vehicle to AT&T Stadium from August 8-10, providing local officials and students the opportunity to learn more about how the groundbreaking hyperloop system works.

The week's activities will include an invitation-only gathering at 2:30 p.m. Aug. 9 at AT&T Stadium where area students can see the historic hyperloop test vehicle XP-1, along with the real-world demonstrations of the science, technology, engineering and mathematics (STEM) principles they have studied that power the technology.

Jay Walder, CEO of Virgin Hyperloop One, said the company is thankful for the partnership of the North Central Texas Council of Governments and the Dallas Cowboys, which is making it possible to reach and inspire students.

"We're thrilled to bring XP-1 to Texas and give the students and people of Arlington a first-hand look at hyperloop technology," Walder said. "Hyperloop will not only bring regional cities closer together, but it will also bring thousands of new jobs to cities like Arlington and offer enormous opportunity to propel the local economies and technology industries of cities around the world.

"It is important to provide students the opportunity to see the scientific principles that will propel the transportation system they will be riding in the next decade."

Virgin Hyperloop One will offer the following STEM activity stations, with the XP-1 pod serving as a backdrop:

- Magnetic levitation, including the principles of magnetism, polarity and how it makes hyperloop move

- Vacuum chamber, where they can see what happens to various objects in a vacuum, including balloons, feathers and marshmallows
- Friction (what is it, how does it affect motion, how can you get rid of it?)

Hyperloop is a new mode of transportation that moves freight and people quickly, safely, on-demand and direct from origin to destination. Hyperloop vehicles, called pods, accelerate gradually via electric propulsion through a low-pressure tube. The pods float above the track using magnetic levitation, gliding at airline speeds for long distances due to ultra-low aerodynamic drag. It is environmentally friendly, with no direct carbon emissions, and is more flexible in the alignments it can support than other modes traveling at similar speeds.

“We are excited Virgin Hyperloop One has chosen to visit our region to showcase its technology,” said Michael Morris, P.E., NCTCOG director of transportation. “It shows a recognition of the work done by the Regional Transportation Council and our partners to pursue innovative ways to meet our region’s transportation needs.”

The RTC last year announced its intent to evaluate hyperloop technology in Texas, including Dallas-Fort Worth-Arlington and Fort Worth-to-Laredo routes. Hyperloop could revolutionize travel and goods movement in fast-growing Texas.

VHO has run hundreds of tests at a facility in the Nevada desert, with XP-1 reaching speeds of 240 mph. Ultimately, the technology could link North Texans to other regions across the State in minutes.

The VHO roadshow made a stop in Columbus, Ohio, before coming to Arlington and will be in Kansas City, Kansas, and St. Louis, Missouri, next month. For more information, visit www.hyperloop-one.com.

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 in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About Virgin Hyperloop One

Virgin Hyperloop One is the leading hyperloop company launching the first new mode of mass transportation in over 100 years. The company successfully operated a full-scale hyperloop vehicle using electric propulsion and electromagnetic levitation under near-vacuum conditions, realizing a fundamentally new form of transportation that is faster, safer, cheaper, and more sustainable than existing modes. The company is

now working with governments, partners, and investors around the world to make hyperloop a reality in years, not decades. They currently have projects underway in Missouri, Texas, Colorado, North Carolina, the Midwest, India, KSA, and the UAE. Learn more about Virgin Hyperloop One's technology, vision, and ongoing projects [here](#).

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REGIONAL TRANSPORTATION COUNCIL
July 11, 2019

The Regional Transportation Council (RTC) met on Thursday, July 11, 2019, 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: Richard E. Aubin, Ceason Clemens (representing Mohamed Bur), Ricardo Gonzalez (representing Loyl C. Bussell), David L. Cook, Dianne Costa (representing the Denton County Transportation Authority), Theresa Daniel, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, Rick Grady, Lane Grayson, Jim Griffin, Roger Harmon, J.J. Koch (representing Clay Lewis Jenkins), Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Jon Michael Franks (representing Scott Mahaffey), Barry L. Gordon (representing Curtistene McCowan), William Meadows, Ivan Hughes (representing Steve Mitchell), Barbara Odom-Wesley, Stan Pickett, John Ryan, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: James Adkins, Angela Alcedo, Vickie Alexander, Nick Allen, David S. Arbukle, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Bryan Beck, Emily Beckham, Natalie Bettger, Brandi Bird, David Boski, Bob Brown, Ian Bryant, David Cain, Marrk Callier, Jack Carr, Lorena Carrillo, Angie Carson, Thad Chambers, Lori Clark, John Cordary, Matt Craig, Clarence Daugherty, Pat Deen, Brian Dell, Cody Derrick, Edie Diaz, Nathaniel Dover, Charles Emery, Elaine Emery, Jackson Enberg, Sal Espino, Todd Estes, Marcia Etie, Amy Fennell, Ann Foss, Gypsy Gavia, Christian Giadolor, Clyde C. Hairston, Jena Hanson, Linda Harper Brown, Mike Heath, Victor Henderson, Rebekah Hernandez, Stephanie Hernandez, Kristina Holcomb, Shea Hopkins, Terry Hughes, Tim James, Tom Johnson, Shannon Joski, Dora Kelly, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Dan Lamers, April Leger, Dee Leggett, Eron Linn, Paul Luedtke, Kellsy MacDonald, Rich Matyiku, Mickey McGuire, Collete McNamer, Keith Melton, Johannah Meyer, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Jeff Neal, Mark Nelson, Corey Nesbit, Johan Petterson, Trey Pope, James Powell, Vercie Pruitt-Jenkins, Andrei I. Radu, Chris Reed, Tito Rodriguez, Michael T. Rogers, Kyle Roy, Greg Royster, Moosa Saghian, Steve Salin, Devin Sanders, Krishna Satti, Walter Shumac, Ray Silva-Reyes, Chelsey Smith, Robby Sprotsy, Paul Stevens, Raymond Suarez, Gaby Tassin, Gary Thomas, Jonathan Toffer, Joe Trammel, Stedman Valentine, Caroline Waggoner, Mitzi Ward, Timothy Welch, Chad West, Brendon Wheeler, Douglas Wiersig, Kimberly Wilder, Brian Wilson, Ed Wueste, Jing Xu, and Norma Zuniga.

1. **Approval of June 13, 2019, Minutes:** The minutes of the June 13, 2019, meeting were approved as submitted in Reference Item 1. Jim Griffin (M); Theresa Daniel (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), provided in Electronic Item 2.1, was requested. Action also included approval to direct staff to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes.

A motion was made to approve the item on the Consent Agenda. Theresa Daniel (M); Ann Zadeh (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Kathryn Wilemon and Charles Emery for their years of service on the Regional Transportation Council (RTC). In addition, items on the Director of Transportation report were reviewed. Members were reminded that the August 8, 2019, meeting has been canceled and that the September 12, 2019, meeting will be held as part of the Irving Transportation Investment Summit. He also thanked members who represented the RTC at recent events. City of Grand Prairie Mayor Ron Jensen thanked members of the RTC and region who provided assistance as the City of Grand Prairie remembered police officer A.J. Castaneda. He specifically thanked the Cities of Arlington, Fort Worth, and Irving for their extended support. Mr. Morris noted that the North Central Texas Council of Governments (NCTCOG) is in negotiations with staff at the AT&T Stadium regarding the upcoming Virgin Hyperloop One vehicle tour. In addition, he discussed a recent Texas Department of Transportation (TxDOT) audit and Federal Transit Administration (FTA) Triennial Review, reports of which will be provided to the RTC once received. Mr. Morris also discussed ongoing conversations with TxDOT regarding Unified Transportation Program (UTP) projects. He highlighted project maps presented at last month's meeting and discussed continued negotiations regarding the partnership to maximize funds from the Texas Transportation Commission (TTC) that are allocated to the region for projects that will be included in the UTP. In the eastern subregion, this includes IH 30 from IH 35E to IH 45, IH 30 in Rockwall County, IH 35E north of LBJ, the next increments of IH 35E in Denton, and IH 35E improvements north of Denton to the county line. In the western subregion, this includes the Southeast Connector and the staged construction of SH 170. He noted that more will be known following the public hearing later in the day, that that it seems that the TTC is supportive of the partnership in the region and is anticipated to take action at its meeting in August 2019. Recent presentations and information on the Opportunity Zones Roundtables meeting hosted on behalf of the White House Opportunity and Revitalization Council and Department of Housing and Urban Development was provided at www.nctcog.org/trans/quality/land-use/economic-development. Current air quality funding opportunities for vehicles was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and information on upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. In addition, September 21, 2019, begins National Drive Electric Week. Details about the event were provided at www.dfwcleancities.org/ndew. A status report on the current ozone season was provided in Electronic Item 3.1, and Electronic Item 3.2 included details of an upcoming Parking Management Symposium. Information on a Federal Highway Administration Shared Mobility Webinar was made available at <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=2076>, and a related publication featuring NCTCOG was provided at www.planning.dot.gov/documents/regional_shared_mobility_planning_case_Studies.pdf. June public meeting minutes were provided in Electronic Item 3.3, and a July online input opportunity notice was provided in Electronic Item 3.4. The current edition of Mobility Matters was distributed at the meeting. The Public Comments Report was provided in Electronic Item 3.5, recent correspondence in Electronic Item 3.6, recent news articles in Electronic Item 3.7, and recent press releases in Electronic Item 3.8. Transportation partner progress reports were distributed at the meeting.
4. **Funding Substitution for Buy America Compliance: City of Fort Worth:** Ken Kirkpatrick presented a recommendation to substitute Regional Transportation Council (RTC) Local funds for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a project awarded through the 2014 Incident Management Equipment Call for Projects. Through this funding effort, the City of Fort Worth was awarded \$160,036 in CMAQ funds for incident management equipment and safety-related items. The North Central

Texas Council of Governments (NCTCOG) subsequently entered into an interlocal agreement with the City of Fort Worth to provide the funds and the City procured items through its internal process. Of the total funding, approximately \$113,373 of the items purchased were required to be Buy America compliant as a result of Federal Highway Administration (FHWA) fund requirements. Items included a heavy-duty response truck (Ford Super Duty F350), a robotic forensic mapping system, and portable message signs. FHWA requires that 100 percent of steel, iron, and manufactured products permanently included in federal-aid highway projects must be produced in the United States. Some exceptions were highlighted. A diligent effort was completed by the City of Fort Worth, working with its vendor, followed by efforts by NCTCOG to demonstrate Buy America compliance. However, compliance could not be documented. The changing landscape of Buy America over the last four-to-five years during which this call for projects was initiated was highlighted. For example, FHWA issued guidance for certain exceptions related to de minimis items and provided guidance that Buy America only applies to manufactured projects that were predominantly steel or iron, which was later overturned. In the 2014-2016 timeframe, FHWA processed quarterly waivers for public entities using federal funds to purchase non-traditional highway aid projects, which was later discontinued. Staff proposed the best course of action to reduce the risk associated with Buy America compliance for this item is to substitute the \$113,373 CMAQ funds for RTC Local funds for the items purchased by the City of Fort Worth. Additional information was provided in Electronic Item 4. A motion was made to approve the substitution of \$113,373 Congestion Mitigation and Air Quality Improvement Program funds with Regional Transportation Council Local funds for the items purchased by the City of Fort Worth through the 2014 Incident Management Equipment award. Action also included direction to staff to administratively amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate the approved funding substitute. Ann Zadeh (M); Theresa Daniel. (S). The motion passed unanimously.

5. **AirCheckTexas Program Close Out: Retention of Local Funds:** Chris Klaus provided an overview of the AirCheckTexas Program and presented a proposed letter for submittal to the Texas Commission on Environmental Quality (TCEQ). Since 2002, the North Central Texas Council of Governments (NCTCOG) has administered the AirCheckTexas Vehicle Repair and Replacement Program on behalf of nine participating counties in the North Central Texas region. On June 28, 2019, the program officially ended despite efforts to modernize the program in the latest legislative session. Since 2002, staff has processed 137,633 applications, retired and replaced nearly 73,000 vehicles, and provided approximately \$124 million in financial assistance which has resulted in significant nitrogen oxide emission reduction benefits in the region. Staff has been working to ensure successful close out of the program which includes communicating with partners and vendors, determining appropriate action regarding the website, and other items. Staff will continue efforts to maintain files, meet file retention requirements, manage sensitive data, and prepare for potential future audits. Mr. Klaus also discussed innovative efforts by NCTCOG while administering the program. NCTCOG worked with its credit card vendor to create a partnership that allowed monetary rebates from repair and replacement transactions totaling approximately \$1.5 million. In addition, funds were held in interest-bearing accounts while reimbursements spent down the advanced budget balance which generated approximately \$2.3 million in interest. Reference Item 5 is a draft letter from the Regional Transportation Council (RTC) Chair to the TCEQ requesting that these rebate and interest funds remain in the region for use towards remaining AirCheckTexas Program obligations and additional air quality strategies. Mr. Klaus discussed one air quality program that may be important to continue, the Emissions Enforcement Task Force, that was implemented to reduce and

minimize fraudulent inspections. He noted that staff is reviewing options to maintain the program and its emission reduction benefits. He also recognized members of the staff who have worked to implement the AirCheckTexas Program, as well as staff who remained onboard until the end of the program. Michael Morris also thanked the counties who participated and allowed NCTCOG to administer the program on their behalf. Lee M. Kleinman discussed the money generated locally, as well as the fees collected in the nine counties that are being held by the State. He asked what efforts are being made to have those funds returned to the region. Mr. Morris discussed the bill filed during the recent Legislative Session that addressed the collected fees from the counties that are being held by the State. Legislation was introduced but did not pass. He noted the item will remain on the legislative agenda for the next session. A motion was made to authorize the Regional Transportation Council Chair to transmit correspondence to the Texas Commission on Environmental Quality requesting to retain approximately \$3.8 million from AirCheckTexas Program locally generated interest and rebates and to approve program closeout efforts. Theresa Daniel (M); Jungus Jordan (S). The motion passed unanimously.

6. **Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Natalie Bettger presented details of the regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant. Approximately \$60 million is available for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment, with a maximum award of \$12 million per project and a 50 percent match requirement. She noted that applications were originally due on July 19 but that the deadline has been moved to August 5. Details of the funding opportunity and associated amendment were provided in Electronic Item 6.1 and Electronic Item 6.2, respectively. Ms. Bettger noted that grant funds can be used for various advanced transportation technologies, performance data collection, vehicle-to-vehicle and vehicle-to-infrastructure safety systems, and others. Federal Highway Administration (FHWA) focus areas were also discussed and it was noted that the proposed North Central Texas Council of Governments (NCTCOG) project submittal addressed the focus areas of installation of connected vehicle technologies at intersections and pedestrian crossing locations, as well as technologies to support connected communities. Additional details about the uses of grant funding and FHWA focus areas were provided in Electronic Item 6.3. The proposed project will address the federal performance measures of safety and system performance (travel time reliability and total emissions reductions), as well as regional and local performance measures. Staff proposed that a scaled-back version of last year's project be submitted, which is the development of a multi-disciplined, cloud-based regional data hub to better operate the current system and improvement the safety and efficiency of the system. The platform will also allow leverage of the existing regional Intelligent Transportation System infrastructure, allow for dissemination of data between agencies for improved coordination, provide regional data for planning organizations or academia, identify gaps in the data, allow for implementation and management of coordinated traffic plans, and afford real-time analysis of regional performance measures. Staff proposed a \$3 million grant application request, with a match of \$3 million used from AirCheckTexas rebates and interest as discussed in the previous item. If unsuccessful, staff proposed that Regional Transportation Council Local funds be used instead. Ms. Bettger noted that NCTCOG was interested in recommendations for inclusion in its proposal, as well as letters of support which were requested by July 26, 2019. A motion was made to approve the proposed regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program and the proposed federal/local cost share of \$3 million each, with the local share provided by AirCheckTexas

Program locally generated interest and rebates or Regional Transportation Council Local funds if not available. Duncan Webb (M); Jeff Williams (S). The motion passed unanimously.

7. **FY2020 and FY2021 Unified Planning Work Program:** Vickie Alexander presented the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP) for the Council's consideration. The Work Program represents the North Central Texas Council of Government's plan for utilizing federal Transportation Planning Funds received from the Federal Highway Administration and Federal Transit Administration by formula through the State. Included in the Work Program is the associated budget information for specific projects. Development of the document is a cooperative effort with partners in the region, which began in February 2019 with requests seeking regional project ideas or technical assistance needs. Information on the development of the Work Program was presented to the public in May and a full copy of the document has been available for review online since mid-June. The FY2020 and FY2021 UPWP includes work activities of the Metropolitan Planning Organization (MPO) that will be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2019, and September 30, 2021. Modifications will be considered during the timeframe of the document as changes occur, such as new grant awards, scope changes, or funding changes that may be necessary as a result of new federal authorizing legislation. Ms. Alexander highlighted the metropolitan planning process for delivering transportation projects and the responsible entities for each process that includes four phases: 1) system planning, 2) project refinement, 3) innovative finance, and 4) project programming. She also highlighted Appendix H of the Work Program, the Cooperative Planning Agreement, that documents the cooperative, performance-based planning and programming process with partner agencies. Some of the major planning initiatives contained in the draft document were highlighted, including monitoring of the Metropolitan Transportation Plan, development of the 2021-2024 Transportation Improvement Program, demographic forecasting, data collection/travel model enhancements, and updating the Congestion Management Process. A regional task force of local governments, academic representatives, health officials, and air quality experts will also be created during this timeframe to evaluate regional data to determine the need for additional air quality improvements and strategies. Staff will also continue efforts to integrate transportation asset management principles into the planning process and support high-speed rail and automated vehicle technologies in the region. Additional efforts that will continue during the timeframe of the proposed Work Program include bicycle/pedestrian mobility and safety, freight planning, community coordination and compatibility with regional military installations, comprehensive transit studies, the movement of people and goods in and out of the Dallas Fort Worth International Airport, using advanced technologies including the Hyperloop, integrated planning for regional transportation and stormwater management, as well as the Collin County Strategic Transportation Initiative, the Harry Hines Boulevard Corridor Study, and the McKinney Avenue Trolley extension feasibility study. NCTCOG follows the standard format for the Work Program, which includes five tasks. Within each task are approximately 28 subtasks containing over 200 projects and programs. Also included is funding through 17 different revenue sources and approximately 140 grants, as well as the Work Program policies that guide the use of Transportation Planning Funds. Ms. Alexander also provided a summary of the federal Transportation Planning Funds for the draft FY2020 and FY2021 UPWP. Staff anticipates approximately \$5.7 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$4.5 million in FY2019 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2020 and FY2021 UPWP is approximately \$25.2 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at

approximately \$22.7 million leaving a balance of about \$2.4 million to carry over into FY2022. A summary of the total funding included in the Work Program was also presented, which includes funds that are passed through to other agencies. Estimated total funding from all sources is about \$146 million. A copy of the draft document was provided at www.nctcog.org/trans/study/unified-planning-work-program and has been available on the website for review. Additional information on the development of the Work Program was provided in Electronic Item 7.2. In addition, a draft Regional Transportation Council resolution for action was provided in Reference Item 7.3. Ms. Alexander noted that some projects in the draft UPWP indicate that funds are to be determined. Once identified, the information will be provided to the Council through the Transportation Improvement Program and UPWP modification processes. A motion was made to approve the FY2020 and FY2021 Unified Planning Work Program, as well as reaffirm the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Electronic Item 7.1 of the meeting materials. The Council's action also included approval for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects. Theresa Daniel (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

8. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented project recommendations for submittal to the Fiscal Year 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. He noted that the proposed projects have been reviewed and are expected to meet the September 30, 2021, deadline for obligation of potential awarded funds, as well as the September 30, 2026, deadline for expenditure of awarded funds. Proposed projects have also been reviewed to ensure the selected projects are compatible with the grant program merit criteria and as with recent grant submittals, to ensure existing project commitments are being fulfilled. In addition, projects were reviewed through a regional project selection methodology which included many areas of focus with emphasis on projects that leverage economic development. Details were provided in Reference Item 8. A summary of the three proposed projects was provided. The first proposed project consists of projects from the North Texas MOVES Program: 1) Trinity Railway Express (TRE) double track near the Trinity Lakes Station, 2) TRE double track from Medical Market Center to Stemmons Freeway, 3) implementation of ClearPath Technology, and 4) Shore Connections Systems within the TRE rail yard. The total project cost is approximately \$46.5 million with a grant request of \$25 million. The second project is the SH 114 Frontage Road Gap Project located between FM 1938 and Dove Road in Southlake, Trophy Club, and Westlake. The total project cost is approximately \$46.1 million with a grant request of \$25 million. The third project is the US 80 Reconstruction Project. This project is part of a larger effort on US 80 between Town East Blvd. in Mesquite and FM 460 in Forney. This will include the full reconstruction of all infrastructure at the IH 635 East/US 80 interchange. The total project cost is approximately \$257 million project with a grant request of \$25 million. Mr. Neal noted two changes since approval by the Surface Transportation Technical Committee. Of the engineering funds associated with this project, there are \$2.5 million that must be accounted for as federal funds, which affects the overall percentage of nonfederal/federal funds. Of the \$257 million, there is approximately \$2 million in engineering funds that have already been spent which must be declared as previously incurred. The timeline for the effort was reviewed. Mr. Neal noted that proposed projects will be submitted by the July 15 deadline and the North Central Texas Council of Governments Executive Board will be asked to endorse the projects at its August 2019 meeting. A motion was made to approve the proposed list of projects identified in Reference Item 8, including the updates presented at the meeting, for submittal through the FY2019 Better Utilizing

Investments to Leverage Development Discretionary Grant Program, as well as to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the proposed projects if selected for grant award. Stan Pickett (M); Richard Aubin (S). The motion passed unanimously.

9. **Metropolitan Transportation Plan Policy Bundle:** Dan Lamers presented results from the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle application process, as well as the plan to distribute available Transportation Development Credits (TDC) for Fiscal Year (FY) 2020. The MTP Policy Bundle is a list of 20 voluntary policies that can be adopted by local governments or transportation partners. A minimum adoption of 50 percent of the applicable policies is required to be eligible to receive TDCs which the successful applicants can apply to offset local funds for federal transportation projects. Mr. Lamers also provided a brief overview of staff efforts to determine the available number of TDCs to be allocated, which includes a review of federal funding expected to be available to program for the applicable fiscal year. In the third round of the MTP Policy Bundle, successful applicants included 12 local governments and 2 transit agencies. The recommended TDC distribution was provided in Reference Item 9.1, and additional details were provided in Electronic Item 9.2. The total number of TDCs to be allocated for FY2020 is 15,750,000. A motion was made to approve the distribution of Transportation Development Credits to successful applicants and the amounts as detailed in Reference Item 9.1. Jungus Jordan (M); Ivan Hughes (S). The motion passed unanimously.
10. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update:** Ken Kirkpatrick provided a summary of the current Disadvantaged Business Enterprise (DBE) Program and schedule for updating the DBE Participation Goal for Fiscal Year (FY) 2020-FY2022. As a direct recipient of Federal Transit Administration (FTA) funds, the North Central Texas Council of Governments (NCTCOG) is required to develop and maintain a DBE goal, which must be updated every three years. DBE participation is designed to ensure a fair share of contracts are awarded to DBEs. The current DBE Participation Goal for FY2017-2019 is 25 percent. As part of the process to review and update the goal for FY2020-2022, staff has initiated public and stakeholder involvement and has also begun the process to project potential contract awards for the FY2020-2022 goal. One of staff's efforts is to project the amount and types of contracting opportunities for the next three years, as well as the total number of firms that are ready, willing, and able to complete the work for both NCTCOG and its subrecipients. Over the next three years, staff anticipates approximately \$32 million in contracting opportunities. Results of the preliminary DBE availability analysis were highlighted. NCTCOG's portion of the total is approximately 28 percent, and the portion for subrecipients is 3-7 percent. Collectively, staff believes the fair share for DBE activities for both FTA and Federal Highway Administration funds is approximately 19.4 percent for both NCTCOG and subrecipients. The primary reason for the lowered goal is the incorporation of subrecipients into the DBE program to ensure that both NCTCOG and its subrecipients comply with all federal and State requirements, one of which is a DBE program. It was noted that subrecipients have smaller market areas, which results in the lower total weighted DBE goal. A schedule for the DBE Participation Goal update was highlighted. The proposed goal will be published for review and comment the week following the Regional Transportation Council (RTC) meeting. Council action will be requested at the September 12 meeting in order for the new goal to be implemented beginning October 1, 2019. Details were provided in Electronic Item 10. Lee M. Kleinman discussed the use of availability studies and asked if NCTCOG uses any type of disparity study. Mr. Kirkpatrick noted staff uses DBE firm availability data from the Texas Uniform Certification Program to

determine ready, willing, and able DBE firms compared to total firms based on the United States Census. He also noted that disparity data could be added into the DBE goal update process for future efforts. Mr. Kleinman noted that he believed it is worth discussion. RTC Secretary Theresa Daniel suggested that there may be language that could be included that would be an incentive or encouragement to increase percentages of the subrecipients. Michael Morris discussed a statewide initiative that includes a two-tiered component, a minimum goal and a compensated goal. T. Oscar Trevino Jr. noted that he would like to see a better definition of a subrecipient to help differentiate primes and subs, as well as understand the market area of the DBD firms in rural areas. Barbara Odom-Wesley asked what efforts staff has put forth to increase the number of DBE firms and the number of procurements awarded to these firms. Mr. Morris discussed the pilot initiative with the Texas Department of Transportation to increase the bonding capacity of DBE firms in order to explain the efforts of staff regarding DBEs. Mr. Kleinman clarified that there seems to be, whether stated or not, an implied public policy initiative just to increase DBE participation without looking at whether it is appropriate to spend extra funds to accomplish a certain DBE goal. He noted that a disparity study can help identify if a goal is right or wrong versus having a higher goal just to be higher. Mr. Morris noted that the DBE definition, subrecipient market areas, efforts to encourage DBE participation, as well as pilot study information would be used to create a report for members.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The August 8, 2019, Regional Transportation Council meeting has been cancelled. The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, September 12, 2019, as part of the Irving Transportation Investment Summit.

The meeting adjourned at 2:50 pm.

Benefits of Advertising Transportation Initiatives

By working with advertisers over a number of years, developing relationships, and executing strategic advertising campaigns, the North Central Texas Council of Governments (NCTCOG) Transportation Department programs calculated the following cost savings in added value:

The Regional Smoking Vehicle Program continued advertisements on regional transit lines and bus stations where NCTCOG staff saw 27 percent in savings by keeping existing artwork, extending advertising contracts, and planning for long-term campaigns. Similarly, 511DFW, Air North Texas and National Drive Electric Week advertising procured radio advertising to receive a combined 19 percent in added value.

The Air North Texas campaign gained at 15 percent added value in Weather App advertising. Air North Texas and Public Meetings saved a combined 31 percent advertising in local print publications. Other Public Meetings advertising brought in 9 percent added value from Vietnamese advertising print publications.

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

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

Fiscal Year 2020 Advertising for Transportation Initiatives

Regional Transportation Committee

Mindy Mize

Transportation Marketing

September 12, 2019



The Three E's as They Relate to Advertising

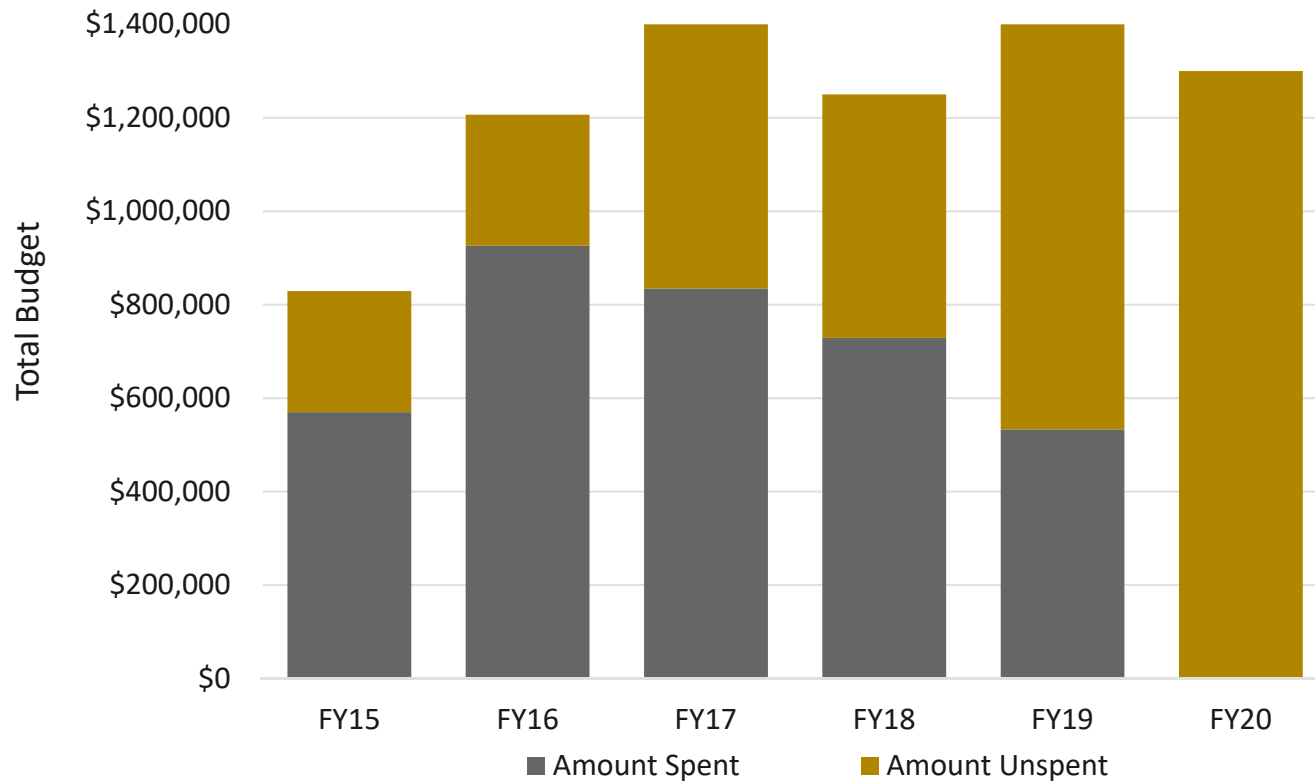
Engineer - Develop initiative

Educate - Educate the audience on initiative

(e.g. Communications – Advertising is an invaluable component of Educate)

Enforce - Make sure initiative is being implemented

Transportation Advertising Budget Overview



Transportation Advertising Overview

The Advertising for Transportation Initiatives allows for:

Lower Advertising Rates

Increased and Targeted Audience Reach

Increased Website Traffic and Engagement

Greater Public Participation

Cross Communication for Campaigns

Improved Efficiencies with Media Outlets

Advertising Performance Measures

Targeted Audience Examples:

General Public

Commuters

Motorists and Transit Users

Bicyclists and Pedestrians

Public and Private Fleet Owners

Electric Vehicle Drivers

Key Performance Indicator Examples:

Advertisement Clicks, Impressions, and Reach

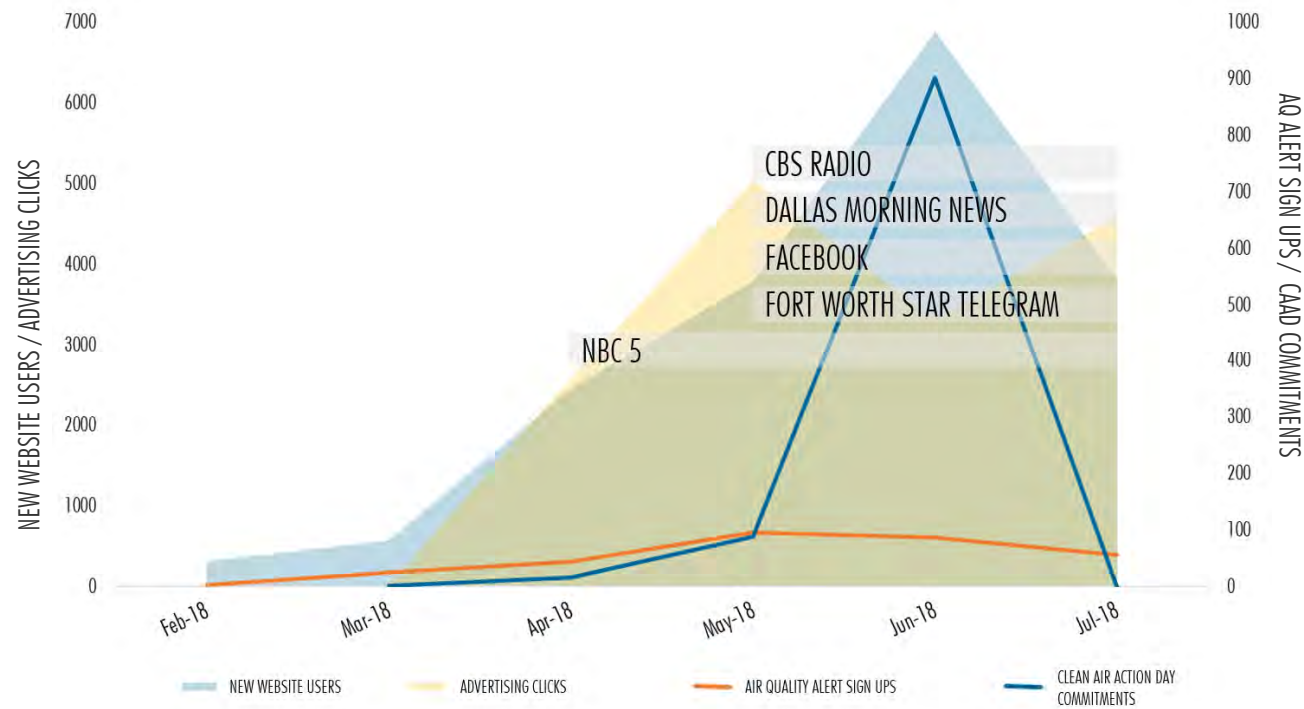
Website Visits and Actions Taken

Number of Event Registrants and Participants

Number of App Downloads

Example of Advertising Performance Metrics

Air North Texas Online Advertising Campaign Spring 2018



Transportation Advertising Overview

FY2020 Advertising for Transportation Initiatives were part of the FY2020 and FY2021 UPWP that was approved by the RTC in July 2019. Executive Board approved in August 2019.

Purchase and Placement of Advertising for Transportation Initiatives for FY2020					
Program Name	Funding Source	Funding Amount	Match Source*	Match Amount	Total
511DFW	STBG	\$88,000	TxDOT	\$22,000	\$ 110,000
Business Engagement	DOE	\$5,000	N/A	\$0	\$ 5,000
Congestion Management Program	STBG	\$175,000	TDCs	35,000	\$ 175,000
HOV 2+ Incentive	CMAQ, STBG	\$400,000	TxDOT	\$100,000	\$ 500,000
Look Out Texans	STBG	\$40,000	TDCs	8,000	\$ 40,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$65,000	TDCs	13,000	\$ 65,000
Ozone Season Emissions Reduction Campaign	CMAQ	\$205,000	TDCs	41,000	\$ 205,000
UAS Safety and Integration Initiative	RTC Local	\$7,500	N/A	\$0	\$ 7,500
Vehicle Technologies Program (i.e Idling Education, High Emitting Vehicles projects, and Alternative Fuels/Electric Vehicles)	CMAQ, STBG	\$110,000	TDCs	22,000	\$ 110,000

*TDC in the amount of 119,000 are being used as match but are not included in the total dollar amount.

Total up to \$1,300,000 to cover advertising expenses for approval.

Transportation Advertising Examples

BILLBOARD



PUBLICATIONS

STAY IN THE KNOW
Transportation & Air Quality

Learn about plans for transportation and air quality in the Dallas-Fort Worth area and help set future priorities. Sign up for updates from the Regional Transportation Council and North Central Texas Council of Governments at www.airnorthtexas.org/transportation or contact us at: 817-608-2335 or transport@airnorthtexas.org

For an ad or more information, contact us at 817-608-2335 or transport@airnorthtexas.org. We are a 501(c)(3) non-profit organization. All rights reserved. © 2019 Air North Texas. All rights reserved. #CleanAirNorthTexas

Improving the air we breathe

Join Arlo the Armadillo in improving North Texas air quality. When you choose to bike, use public transit, walk, or carpool instead of driving alone, you are reducing the amount of harmful pollutants that enter our air. Learn more and sign up for air pollution alerts at www.airnorthtexas.org.

Community Impact Newspaper • communityimpact.com

ONLINE & SOCIAL MEDIA

On average, there have been **151** freight accidents per month since 2012.

Learn how you can help reduce freight accidents.

106.1 KISS FM @1061KISSDFW • May 18
Welcome to the 511DFW mobile app - the FREE official mobile app from 106.1 KISS FM! With this app you will have comprehensive real-time information of special services right in the palm of your hand. Get more info at 511DFW.org #511DFW #4G

511DFW
BEGIN YOUR TRIP HERE.

RADIO



Transportation Advertising Examples



TRANSIT & DISPLAY



MOBILE



TV & SCREEN



Proposed Schedule

Event	Anticipated Time
STTC, RTC, and Executive Board Action on Recommended FY2020 and FY2021 UPWP	Summer 2019
STTC Action on Advertising for Transportation Initiatives FY2020	August 23, 2019
RTC Action on Advertising for Transportation Initiatives FY2020	September 12, 2019
Executive Board Authorization of Advertising for Transportation Initiatives FY2020	September 26, 2019

Proposed Action

Support NCTCOG Executive Board to Approve Funding up to \$1,300,000 for Advertising for Transportation Initiatives that will initiate in FY2020, such as:

511DFW

Business Engagement

Congestion Management Program

HOV 2+ Incentive

Look Out Texans

Notifications of Opportunities for Public Input/Public Meetings

Ozone Season Emissions Reduction Campaign

Unmanned Aircraft System Safety and Integration Initiative

Vehicle Technologies Program

Contact Information

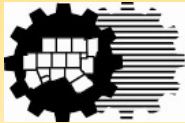
Mindy Mize
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817-608-2346

Hilary Nguyen
Communications Specialist II
hnguyen@nctcog.org
817-704-5689

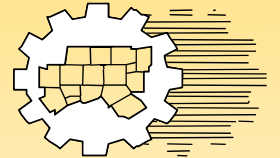
North Texas Freight Terminal Electrification 2019 Call for Projects

**Regional Transportation Council
September 12, 2019**

Chris Klaus, Senior Program Manager

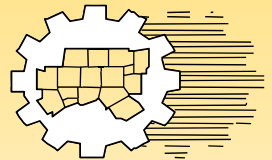


**North Central Texas
Council of Governments**



Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment	✓
Low Speeds	
Idling	✓
Vehicle Miles of Travel	
Energy and Fuel Use	✓
Cold Starts	
Hard Accelerations	



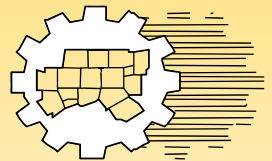
North Texas Freight Terminal Electrification 2019

Funding Source: Environmental Protection Agency National Clean Diesel Funding Assistance Program

Funding Category	Amount
2018 EPA Funds Awarded	\$960,225
NCTCOG Administration	\$39,775
Total Funds Available	\$1,000,000

Benefits Anticipated	Lifetime Impacts
Nitrogen Oxides Reductions	53.69 Tons
Particulate Matter (PM) Reductions	11.88 Tons

3



North Texas Freight Terminal Electrification 2019

Eligible Applicants: Freight Terminals and Distribution Centers

Eligible Activities	Funding Threshold	Estimated Unit Cost
Electrified Parking Spaces	30% of estimated unit cost up to \$3,600/space	\$12,000
Power Monitoring Equipment	30% of estimated unit cost up to \$1,800/equipment	\$6,000
Electric Power Kit	30% of estimated unit cost up to \$900/kit	\$3,000



Proposed Call For Projects Details

Structure:

Competitive Application Process;

Minimum Allowable Subaward: \$100,000

Purpose: Reduce Risk and Administrative Burden by Limiting Number of Subawards

Selection Criteria:

Quantitative Analysis: 75%

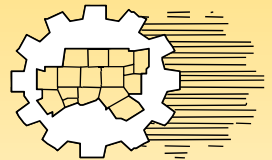
Cost Per Ton NO_x Emissions Reduced

Purpose: Maximize Emissions Reductions

Qualitative Assessment: 25%

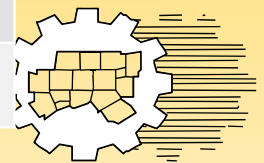
Subrecipient Location, Risk and Oversight Criteria

Purpose: Balance Project Benefits with Administrative Burden



Proposed Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	August 23, 2019
RTC Approval to Open CFP	September 12, 2019
CFP Opens	September 13, 2019
Application Deadline	December 13, 2019 at 5 pm
Staff Funding Recommendations Finalized	February/March 2020
STTC Action	March 2020
RTC Action	April 2020
Executive Board Authorization	April 2020
If Needed, Reopen CFP to Fully Award Funds	As Needed Beginning January/February 2020
Project Implementation Deadline	March 31, 2021



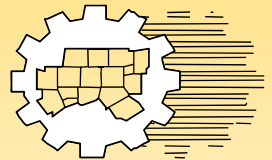
Action Requested

Recommend RTC Approval Of:

- Call for Projects Details
- Eligibility Screen
- Structure
- Selection Criteria

Schedule

- If Needed, Reopen Call for Projects to Fully Award Funds
- May Relax Minimum Subaward Requirement

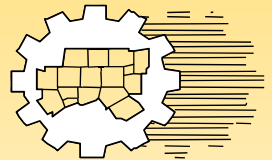


For More Information

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

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Website
www.nctcog.org/aqfunding





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

August 13, 2019

The Honorable Clay Lewis Jenkins
County Judge
Dallas County
411 Elm Street
Dallas, TX 75202

The Honorable Eric Johnson
Mayor
City of Dallas
1500 Marilla St., Suite 5EN
Dallas, TX 75201

Dear Judge Jenkins and Mayor Johnson:

I have been working for a number of months on transportation elements that would assist in Uber deciding to locate within the Dallas-Fort Worth region. Since Dallas County and City of Dallas will be taking action previous to the official Regional Transportation Council (RTC) position, it is important to identify the five improvements that will give Uber confidence that these improvements are "commitments" intended for staff to present to the RTC. The RTC will consider this position at its September 12, 2019, meeting. It is critical that Uber can make its final decision to locate within the region without concern that the RTC may no longer be interested in these transportation initiatives. I have suggested that Uber work with Mayor Johnson and Judge Jenkins previous to my ability to disclose these ideas publicly.

The RTC already gives staff authority to work with large, private-sector entities that will have a regional impact. The RTC focus is to get a particular employer to the Dallas-Fort Worth region, it is the entity that determines where in the region it chooses to locate. Since Uber is interested in locating near downtown Dallas, I have suggested the following five transportation ideas. This commitment is in the range of \$10-\$15 million and some portion of these funds have already been approved and available for these purposes. The five ideas are under the marketing phrase "Uber-Links" and represent mobility links in our community. They are:

1. Participate in the transit planning process to maintain good accessibility to Dallas Area Rapid Transit (DART) light rail stations and provide annual transit passes to Uber employees to encourage their origin location to be near transit. Staff will propose this to be a pilot program to measure the benefit of this idea.
2. Evaluate the quality of sidewalks and bicycle connections to and from Uber Headquarters.
3. Review with the City of Dallas Traffic Operations the quality of the signalized intersections, modernize necessary equipment, increase the reliability of the operations, and consider signal progression on short blocks to be timed to the speed of the pedestrian. The idea would be to create "pedestrian progression" in a test market of our region.

4. Implement next generation electric battery technology for a transit shuttle aiding the circulation of Deep Ellum to Downtown. The community would work with DART on identifying the specific routing. This is identical to the link recently funded in downtown Fort Worth.
5. Better use of the land under IH 345 adjacent to Uber's Headquarters for recreational activities and potential parking for technology companies to access Deep Ellum during busy times.

I have been released from my proprietary obligations and encourage your support of these mobility initiatives. Please contact me at (817) 695-9241 or mmorris@nctcog.org with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style and includes a small arrow pointing upwards and to the right at the end of the last word.

Michael Morris, P.E.
Director of Transportation

MM:al
Enclosure

cc: The Honorable Andy Eads, County Judge, Denton County, RTC Chair
Primary Members of the Regional Transportation Council
Impacted Local Elected Officials
The Honorable Theresa Daniel, Commissioner, District 1, Dallas County, RTC Secretary
The Honorable John Wiley Price, Commissioner, District 3, Dallas County
The Honorable Adam Medrano, Mayor Pro Tem, District 2, City of Dallas
The Honorable David Blewett, Councilmember, District 3, City of Dallas

OFFICE OF COMMISSIONER
DISTRICT NO. 3



JOHN WILEY PRICE

August 29, 2019

Mr. Michael Morris, P.E.
Director of Transportation
PO Box 5888
Arlington, TX 76005

RE: Uber Arrival and Accountability

Dear Mr. Morris,

Somewhere amidst all the ballyhoo and hoopla festooned to the “highly anticipated” arrival of Uber to downtown Dallas, I still have questions surrounding the manner in which we hold them accountable. Inasmuch as their empire has been partially financed by all of Dallas’ citizens, what will their commitment be; especially to the Southern Sector.

Some of us realize that you have grown weary with the seemingly constant droning on about the local “trade imbalance,” but Southern Dallas keeps getting nothing for all the something we give in taxes and consideration. Enough is enough!!

We cannot stand by and watch another episode of all show and no substance. This letter is intended to either remind you or prompt you to the need for a substantive accounting of Uber and its activity in Dallas. I read the glossy pages of their presser, but I have also been forwarded two national studies that lead me to believe that we need to set standards with Uber and then inspect what we expect, my daily verse.

Please consider the following national articles as they report on Uber’s ongoing problems with diversity and equity.

RECEIVED

SEP 03 2019

TRANSPORTATION

“Uber’s first diversity report under CEO Dara Khosrowshahi shows Uber is still mostly white and male 2018 - The company has zero Latinx or black employees in tech leadership roles, and it saw a drop in the number of black employees across the board.”

<https://www.vox.com/2018/4/25/17275010/uber-executive-diversity-black-latinx>

“An Uber engineer killed himself. His widow says the workplace is to blame.”

<https://www.usatoday.com/story/tech/news/2017/04/27/is-uber-culture-to-blame-for-an-employees-suicide/100938330/>

What I am proposing is that we create a system of reports and dialogue with Uber in order that Dallas gets what it’s paid for. We need to see their EE01’s on a rolling basis and hold them to set hiring goals as much as possible. Each of us wants Uber to flourish here, but not at the expense of taxpayers who have been historically marginalized and locked out.

Sincerely,



John Wiley Price
Dallas County Commissioner
District #3

From: Michael Morris
To: "[Commissioner John Wiley Price \(john.price@dallascounty.org\)](mailto:john.price@dallascounty.org)"
Subject: Idea Paper on Next Generation Workforce
Date: Friday, August 16, 2019 3:00:00 PM

Next Generation Workforce

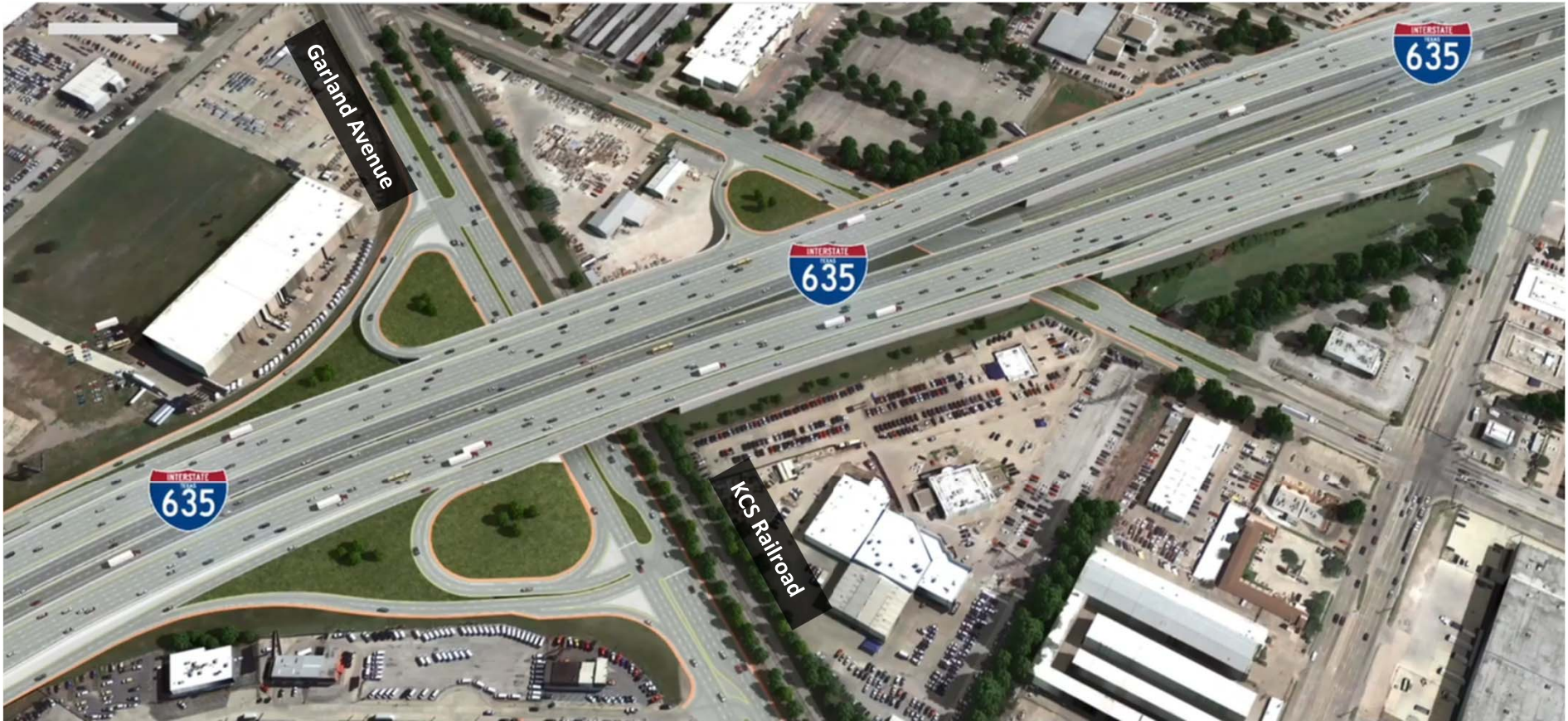
We had a recent visit from Virgin Hyperloop One when they brought the initial and only hyperloop vehicle in to AT&T Stadium. During our meetings, Mr. Jay Walder, CEO of Virgin Hyperloop One, outlined his vision for the next generation curriculum integrating disciplines of engineering. His idea was to develop next generation curriculum integrating aerospace, civil, electrical, computer science, and STEM. This education would be helpful for all employees involved with any aspect of this new technology. This would be for engineers, construction workers, operators, maintenance personnel, and managers.

As I contemplated his vision and began to apply it to our attempts to bring this technology to the Dallas-Fort Worth region, I immediately expanded the idea to not only include Virgin Hyperloop One, but Uber (unmanned aircraft, ground technology) , GM/Toyota (autonomous vehicles) , AT&T (5G), and Amazon (logistics). All of these companies are major players in the Dallas-Fort Worth region. When you add Exxon Mobil, Raytheon, Lockheed Martin, Bank of America, you continue to identify the need for integrated curriculum driving the next generation workforce. Why can't that be implemented and developed here In our region?

So, getting back to the task at hand, would Uber, in their decision to come to the Dallas region, commit to be a player in this vision of aiding in the development of the next generation technology-based curriculum? As we have discussed before, this being in the grammar school, junior high, high school, community college, and I hope to create opportunities to grow the UNT Dallas campus. Having a college with "next generation technology studies" may be one way Uber could help generate a more diversified workforce. It may also aid in getting Hyperloop here. It may help all of companies access to a better grassroots-developed workforce.

Michael Morris

Garland Interchange





GARLAND

TEXAS MADE HERE

June 11, 2019

Mr. Michael Morris
Director of Transportation
North Central Council of Governments
666 Six Flags Drive
Arlington, TX

RE: Partnership Opportunity along IH 635 East

Dear Mr. Morris,

The City of Garland is thankful for the successful procurement of the IH 635 East Project along the Southwest border of Garland. The residents, businesses and leaders of Garland are particularly grateful for the work of the Regional Transportation Council and the North Central Texas Council of Governments in leading the diverse partnership that was instrumental in this success. The improvements to safety, mobility and economic vitality will significantly enhance the quality of living and doing business in Garland, with reverberations throughout the region and the State of Texas.

As you know, a key concern regarding the implementation of the Project was the potential delays associated with construction in the area of, and under, the Kansas City Southern Railway's trackage along Garland Avenue. The contractor's proposed alternative design would effectively ameliorate these concerns of delays while substantially reducing project costs associated with the interchange and frontage road transit by more than \$25 million. Bringing of the benefits of this to the region with more time-certainty and at lower cost is laudable.

Among those benefits to the residents and businesses of Garland from the IH 635 East Project will be the reconfiguration of our interchanges and the addition of continuous frontage roads. Nowhere will these benefits be more acutely realized than at the Garland Avenue/State Highway 78 interchange, where the limitations of the original design of this gateway to our City have greatly hampered regional and local mobility, as well as economic development.

Mr. Michael Morris
June 11, 2019
Page 2

The City of Garland, Dallas County and the RTC have all been actively investing in the area through various mobility, economic development and enhancement projects, including: the reconstruction and widening of Shiloh Road (\$26 million and in progress, with another \$17 million committed to extending the project to the North); the Transit PASS project on Garland Avenue (\$7 million, let in April 2019); the land-banking purchase and clearing of the 25-acre former Hypermart site by the City (\$6 million, completed in June 2018); and future transportation projects in the immediate vicinity associated with our recently approved bond program (\$5 million). Moreover, DART and the City of Garland are in the process of entering into a memorandum of understanding to explore the potential for transit-oriented development at several locations in Garland, including the proximate South Garland Transit Center near Shiloh and IH 635.

However, more funds are needed to fully catalyze the area and maximize the opportunities presented by the IH 635 project. More specifically, additional land banking, with an eye towards high-density development in the immediate area of the Garland Avenue interchange would be a major component of fully catalyzing the area, while also improving regional mobility, vitality, and air quality. An additional \$15-20 million of funding should permit the City to successfully land-bank and aggregate parcels in the area for appropriate development.

Given the savings that are expected to be realized from the design change mentioned above, I ask, as the City's representative to the RTC and the Council Member for the area impacted, that the RTC consider utilizing some of those savings to partner with Garland in fully realizing the potential of this corridor to the benefit of Garland and the entire region.

Please let me know your thoughts regarding how to best move this concept from ideation to approval by the full Regional Transportation Council and Garland City Council.

Best regards,



Rich Aubin

Regional Transportation Council Member
Garland City Council Member

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029									
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020	2021		\$34,793,244	\$34,793,244		\$34,793,244								
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550		\$3,985,550								
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$2,000,000 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000		\$13,600,000								
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	January 2022	2022		\$20,179,763	\$20,179,763		\$20,179,763								
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	January 2022	2022		\$11,167,795	\$11,167,795		\$11,167,795								
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022		\$44,570,571	\$44,570,571		\$44,570,571								
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4	\$2,746,785	\$2,746,785				\$2,746,785						
Collin	TBD	TBD	North/South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Propose to Moved \$100,000,000 of Category 12 funds to the US 380 corridor; Propose to Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding has not been added to the UTP	TBD	\$150,000,000		\$100,000,000					\$50,000,000			
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0		\$0								
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0		\$0								

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.
 Red text and strikethroughs indicate changes since May 2019 RTC meeting
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												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Dallas	13018	0581-02-146	IH 30	At SL 12	Construct direct connectors (Phase 1)	December 2020	August 2024	2024	TxDOT to request Category 12 Clear Lanes funding for this project in a future UTP	\$50,000,000	\$0							\$0			
Dallas	13030	0009-11-181	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	September 2020 June 2020	September June 2022	2023 2022	Engineering/right-of-way cost estimate of \$100M-\$150M; Construction cost estimate of \$150M-\$200M; TxDOT to request additional Project was awarded \$213,000,000 of Category 12 Strategic Priority Clear Lanes funding and \$62,000,000 of S111 funding; Staff proposes to fund The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor	\$300,000,000	\$238,000,000							\$25,000,000 \$238,000,000	\$213,000,000		
Dallas	13043	0009-11-129	IH 30	IH 45 to Bass Pro Drive	Reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to US 80: Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635: Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 1/2 reversible managed lane	June 2020	June 2023	2023	Funding moved to breakout project (CSJ 0009-11-252); Staff proposes to fund The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor	\$1,050,000,000	\$0							\$0			
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664										
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000					\$11,000,000					
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021	2021	Project was awarded Category 4 funds via the 2019 UTP	\$120,574,879	\$120,574,879					\$120,574,879					
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	January 2022 September 2021	2022	TxDOT to request Category 12 Clear Lanes funding for this project; Project was awarded Category 12 Clear Lanes funding via the 2020 UTP	\$22,355,107	\$22,355,107							\$22,355,107			
Dallas	TBD	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 continuous frontage roads	June 2020	June 2023	2023	TxDOT to request \$751,552,459 of Category 12 Clear Lanes and \$167,900,000 of S111 funding for this project; Project was awarded Category 12 Clear Lanes funding via the 2020 UTP, but was not fully funded	\$919,452,459	\$25,000,000 \$751,552,459							\$25,000,000 \$751,552,459			

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												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Dallas	TBD	0009-11-251	IH 30	IH 45 to IH 635	Reconstruct and widen 1 reversible HOV to 2 reversible managed lanes	June 2020	June 2023	2023	Project split out from CSJ 0009-11-929	\$80,547,541	\$0										
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct 6 to 6/8 general purpose lanes (IH 635 to SH 121); Reconstruct 6 to 8 collector distributor lanes (SH 121 to Denton C/L) (IH 35E Phase 2)	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$90,105,043 of \$111 funds by the TTC	\$460,575,043	\$370,470,000		\$140,814,414					\$229,655,586			
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	March 2021	2021	Staff proposes to add project to the 10-Year Plan; Project also has \$583,000 of STBG funds	\$8,698,295	\$8,115,295		\$8,115,295								
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 2/6 to 2/6 lane frontage roads	July 2005 (Actual)	August 2027	2027	TxDOT to request \$300,000,000 of Category 12 Clear Lanes and \$60,000,000 of \$111 funding for this project in a future UTP	\$360,000,000	\$0							\$0			
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027	TxDOT to request \$390,000,000 of Category 12 Clear Lanes and \$150,000,000 of \$111 funding for this project in a future UTP	\$540,000,000	\$0							\$0			
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2028	Staff proposes to remove funding from this project; Funding was removed from this project	\$0	\$0				\$0			\$0			
Dallas	TBD	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2026	2026	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; TxDOT to request Project was awarded \$18,194,957 of \$111 funds for the remainder of the project	\$139,424,957	\$121,230,000		\$121,230,000								
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright interchange (Phase 2B)	April 2017 (Actual)	December June 2019	2020		\$26,327,302	\$26,327,302		\$26,327,302								
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	March 2021	2021	Staff proposes to add Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$2,223,936	\$2,223,936			\$2,223,936							
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$9,049,174 of Category 2 funds being used for ENG	\$69,377,000	\$69,377,000		\$65,000,000						\$4,377,000		
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	\$34,821,750 of Category 2 funds and \$2,044,646 of Category 4 funds being used for ENG and UTIL	\$230,221,536	\$230,221,536		\$34,821,750	\$175,000,000				\$20,399,786			
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	\$4,650,021 of Category 2 funds being used for ENG; Project split out from TIP 55060.1/CSJ 2374-01-137	\$35,650,161	\$35,650,161		\$35,650,161								

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,857,142 STBG, and \$6,550,925 Category 11; \$58,797,257 of Category 2 funding being used for ENG and UTIL	\$322,894,555	\$90,147,610							\$31,350,353			
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; \$24,276,492 of Category 2 funding being used for ENG; Project split out from TIP 55075.1/CSJ 2374-02-053	\$186,119,772	\$178,976,914										
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG and \$168,406,748 TxDOT PE/ROW; \$46,837,523 of Category 2 funding used for ENG and UTIL; Project split out from TIP 55075.1/CSJ 2374-02-053	\$278,620,856	\$128,566,595										
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	\$63,071,347 of Category 12 funds being used for ENG and UTIL	\$385,988,661	\$385,988,661							\$385,988,661			
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	\$6,646,521 of Category 2 funds being used for ENG; Project split out from TIP 55165.1/CSJ 2374-01-183	\$50,956,661	\$50,956,661										
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948				\$20,927,948						
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0										
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0										
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0										
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0										
Dallas	55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December June 2019	2019 2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$10,100,000	\$10,100,000										

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt		
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000		
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap	\$10,726,868	\$9,915,000									\$2,015,000			
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	November 2020 August 2021	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000												
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	September 2020 July 2019	2021 2019	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000										\$210,000,000		
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct intersection <u>grade separation as a single point urban interchange (SPUI)</u>	March 2025	September 2027	2028	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$1,116,185 of Category 1 funds; Discussions underway between City of Dallas, TxDOT and NCTCOG <u>regarding project scope</u>	\$18,316,185	\$17,200,000					\$17,200,000							
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks , and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding and \$3,788,000 of RTR funding	\$39,455,869	\$35,235,869												
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks , and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding	\$53,513,708	\$53,105,708												
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	September 2020 July 2019	2021 2019	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000										\$210,000,000		
Dallas	55120	0197-02-124	US 175	East West of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications	March 2020	August 2020	2020		\$2,163,200	\$2,163,200												
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane <u>continuous</u> frontage roads and reconstruct IH 635 interchange	February 2020 June 2019	September 2023 June 2021	2025 2021	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding	\$386,214,458	\$105,000,000					\$105,000,000							
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	February 2020 June 2019	September 2023 June 2021	2025 2021	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding	\$163,960,872	\$100,000,000					\$100,000,000							
Total Funding - Dallas County																				\$2,943,379,046			
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	January 2022	2022		\$42,817,890	\$42,817,890												
Denton	TBD	TBD	Greenbelt/Regional Outer Loop	At FM 428					Staff proposes to move Category 2 funding moved to TIP 13036/CSJ 0009-12-219; <u>Project will be funded in a future 10-Year Plan update</u>	\$50,000,000	\$0					\$0							

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4 lane frontage roads	December 2020 March 2019	March 2021	2021	TxDOT to request Category 12 Clear Lanes funding for this project; Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$139,625,558 \$62,485,239	\$139,625,558 \$62,485,239							\$0 \$62,485,239	\$139,625,558		
<u>Denton</u>	<u>55197</u>	<u>0195-02-074</u>	<u>IH 35</u>	<u>US 77 North of Denton to Cooke County Line</u>	<u>Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads</u>	<u>December 2019</u>	<u>August 2022</u>	<u>2022</u>	<u>New project awarded Category 12 Strategic Priority funding via the 2020 UTP</u>	<u>\$519,649,591</u>	<u>\$519,649,591</u>								<u>\$519,649,591</u>		
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and existing 4 lane frontage roads	December 2019 May 2019	March 2021	2021	TxDOT to request Category 12 Clear Lanes funding for this project; Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$179,709,425	\$179,709,425							\$100,000,000 \$179,709,425	\$79,709,425		
<u>Denton</u>	<u>55250</u>	<u>0195-02-076</u>	<u>IH 35</u>	<u>At FM 455</u>	<u>Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 lane frontage roads</u>	<u>December 2019</u>	<u>December 2021</u>	<u>2022</u>	<u>New project awarded Category 12 Strategic Priority funding via the 2020 UTP</u>	<u>\$26,862,296</u>	<u>\$26,862,296</u>								<u>\$26,862,296</u>		
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		August 2026	2026	Funding moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126	\$957,611,088	\$20,723,022										
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add Project added to the 10-Year Plan via 2020 UTP; Category 2 funding offset by reduction in funding on TIP 13033/CSJ 0196-02-124	\$41,486,682	\$41,486,682									\$41,486,682	
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add Project added to the 10-Year Plan via 2020 UTP; Category 2 funding offset by reduction in funding on TIP 13033/CSJ 0196-02-124 and TIP 25033.2/CSJ 0196-02-125	\$65,008,508	\$65,008,508										\$65,008,508
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add Project added to the 10-Year Plan via 2020 UTP; Category 2 funding offset by reduction in funding on TIP 25033.2/CSJ 0196-02-125	\$59,143,580	\$59,143,580										\$59,143,580

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May 2028	2028	Funding moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128	\$663,409,414	\$62,485,239		\$62,485,239								
Denton	25033.3	0196-01-109	IH 35E	At Mayhill Road	Reconstruct interchange and existing 4 to 4 lane frontage roads	March 2013 (Actual)	May 2021	2021	Split from TIP 25033.2/CSJ 0196-02-125	\$46,212,969	\$46,212,969		\$46,212,969								
Denton	51060	0353-02-053	BS 114K SH 114	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000		\$7,500,000								
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	August 2020	October 2020	2021	Project is a breakout of TIP 54088/CSJ 3559-02-007	\$1,000,000	\$1,000,000					\$1,000,000					
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$12,156,936 2MP1, \$10,471,047 4P1, & \$2,901,189 CMAQ	\$26,627,983	\$1,098,811		\$1,098,811								
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$863,844 of Category 1 & \$1,922,275 of CMAQ	\$16,230,232	\$13,444,113		\$13,444,113								
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,313 of Category 1 funds	\$7,788,890	\$1,500,000		\$1,500,000								
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	May 2021	2021	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund	\$18,448,040	\$17,839,014		\$17,839,014								
Denton	20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$129,360,761	\$51,250,941		\$51,250,941								
Total Funding - Denton County																					\$1,297,357,639
Ellis	13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	September 2020	September 2025	2026		\$70,000,000	\$25,000,000		\$25,000,000								
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000		\$17,100,000								

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	January 2021 October 2020	July 2023 January 2024	2023 2024		\$32,145,761	\$32,145,761		\$32,145,761								
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	February 2020 June 2019	September May 2023	2025 2023		\$98,605,947	\$25,000,000		\$25,000,000								
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Construct 0 to 6 lane urban roadway; Realign at a new location	February 2020 June 2019	September May 2023	2025 2023	Breakout of TIP 13035.1/CSJ 1051-01-051; Staff proposes to add project to the 10-Year Plan	\$35,616,830	\$10,000,000		\$10,000,000								
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	February 2020 June 2019	March 2022	2022		\$29,246,463	\$29,246,463				\$29,246,463						
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 6 lane frontage roads Reconstruct grade separation and 4/6 lane frontage roads	June 2019 (Actual)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000				\$42,000,000						
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	September 2022 March 2021	2023 2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	\$14,715,504	\$8,065,504		\$8,065,504								
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	February 2020 June 2019	March 2022	2022	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$42,441,711	\$37,955,579		\$3,955,579						\$34,000,000		
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding	\$9,513,170	\$8,770,170		\$8,770,170								
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding	\$10,393,729	\$10,297,729		\$10,297,729								
Ellis	35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April June 2019 (Actual)	2019		\$26,700,000	\$26,700,000				\$26,700,000						
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Reconstruct grade separation	December 2022	March 2025 June 2027	2025 2027	Staff proposes to add Project added to the 10-Year Plan via 2020 UTP	\$28,000,000	\$28,000,000		\$28,000,000								
											Total Funding - Ellis County										\$300,281,206
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0									
											Total Funding - Hood County										\$0
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	January 2020	May 2024	2024	Hunt County is doing environmental clearance; TxDOT requested is requesting \$15,000,000 of Category 12 funds; Project was not awarded. Category 12 funding	\$15,000,000	\$15,000,000				\$15,000,000						\$0 \$15,000,000

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt					
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000					
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	September 2019 June 2020	September 2022	2023	TxDOT requested is requesting \$5,550,000 of Category 12 funds; Project also has \$11,485,840 of Category 7 funds; Project was not awarded Category 12 funding	\$17,035,840	\$5,550,000											\$0	\$5,550,000			
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020	June 2022	2022	Project was awarded Category 12 funds via the 2018 UTP; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000													\$22,000,000		
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	June 2022	2022	TxDOT requested is requesting \$30,000,000 of Category 12 funds; Project was not awarded Category 12 funding ; Project also has \$6,450,000 of Category 7 funds	\$30,000,000	\$15,550,000 \$30,000,000												\$0	\$30,000,000		
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	June 2022	2022	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000														\$25,000,000	
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Construct overpass	June 2020	June 2022	2022	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000														\$25,000,000	
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	June 2022	2022	Project was awarded Category 12 funds via the 2018 UTP	\$30,000,000	\$30,000,000														\$30,000,000	
Hunt	TBD	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$40,000,000	\$40,000,000														\$40,000,000	
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	2024	TxDOT requested is requesting \$4,200,000 of Category 12 funds; Project was not awarded Category 12 funding	\$4,200,000	\$0	\$4,200,000													\$0	\$4,200,000
Hunt	13053	TBD	SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements				Funding has not been added to the UTP	\$4,900,000	\$4,900,000														\$4,900,000	
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	August 2020	2020		\$9,000,000	\$9,000,000														\$9,000,000	
												Total Funding - Hunt County										\$192,000,000				
Johnson	13040	0747-05-043	FM 157	8th Street to North of CR 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2020 2019	August 2023 2021	2023 2021	Project split out from TIP 13041/CSJ 0747-05-042; Staff proposes to increase Category 2 funding	\$2,500,000 \$1,375,000	\$2,500,000 \$1,375,000	\$2,500,000 \$1,375,000														
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2020 2019	August 2023 June 2021	2023 2021	Staff proposes to increase Category 2 funding	\$4,300,000 \$2,800,000	\$4,300,000 \$2,800,000	\$4,300,000 \$2,800,000														
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	January 2021	December 2022	2023		\$78,000,000	\$78,000,000	\$78,000,000														
Johnson	11955.1	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	December 2021 August 2019	February 2023 2022	2023 2022		\$10,000,000	\$10,000,000	\$10,000,000														
Johnson	11955.2	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	December 2021 August 2019	February 2023 2022	2023 2022	Project split out from TIP 11955/CSJ 1181-02-033	\$3,490,748	\$3,490,748	\$3,490,748														

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FY 2017 - FY 2029

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt	
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000	
Johnson	13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange at FM 917	June 2020 <u>May 2019</u>	January 2023 <u>August 2020</u>	2023 <u>2020</u>		\$15,000,000	\$15,000,000				\$15,000,000							
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	October 2020 <u>November 2019</u>	November <u>January 2020</u>	2021 <u>2020</u>	Staff proposes to add Project added to the 10-Year Plan via <u>2020 UTP</u>	\$17,800,000	\$17,800,000	\$17,800,000										
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 <u>July 2017 (Actual)</u>	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$14,700,000	\$3,950,000	\$3,950,000										
Total Funding - Johnson County											\$135,040,748											
Kaufman	55111	2588-01-017	FM 548	North of US 80 to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 <u>June 2019 (Actual)</u>	March 2023	2023		\$58,000,000	\$58,000,000		\$58,000,000									
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	August 2020 <u>June 2020</u>	2020		\$12,925,617	\$12,925,618		\$12,925,618									
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications	March 2020	October 2020 <u>August 2020</u>	2021 <u>2020</u>		\$2,163,200	\$2,163,200		\$2,163,200									
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct <u>and widen</u> 2/4 lane discontinuous frontage roads to <u>4/6</u> lane continuous frontage roads	February 2020 <u>June 2019</u>	February 2022	2022		\$133,000,000 <u>\$139,515,095</u>	\$133,000,000			\$133,000,000								
Total Funding - Kaufman County											\$206,088,818											
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,354,000	\$12,000,000	\$12,000,000										
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads	March 2020	September 2021	2022		\$21,000,000	\$21,000,000			\$21,000,000								
Parker	13061	0008-03-094	IH 20	FM 1187/ 3325 to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2020	July 2021	2021	Project split out from CSJ 1068-05-014	\$21,800,000	\$21,800,000			\$21,800,000								
Parker	13062	1068-05-014	IH 30	IH 20 to <u>Tarrant/Parker County Line</u> Walsh Ranch Parkway	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2020	July 2021	2021	Grouped project	\$6,000,000	\$6,000,000			\$6,000,000								
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 <u>May 2019 (Actual)</u>	May 2019 <u>December 2018</u>	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0										
Total Funding - Parker County											\$60,800,000											

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,250,063	\$8,325,063		\$8,325,063								
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July June 2019 (Actual)	March 2023	2023		\$6,200,000	\$6,200,000		\$6,200,000								
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications	March 2019 (Actual)	September 2022	2023	TxDOT to request Category 12 Clear Lanes funding for this project; Increase in Category 2 funding offset by a reduction on Greenbelt at FM 428 and Collin County North/South Roadways projects; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; \$50,000,000 of CMAQ funds proposed	\$257,219,578	\$257,219,578 \$207,219,578		\$65,000,000		\$0				\$142,219,578 \$142,219,578		
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	September 2022	2022 2023	Split from TIP 13036/CSJ 0009-12-219; Increase in Category 4 funding offset by a reduction on TIP 13036/CSJ 0009-12-219; TxDOT requested to request Category 12 Clear Lanes funding for this project; INFRA Grant application has been submitted for this project (request of \$100,000,000); Rockwall County to contribute \$20,000,000 if the project receives INFRA funding; Category 12 request would be reduced if INFRA funding is received; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$214,025,080	\$214,025,080				\$32,000,000				\$182,025,080		
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Reconstruct and widen 6 to 8 mainlanes and reconstruct 0/4 discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard; Ramp modifications	March 2019 (Actual)	September 2022	2022 2023	TxDOT requested to request Category 12 Clear Lanes funding for this project; Increase in Category 2 funding offset by a reduction on Collin County North/South Roadways project; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$73,095,223 \$73,100,000	\$73,095,223 \$73,100,000		\$35,000,000					\$38,095,223 \$38,100,000			
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP	\$7,000,000	\$7,000,000				\$7,000,000						

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020	September August 2022	2023 2022	Project split out from TIP 55074; Proposing to Fully fund project with Category 2 instead of using CMAQ due to financial constraints	\$24,032,505	\$24,032,505		\$24,032,505								
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020	August 2022	2022		\$2,702,009	\$2,702,009		\$2,702,009								
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$399,142 of Category 1	\$16,957,142	\$14,900,000		\$14,900,000								
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	\$719,165	\$719,165		\$719,165								
Total Funding - Rockwall County											\$558,223,400										
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,000,000	\$0	\$0									
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095									
Tarrant	13027.1	2374-05-093 2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6 lane frontage roads. Widen from 8 to 10 general purpose lanes.	September 2022	January 2024	2024	Split from IH 20 from US 287 to Park Springs Blvd	\$300,000,000	\$50,000,000	\$50,000,000									
Tarrant	55043	2374-05-066	IH 20	IH 820 Anglin Drive to Park Springs	Reconstruct & widen 8/10 to 10/12 general purpose lanes, 8 collector distributor lanes, & reconstruct & widen 4/6 continuous frontage roads to 4/8 discontinuous frontage roads.	June 2020	September 2021	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; TxDOT to request Category 12 Clear Lanes funding for this project	\$355,000,000	\$355,000,000	\$148,670,000 \$125,000,000	\$153,000,000	\$0 \$77,000,000	\$53,330,000						

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Tarrant	55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes. Reconstruct freeway, construct frontage roads	June 2020	September 2021	2022	Project is part of the Southeast Connector; Staff proposes to Fund this project with Category 2 funding instead of Category 12; Increase in Category 2 funding offset by a reduction on TIP 13002/CSJ 1068-01-213 and CSJ 1068-02-072	\$165,000,000	\$165,000,000	\$165,000,000									
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April May 2019 (Actual)	October July 2019	2020		\$23,000,000	\$23,000,000			\$23,000,000							
Tarrant	13002	1068-01-213	IH 30	IH 820 to Summit Avenue	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	December 2023	2024	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be funded in a future 10-Year Plan update	\$637,144,167	\$0	\$0									
Tarrant	13003	1068-01-214	IH 30	Linkcrest Drive to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2020	January 2023	2023		\$90,000,000	\$90,000,000	\$0									
Tarrant	TBD	1068-02-072	IH 30	US 287 to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2027	2027	Staff proposes to add project to the 10-Year Plan; Category 2 funding moved to TIP 55041/CSJ 0008-13-125 and TIP 55045/CSJ 0008-13-206; Project will be funded in a future 10-Year Plan Update	\$500,000,000	\$0	\$0									
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes - 2 concurrent express lanes and construct 0 to 4 continuous frontage road lanes	September 2020	November 2019	January 2023	2023	TxDOT to build safety barriers into managed lane design	\$100,820,000	\$103,820,000									
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct freeway from 4/8 to 8/14 lane facility	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project; \$340,202,000 of Category 12 Clear Lanes funding has been awarded to this project; TxDOT to request an additional \$164,638,000 of Category 12 Clear Lanes funding; Increase in Category 2 funding offset by a reduction on CSJ 1068-02-072; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of \$111 funding	\$1,000,000,000	\$650,000,000	\$650,000,000	\$650,000,000	\$650,000,000	\$220,398,000	\$145,160,000					

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Tarrant	13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	February 2024	2024	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000									
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000									
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000									
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	April 2020	July 2020	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000									
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000				\$370,000,000						
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	July 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$0	\$0	\$0								
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line) - lane partial-freeway and ramps at major cross streets	August 2020	October 2020	2021	TxDOT to request Category 12 Clear Lanes funding for this project; Project awarded \$155,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$154,000,000 \$150,000,000	\$154,000,000 \$150,000,000				\$0 \$150,000,000	\$154,000,000					
Tarrant	TBD	TBD	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal				Staff proposes to add Project added to the 10-Year Plan by the RTC; Funding was not placed in the UTP		\$10,000,000	\$10,000,000									
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021 October 2020	February 2024	2024	Project awarded \$200,000,000 of Category 2 funds moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000 \$200,000,000	\$180,000,000 \$200,000,000	\$180,000,000 \$200,000,000									
Tarrant	13037	0171-05-094	SH 199	White Settlement Road to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021 August 2020	August 2023	2023		\$100,000,000	\$100,000,000	\$100,000,000									
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	March 2020 October 2019	May February 2020	2020		\$22,000,000	\$22,000,000			\$22,000,000							
Tarrant	55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 6 lane frontage roads; Construct bridges over Lake Worth & traffic management system	March 2020 October 2019	May February 2020	2020		\$113,999,400	\$113,999,400	\$45,006,400		\$68,993,000							

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.

Red text and strikethroughs indicate changes since May 2019 RTC meeting

Red cells indicate funding not approved in UTP

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029									
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	Cat 12 Clear Lanes DAL	Cat 12 Strategic Priority DAL	Cat 12 Hunt
												\$1,196,153,200	\$3,007,359,866	\$50,000,000	\$491,820,000	\$1,306,054,397	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass through girder bridge and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	June 2021	2021	Project is split out from TIP 51346	\$50,000,000	\$50,000,000	\$50,000,000									
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	May 2022	August 2022	2022		\$22,718,955	\$20,000,000	\$20,000,000									
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project has let with a low bid amount of \$53,391,000; Leave excess funding on the project for change orders	\$53,391,000	\$55,000,000	\$55,000,000									
Tarrant	13059	0172-09-037	US 287	Heritage Parkway to Johnson County Line	Construct 0 to 4 lane frontage roads	November 2019	January 2020	2020	Staff proposes to add Project added to the 10-Year Plan via 2020 UTP	\$6,250,000	\$6,250,000	\$6,250,000									
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Kennedale/Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000		\$30,000,000								
Tarrant	55044	0172-06-080	US 287	IH 820 to Berry Bishop Street	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes with 4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$40,000,000	\$40,000,000		\$40,000,000								
Tarrant	TBD	0014-15-078 0014-15-037	US 81 US 287	IH 35W to Avondale Haslet Road	Construct frontage roads and intersection improvements	January 2021	August 2023	2023	Staff proposes to add Project added to the 10-Year Plan via 2020 UTP	\$5,000,000	\$5,000,000	\$5,000,000									
Total Funding - Tarrant County											\$2,727,154,495										
Wise	13004.3	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	June 2021	December 2022 January 2024	2023 2024	Split from TIP 13004/CSJ 2418-01-013; Staff proposes to increase Category 2 funding; Increased funding offset by reduction on TIP 13004.1/CSJ 2418-01-013	\$2,800,000 \$600,000	\$2,800,000 \$600,000	\$2,800,000 \$600,000									
Wise	13004.1	2418-01-013	FM 1810	West of CR 1170 East of CR 1122 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	June 2021	December 2022 January 2024	2023 2024	Staff proposes to reduce Category 2 funding and move to TIP 13004.1/CSJ 0013-07-083 and TIP 13004.1/CSJ 0013-09-012	\$6,400,000 \$13,300,000	\$6,400,000 \$13,300,000	\$6,400,000 \$13,300,000									
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	February 2022 July 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so recommend changing changed to Category 2	\$14,000,000	\$14,000,000	\$14,000,000									
Wise	13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and frontage roads	June 2021	December 2022 January 2024	2023 2024	Split from TIP 13004/CSJ 2418-01-013; Staff proposes to increase Category 2 funding; Increased funding offset by reduction on TIP 13004.1/CSJ 2418-01-013	\$22,200,000 \$16,700,000	\$22,200,000 \$16,700,000	\$22,200,000 \$16,700,000									
Total Funding - Wise County											\$45,400,000										
Total Proposed Funding											\$9,461,009,832	\$1,373,798,748	\$2,417,274,458	\$50,000,000	\$655,906,000	\$1,059,007,110	\$799,602,000	\$208,330,000	\$1,804,094,151	\$1,019,238,870	\$142,000,000
Total Amount Remaining for Programming											\$495,401,147	(\$177,645,548)	\$590,085,408	\$0	(\$164,086,000)	\$247,047,287	\$0	\$0	\$0	\$0	\$0
Total Allocation											\$10,024,652,484										

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.

Red text and strikethroughs indicate changes since May 2019 RTC meeting

Red cells indicate funding not approved in UTP

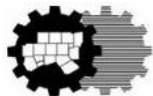
10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

Corridor Preservation Program

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	April 2023	2023		\$67,954,081	\$500,000
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	July 2023	2023		\$14,055,246	\$500,000
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	November June-2019	January 2024	2024		\$7,795,805	\$500,000
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	November June-2019	January 2024	2024		\$45,190,870	\$500,000
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	October June-2019	December 2025	2026		\$8,990,001	\$500,000
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June April 2019 (Actual)	August 2022	2022		\$21,851,272	\$500,000
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000
Dallas	11950	0353-06- 063 905	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000
Dallas	11951	0353-04- 111 907	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000
Dallas	52569	0353-06- 064 906	SH 114	East of Rochelle Blvd to SH 183	Widen 2 to 4 concurrent managed lanes from east of Rochelle Blvd to SH 183; Widen 4 to 6 general purpose lanes and reconstruct 4/6 to 4/8 continuous frontage roads from SL 12 to SH 183 (Ultimate)		August 2029	2029			\$500,000
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/8 lane frontage roads	February June-2019 (Actual)	September 2022	2023		\$136,301,942	\$500,000
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and existing 4 lane frontage roads	July 2020 March-2019	March 2021	2021	Candidate for Clear Lanes funding	\$179,709,425	\$500,000
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4 lane frontage roads	March 2019	March 2021	2021		\$139,625,558 \$62,485,239	\$500,000
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	June 2020 February 2019	November 2022	2023		\$30,000,000	\$500,000
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	June 2020 February 2019	November 2022	2023		\$30,000,000	\$500,000
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	April May 2019 (Actual)	February 2023	2023		\$67,147,628	\$500,000
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 6 lane divided urban	February 2020 July 2019	March 2023	2023		\$25,455,639	\$500,000
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 6 lane divided urban	February 2020 July 2019	March 2023	2023		\$16,278,334	\$500,000
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 6 lane divided urban	February 2020 July 2019	March 2023	2023		\$21,105,442	\$500,000
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019 (Actual)	March 2023	2023		\$45,544,229	\$500,000
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April May 2019 (Actual)	February 2023	2023		\$67,862,132	\$500,000
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	May April 2019 (Actual)	August 2026	2026		\$15,838,439	\$500,000

2020 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
September 12, 2019



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on May 9, 2019.
- Project lists were submitted to Texas Department of Transportation (TxDOT) headquarters by the TxDOT districts in June 2019.
- In July 2019, TxDOT released a draft 2020 Unified Transportation Program (UTP) listing and held a public meeting.
- Most of the projects the RTC approved with Category 2 and 12 funds are funded in the 2020 UTP.
- North Central Texas Council of Governments (NCTCOG)/RTC submitted public comments on several projects, including requesting that all RTC-approved Category 2 funds be placed in the UTP.

FUNDING CHANGES SINCE MAY RTC MEETING

- Switch Funds
 - IH 30 (Rockwall County) - Add \$50,000,000 Category 5 (CMAQ), and Reduce Category 12 by \$50,000,000 to reflect closer to a 50% RTC/50% TTC partnership
- Reduce Funds
 - IH 30 (Dallas County) – Reduce Category 12 to \$25,000,000
- New Additions
 - IH 35 (Denton County) - Add \$629,790,319 of Category 12
- Minor Funding Changes
 - The TTC approved a series of changes in funding amounts in Categories 2, 4, and 12
 - NCTCOG staff has updated the Region's 10-Year Plan listing to show these differences

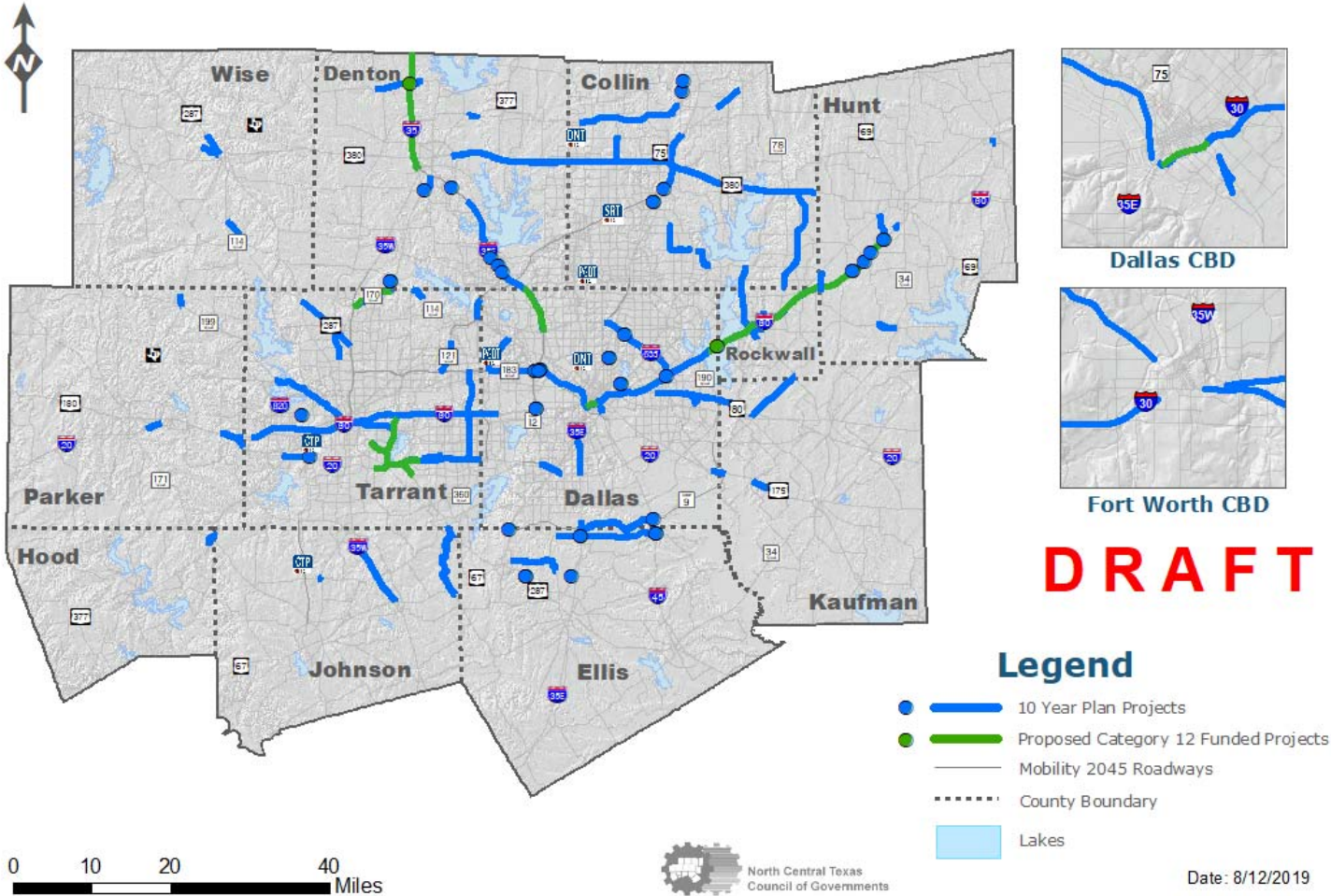
PROJECTS TO BE FUNDED WITH CATEGORY 12 FUNDS IN 2020 UTP

- IH 30 (Canyon) in Dallas County - \$300 million
- IH 30 (from County Line to FM 1570) in Hunt County - \$40 million
- IH 30 in Dallas/Rockwall County - \$694 million
- IH 35 (from IH 35E/W Split to County Line) in Denton County - \$866 million
- IH 35E (from IH 635 to Denton County Line) in Dallas County - \$600 million
- SH 170 in Tarrant County - \$155 million
- Southeast Connector in Tarrant County - \$1.59 billion

*Funding amounts include all funding sources

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2029



REQUESTED ACTION

- RTC approval of:
 - The revised 2019 Regional 10-Year Plan project listing.
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP and amending other planning/administrative documents to incorporate these changes.
 - Replacing funds that were temporarily moved to maximize TTC contributions for 2020 in the next iteration of the regional 10-Year Plan.

CONTACT/QUESTIONS?

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DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

*Fiscal Year 2020-2022 Goal
Update*

*Regional Transportation Council
September 12, 2019*



North Central Texas
Council of Governments

FY2020-2022 DBE GOAL UPDATE

DBE Program Guidance and Thresholds



Requirement: [49 Code of Federal Regulations Part 26](#)

Who is required to have a DBE Program:

- Certain Recipients of Federal Funds (FTA, FHWA, FAA)

What are the Requirements:

- Updated DBE Goal Every Three Years (new goal due August 1, 2019)
- Current Goal of 25% Active through September 30, 2019, covered FY2017-2019
- Publication of DBE goal as part of RFP
- Certification of DBE Eligibility

FY2020-2022 DBE GOAL UPDATE

Process to Update DBE Goal

- ✓ Initiate Public Input/Stakeholder Involvement
- ✓ Project Potential Contract Awards (FY 20-22)
- ✓ DBE Goal Development
- ✓ Publish Goal for Public Comment/Review
- ➔ Committee Review/Consideration

Implement New DBE Goal – October 1, 2019

2 Step Process:

FY2020-2022 DBE GOAL UPDATE

*Development of
DBE Goal*

Step 1:

Determine Relative Availability of
Ready, Willing & Able DBE Firms



Step 2:

Consideration of Other DBE Data

FY2020-2022 DBE GOAL UPDATE

Step 1:

Project Potential Contract Awards / DBE Availability Analysis

NCTCOG Only (FTA, FHWA Funding Sources)

Procurement Type	Potential Awards (in \$1,000s**)	DBE Firms	Total Firms	DBE Goal
Marketing, Advertising, and Public Relations	\$1,855	246	1580	15.6%
Office Supplies & Equipment (Rental & Purchase)	\$480	29	997	2.9%
Planning/Engineering	\$16,794	524	1673	31.3%
Software and Ancillary Information Technology Professional Services	\$604	219	2635	8.3%
TOTAL	\$19,733	1,018	6,885	14.8
Total Weighted Summary				28.4%

**Dollars represent total contract award. Federal share may be 50%-100% of contract award.

FY2020-2022 DBE GOAL UPDATE

*Step 2:
Items Reviewed for
Potential
Adjustments*

- ✓ Market Area
- ✓ Projections of Specific Procurement Activities
- ✓ Public Comment
- ✓ Stakeholder Comment
- ✗ Disparity Studies
- ✓ Historical DBE Achievement
- ✓ Similar Entity DBE Goals

FY2020-2022 DBE GOAL UPDATE

Proposed Goal

*NCTCOG Awards Only
(FTA, FHWA Funds)*

CONTRACTING ENTITY*	FTA	FHWA^	TOTAL
NCTCOG	30.4%	27.3%	28.4%*

Race Conscious 55%, Race Neutral 45%

^FHWA funds also include other federal and local sources.

*Weighted by Contract Service Type, Contract Award Amount, and Market Area

FY2020-2022 DBE GOAL UPDATE

Step 1:

Project Potential Contract Awards / DBE Availability Analysis

Subrecipients Only (FTA, FHWA Funding Sources)

**Dollars represent total contract award. Federal share may be 50%-100% of contract award.

Procurement Type	Potential Awards (in \$1,000s**)	DBE Firms	Total Firms	DBE Goal
Building Construction	\$275	235	791	29.7%
Marketing, Advertising, and Public Relations	\$217	55	961	5.7%
Office Supplies & Equipment (Rental & Purchase)	\$537	9	858	1.0%
Operational Administrative, Communications, Support Services	\$2,476	406	8205	4.9%
Planning/Engineering	\$80	371	1387	26.7%
Software and Ancillary Information Technology Professional Services	\$213	3	186	1.6%
Transportation Equipment	\$3,151	8	104	7.7%
Vehicle Maintenance and Operations Support	\$4,998	30	2569	1.2%
TOTAL	\$11,947	1,117	15,061	7.4%
Total Weighted Summary				5.0%

FY2020-2022 DBE GOAL UPDATE

*Step 2:
Items Reviewed for
Potential
Adjustments*

- ✓ Market Area
- ✓ Projections of Specific Procurement Activities
- ✓ Public Comment
- ✓ Stakeholder Comment
- ✗ Disparity Studies
- ✓ Historical DBE Achievement
- ✓ Similar Entity DBE Goals

FY2020-2022 DBE GOAL UPDATE

DBE Availability Analysis

Subrecipients Awards Only
(FTA, FHWA Funds)

CONTRACTING ENTITY	FTA	FHWA^	TOTAL
SUBRECIPIENTS	3.2%	7.7%	5.0%*

Race Conscious 55%, Race Neutral 45%%

^FHWA funds also include other federal and local sources.

*Weighted by Contract Service Type, Contract Award Amount, and Market Area

FY2020-2022 DBE GOAL UPDATE

Overall Proposed Goal

NCTCOG and Subrecipients (FTA, FHWA Funds)

CONTRACTING ENTITY	FTA	FHWA^	TOTAL
NCTCOG	30.4%	27.3%	28.4%
SUBRECIPIENTS	3.2%	7.7%	5.0%
TOTAL WEIGHTED GOAL *	15.8%	21.3%	19.4%*

Race Conscious 55%, Race Neutral 45%

^FHWA funds also include other federal and local sources.

*Weighted by Contract Service Type, Contract Award Amount, and Market Area

FY2020-2022 DBE GOAL UPDATE

Schedule

TASK	DATE	STATUS
Public Meeting to Kickoff DBE Goal Update Process	June 10	✓
STTC Meeting: Information Item	June 28	✓
Consultation Meeting with Stakeholders	July 2	✓
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	July 10	✓
RTC Meeting: Information Item	July 11	✓
Submit draft Electronically to FTA	August 1	✓
STTC: Action Item	August 23	✓
End of 45-day Public Comment Period	August 30	✓
RTC: Action Item	Sept. 12	
Executive Board: Action Item	Sept. 26	
Submit Final Electronically to FTA	Sept. 27	
DBE Program Update and Goal Effective	October 1	

FY2020-2022 DBE GOAL UPDATE

Action

Action Requested:

Staff requests Regional Transportation Council approval of the Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2020-2022 for US Department of Transportation contracting opportunities

FY2020-2022 DBE GOAL UPDATE

Questions?



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Emily Beckham

Grants and Contracts Manager

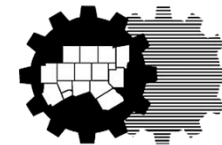
Phone: 817-608-2308

Email: ebeckham@nctcog.org

Interstate Highway 45 Zero-Emission Vehicle Corridor Plan and Alternative Fuel Updates

**Regional Transportation Counsel
September 12, 2019**

**Lori Clark
Air Quality Planner**



**North Central Texas
Council of Governments**

Background

Section 1413 of the Fixing America's Surface Transportation Act

USDOT Required to Designate Corridors to Improve Mobility of Vehicles Using Certain Alternative Fuels:



Electric Charging



Hydrogen



Propane



**Natural Gas
(CNG and LNG)**

Benefits of Corridor Designation

- Prioritize Future Fueling Station Investment
- Accelerate Public Interest/Awareness with Signage
- Improves User Experience (Reliability & Wayfinding)

Schedule & History

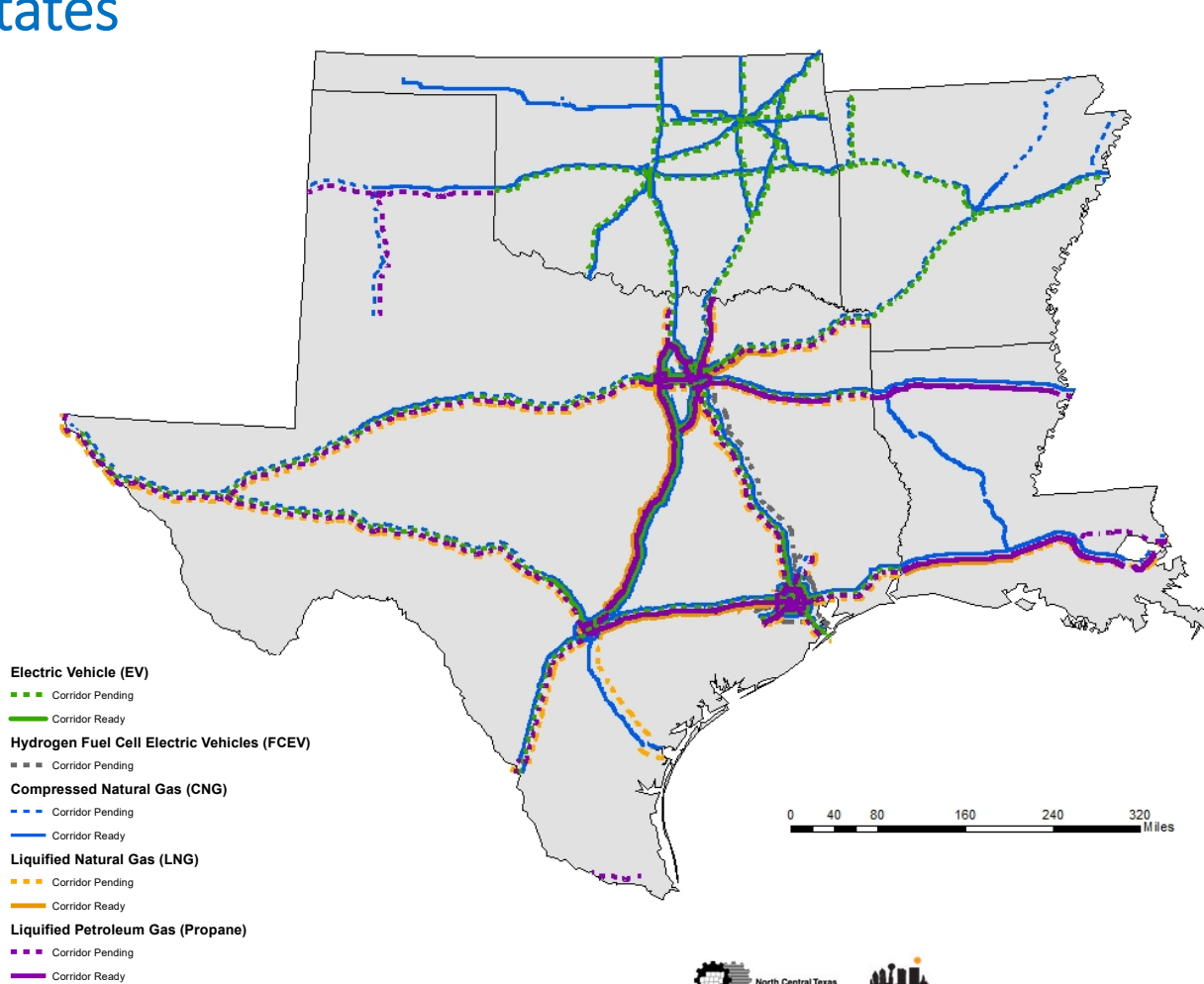
- 2016: Round 1 Nominations Submitted by NCTCOG, H-GAC, TxDOT
- 2017: Round 2 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
- 2018: Round 3 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
- 2019: Round 4 Nominations Opening Fall 2019

USDOT = US Department of Transportation; TxDOT = Texas Department of Transportation

2018 Submittal

Corridor	Section	Fuel Type	RTC Recommended	TxDOT Submitted	FHWA Designated
IH 635	Metro Loop	CNG, Propane, Electric	✓	✓	✓
IH 820	Metro Loop	CNG, Propane, Electric	✓	✓	✓
US 67	Cleburne to IH 20	CNG	✓	✓	
US 287	Ennis to Amarillo	CNG, Propane, Electric	✓	✓	
US 380	Near Greenville to Denton	CNG, Propane, Electric	✓	✓	

All FHWA-Designated Alternative Fuel Corridors for Texas and Neighboring States



16
Interstates

1
State Highway

1
US Highway

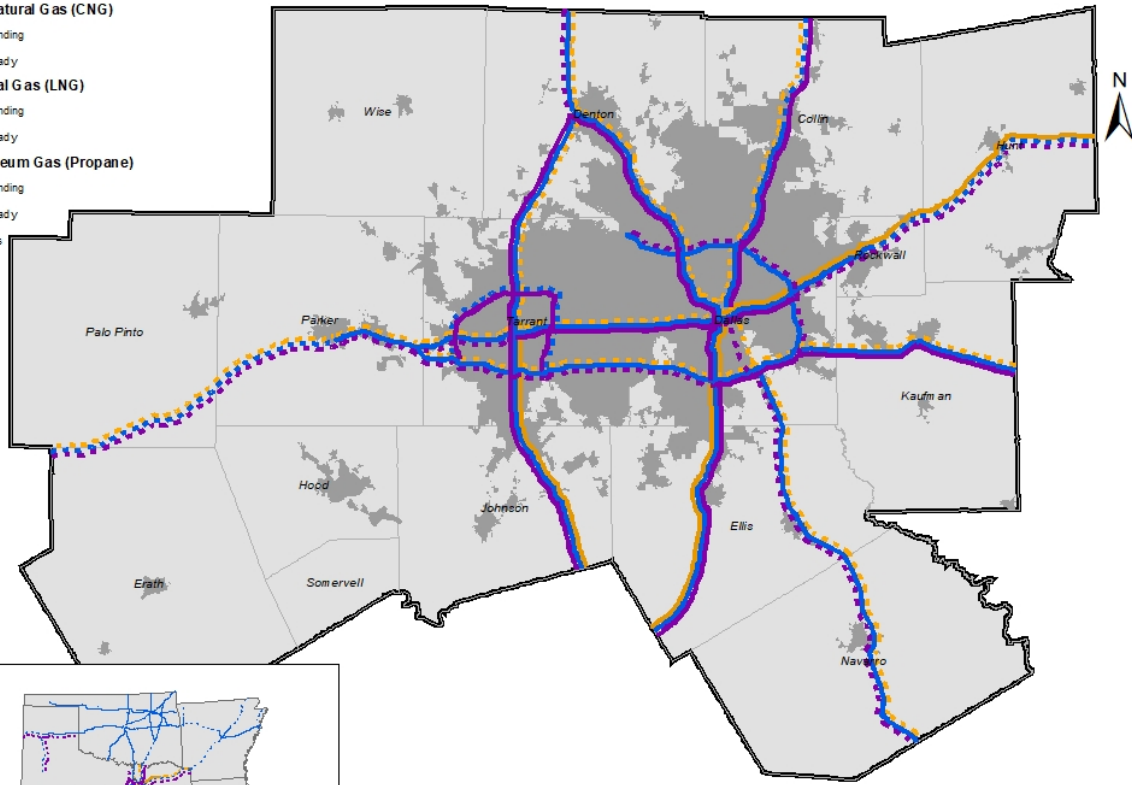
Data Downloaded from FHWA Website and AFDC Station Locator



August 2019 - NCTCOG

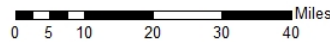
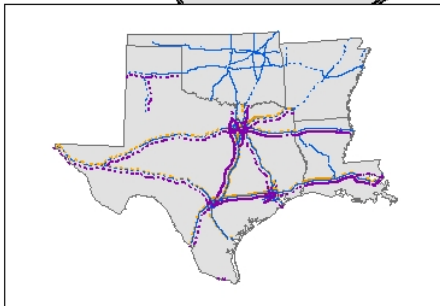
FHWA-Designated Gaseous Alternative Fuel Corridors

- Compressed Natural Gas (CNG)**
 - Corridor Pending
 - Corridor Ready
- Liquefied Natural Gas (LNG)**
 - Corridor Pending
 - Corridor Ready
- Liquefied Petroleum Gas (Propane)**
 - Corridor Pending
 - Corridor Ready
- Urban Areas

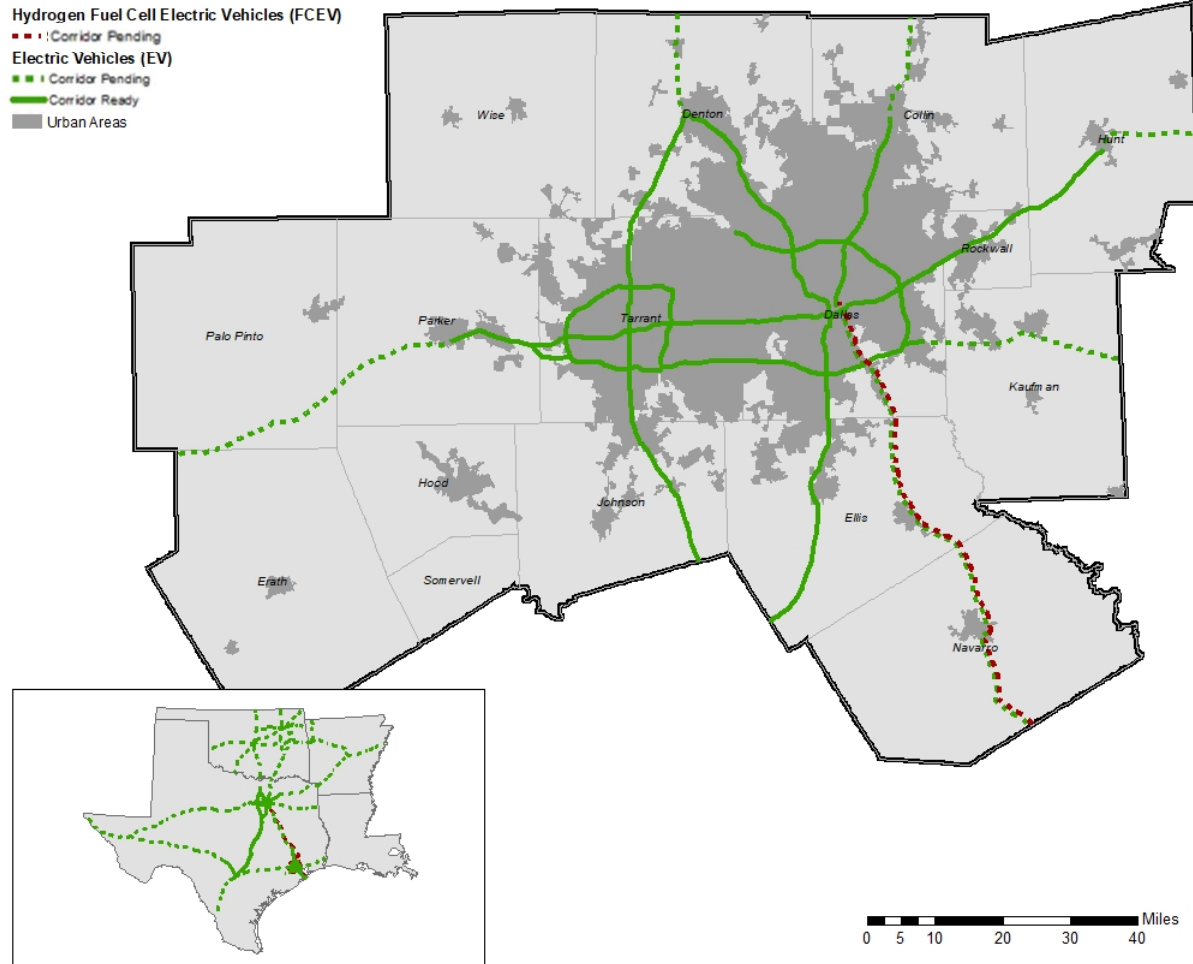


Increasingly Important for Medium and Heavy-Duty Vehicles

Utilized Frequently in the Freight Industry



FHWA-Designated Zero-Emission Vehicle Corridors

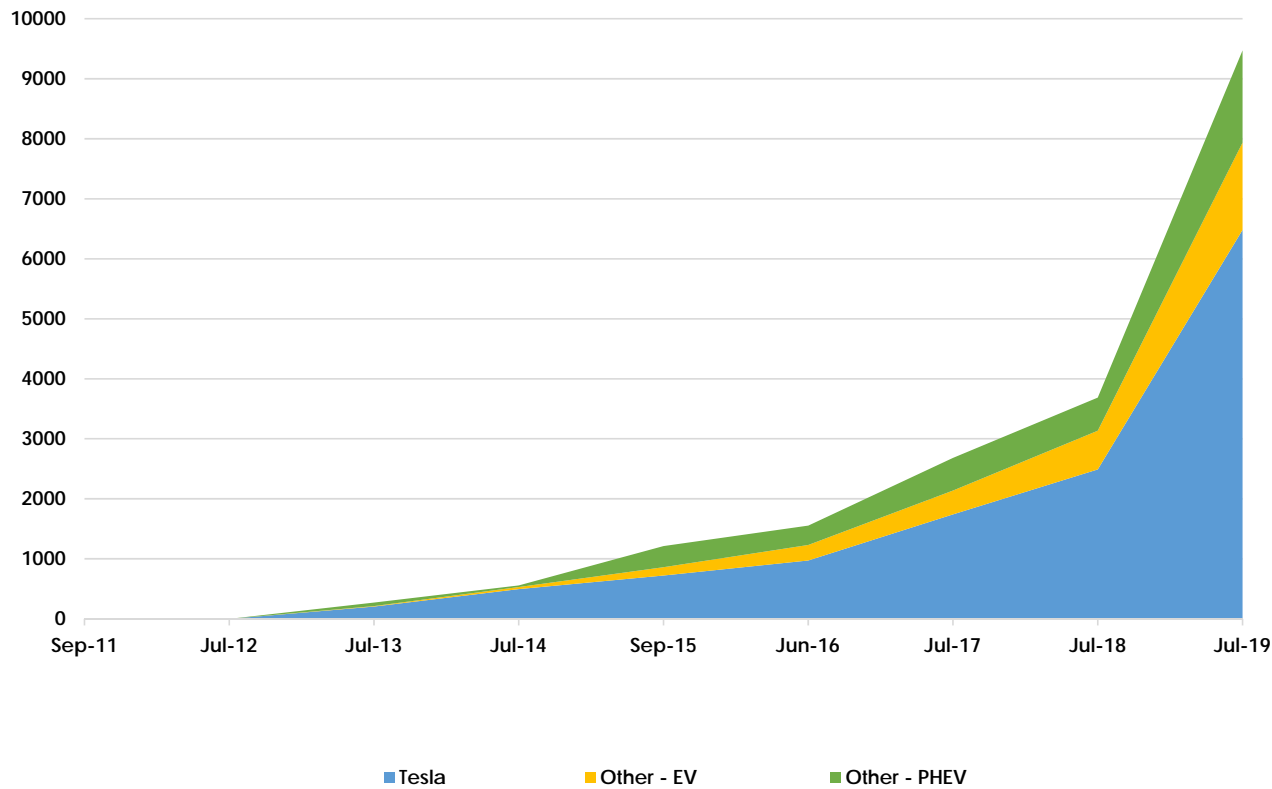


Hydrogen Fuel Cell Class 8 Trucks Have Been Developed



Toyota Zero-Emission Truck, NCTCOG Staff Photo

North Texas Electric Vehicle (EV) Registrations As of July 2019

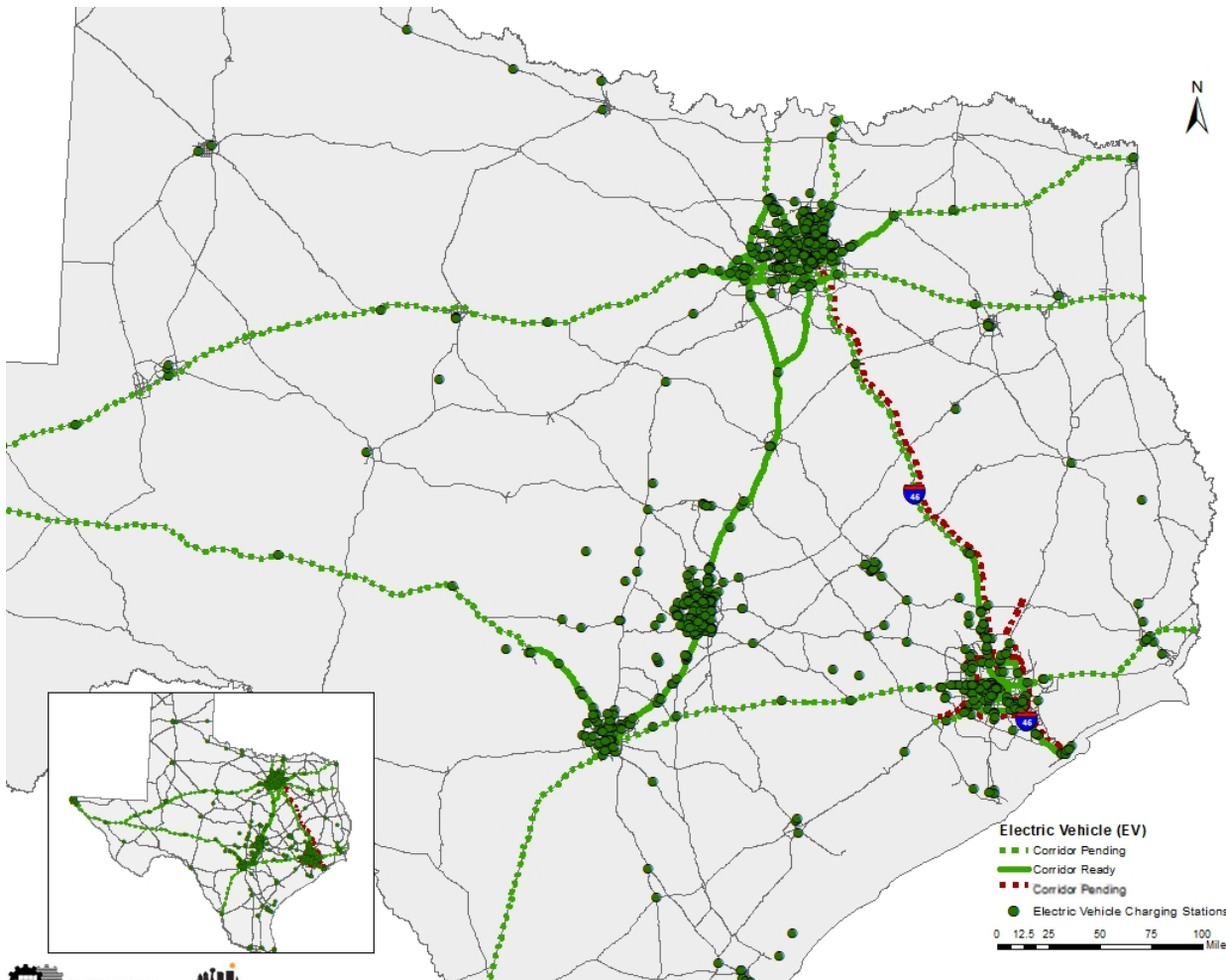


Total Registered Electric Vehicles: 9473

Top 5 EV Makes/Models in North Central Texas:

- 1. Tesla Model 3: 4279**
- 2. Tesla Model S: 1773**
- 3. Tesla Model X: 789**
- 4. Chevrolet Volt: 721**
- 5. Ford Fusion: 396**

FHWA Solicitation for Alternative Fuels Corridor Deployment Plans



Goals:

1. Develop an Infrastructure Deployment Plan
2. Transition Corridors from “Pending” to “Ready”
3. Identify Public-Private Partnerships

Applications Due: September 9, 2019

Projects Due: November 30, 2020

Funding Level: \$60,000-\$80,000

NCTCOG Proposal:

Develop Electric and Hydrogen Plan along I-45 to Create Zero Emission Vehicle Corridor

Request Full Funding; Provide 20%;
Required Match Using RTC Local
Collaborate with H-GAC

For More Information

Bethany Hyatt
Air Quality Planner
(817) 704 5663
Bhyatt@nctcog.org

Lori Clark
Program Manager and
DFW Clean Cities Coordinator
(817) 695-9232
Lclark@nctcog.org

www.dfwcleancities.org/altfuelcorridors and www.dfwcleancities.org/evnt

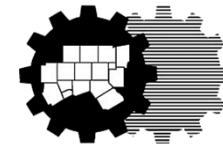
2008 Ozone Air Quality Standard

Regional Transportation Council

September 12, 2019

Jenny Narvaez

Program Manager



**North Central Texas
Council of Governments**

2008 OZONE AIR QUALITY STANDARD

RECLASSIFICATION (EPA)

August 23, 2019 – Dallas/Fort Worth 10-County Nonattainment Area
Reclassification from “Moderate” to “Serious”

**Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall,
Tarrant, and Wise**

August 3, 2020 –State Implementation Plan Revision Due From TCEQ to EPA

Attainment Demonstration

Reasonable Further Progress

NOx & VOC Reasonable Available Control Technologies Rules

July 20, 2021 – “Serious” Attainment Date

Design Value Based on 2018, 2019, and 2020 Ozone Seasons

2008 OZONE AIR QUALITY STANDARD

STATE IMPLEMENTATION PLAN REVISION (TCEQ)

August 23, 2019 – SIP Documents Available on TCEQ Web Site

September 11, 2019 – TCEQ Commission Proposal Agenda

DRAFT

September 13, 2019 to October 28, 2019 – Public Comment Period

October 17, 2019 – Public Hearing in Arlington TX

March 4, 2020 – TCEQ Commission Adoption

?

– TCEQ Submits SIP Documents to EPA

August 3, 2020 – SIP Documents Due to EPA

2008 OZONE AIR QUALITY STANDARD TRANSPORTATION CONFORMITY (RTC)

August 23, 2019 – Proposed 2020 Motor Vehicle Emission Budgets:

NO_x: 88.27 tons/day
VOC: 53.05 tons/day

DRAFT

August 3, 2020 – SIP Documents Due to EPA

90-DAYS ↓ (Assuming End of Deadline)

November 2020 – EPA Adequacy on MVEB's for Conformity Purposes

2-YEARS ↓ (Assuming End of Deadline)

November 2022 – Transportation Conformity Determination Deadline

**NOTE: Mobility 2045 Existing 4-Year Plan Cycle Expires November 20, 2022
Upcoming Mobility 2045 Schedule Under Development**

RESOURCES

Jenny Narvaez
Program Manager
817-608-2342

jinarvaez@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

Virgin Hyperloop One/High-Speed Rail Update

Regional Transportation Council

September 12, 2019

Michael Morris, P.E.

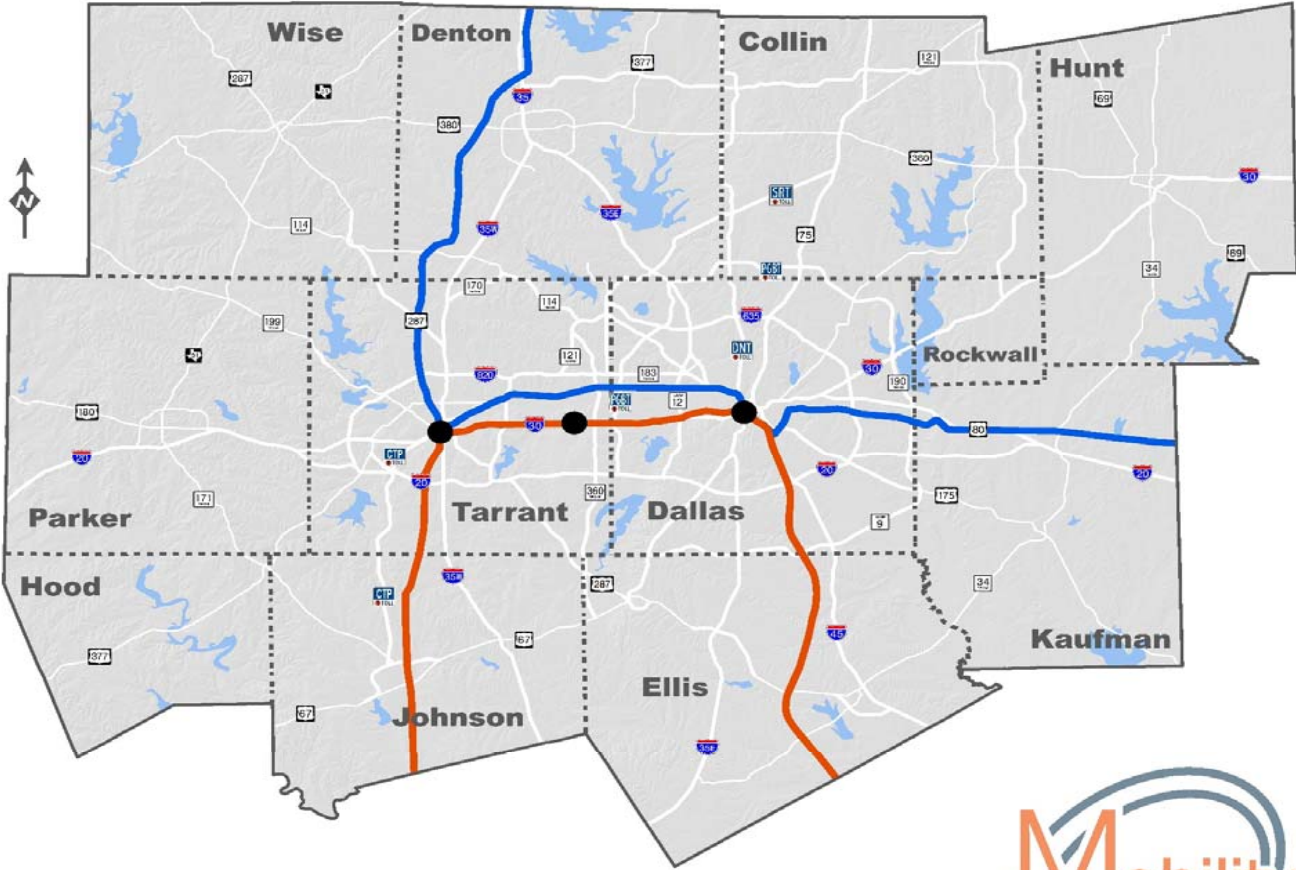


North Central Texas
Council of Governments



High-Speed Rail Recommendations

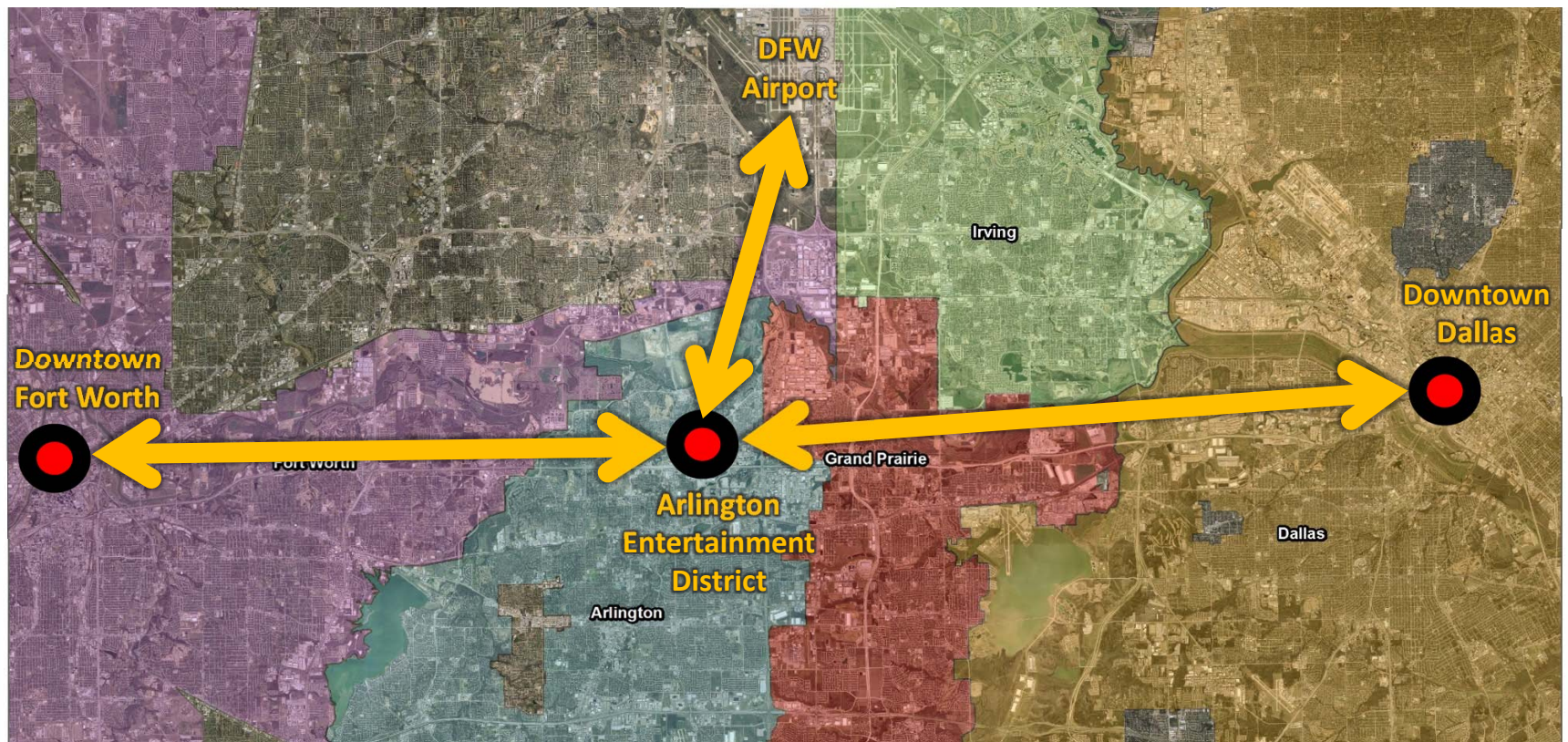
- At-Grade
- Grade Separated
- Stations



Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.



Fort Worth – Arlington – Dallas



Scope of Work

Phase 1 – Alternative Development

Summer 2020

- Public & Agency Involvement Includes a technology forum
- Alternative Development Includes alignments & technology
- Alternative Screening
- Conceptual Engineering

Phase 2 – Engineering & Environmental

Summer 2022

- NEPA Documentation & Record of Decision
- Preliminary Engineering
- Financial & Project Management Plans

Fort Worth – Laredo

Generally parallels IH 35

Connecting:

Fort Worth

Waco

Temple

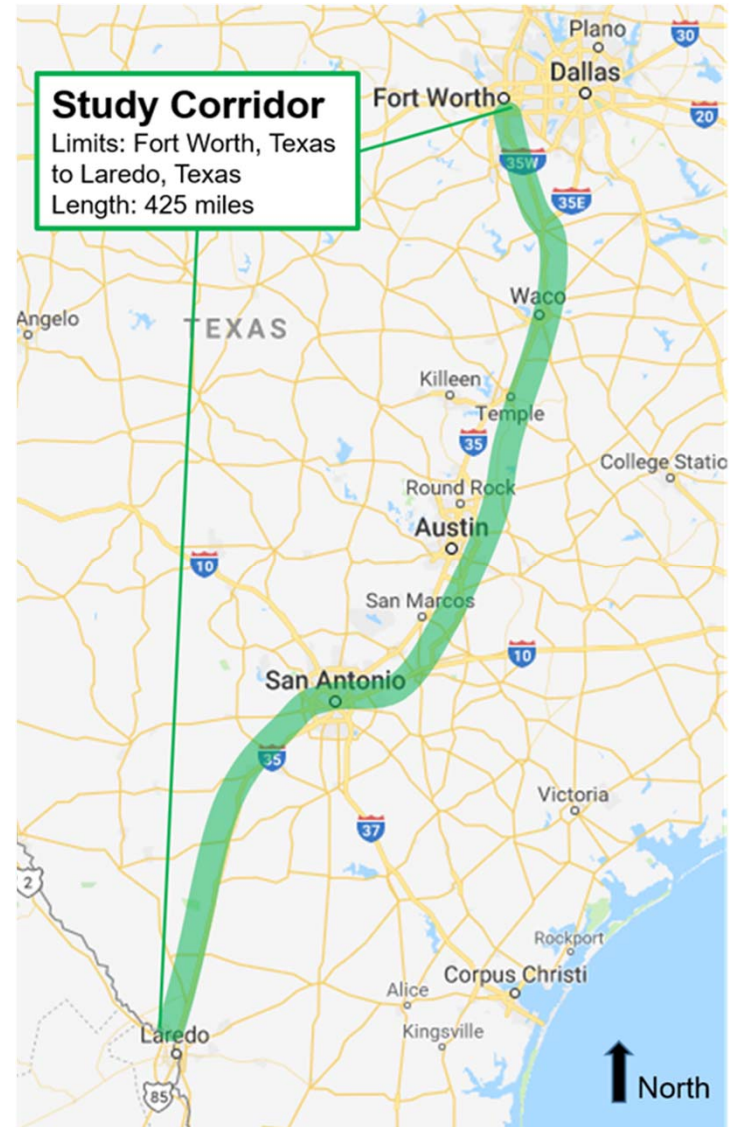
Killeen

Austin

San Antonio

Laredo*

*In Laredo, the end point/station location will be studied as to not preclude extending an alignment to Monterrey, Mexico



VHO Phases & Timing

VHO Phase	Timing	Length of Track Built in Phase	Total Length of Track	Number of Tubes	Number of Vacuum Buildings
A	18 months (Estimate Feb 2020 to Aug 2021)	1.5 km (straight) (0.9 mi)	1.5 km (straight) (0.9 mi)	1	1
B	9 months (Estimate Aug 2021 to May 2022)	3 to 5 km (1.9 to 3.1 mi)	4.5 to 6.5 km (2.8 to 4.0 mi)	?	?
C	9 Months (Estimate May 2022 to Jan 2023)	0	4.5 to 6.5 km (2.8 to 4.0 mi)	?	?
D	9 Months (Estimate Jan 2023 to Nov 2023)	6 to 8 km (3.7 to 5.0 mi)	10.5 to 14.5 km (6.5 to 9.0 mi)	?	2

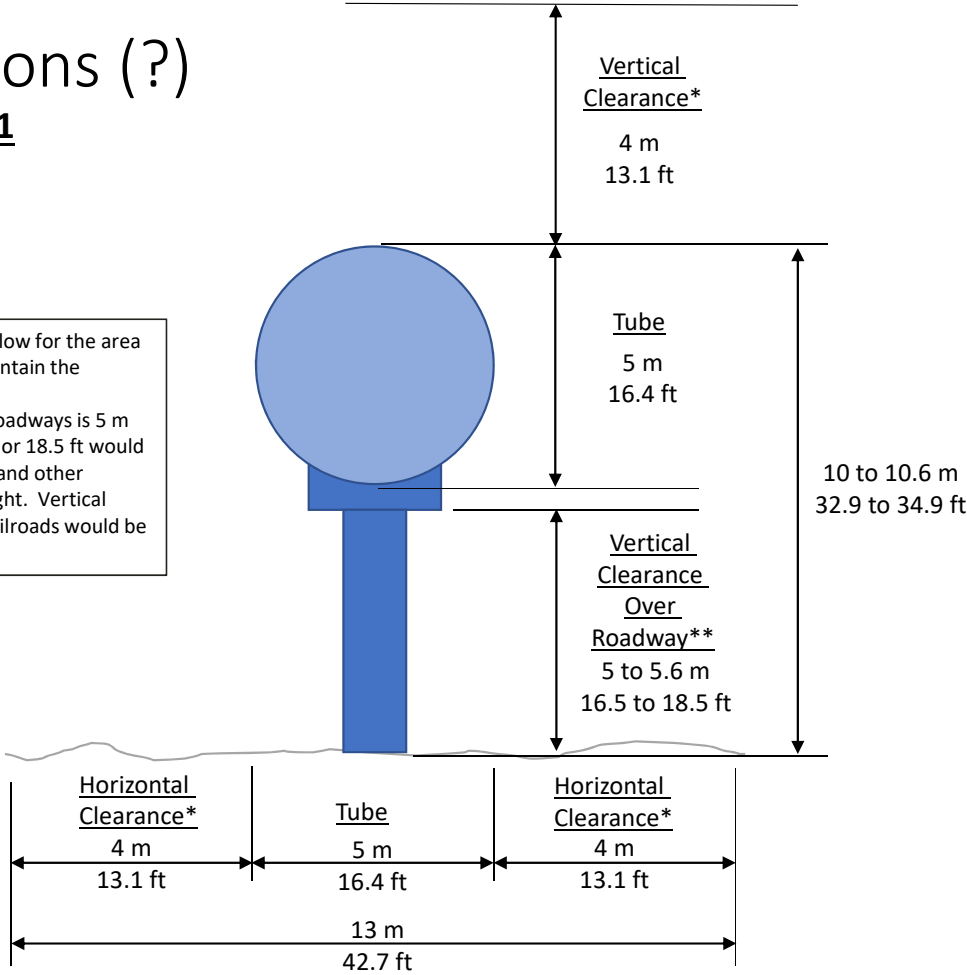
Certification Track

Option 0:	East West:	No Throw-Away
Option 1:	North South:	Certification Track Only
Option 2:	North South:	Certification / Goods Movement
Option 3:	North South:	Certification / Goods Movement / People Transition Over Time

Typical Sections (?)

Elevated 1

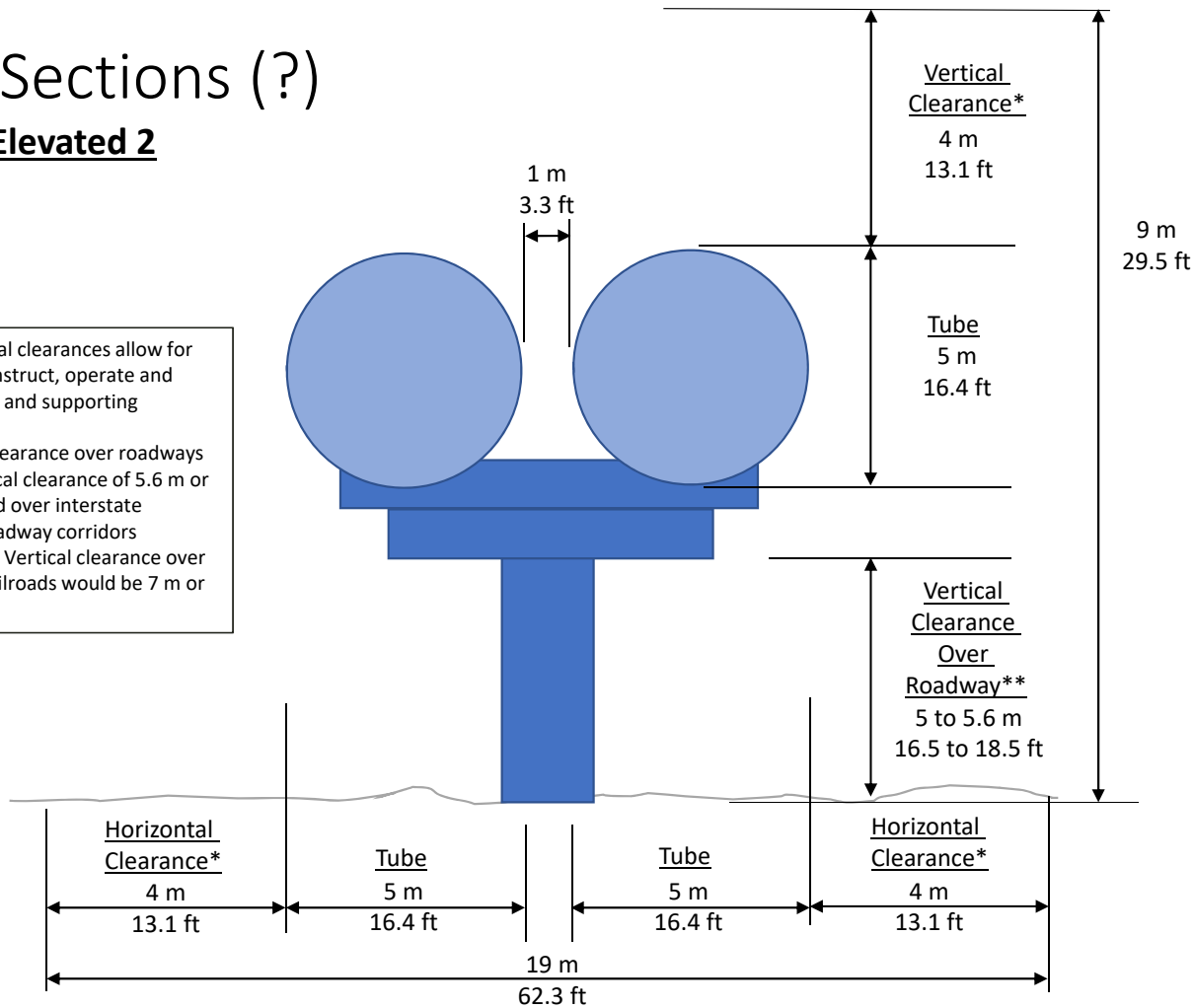
* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.
 ** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18.5 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.



Typical Sections (?)

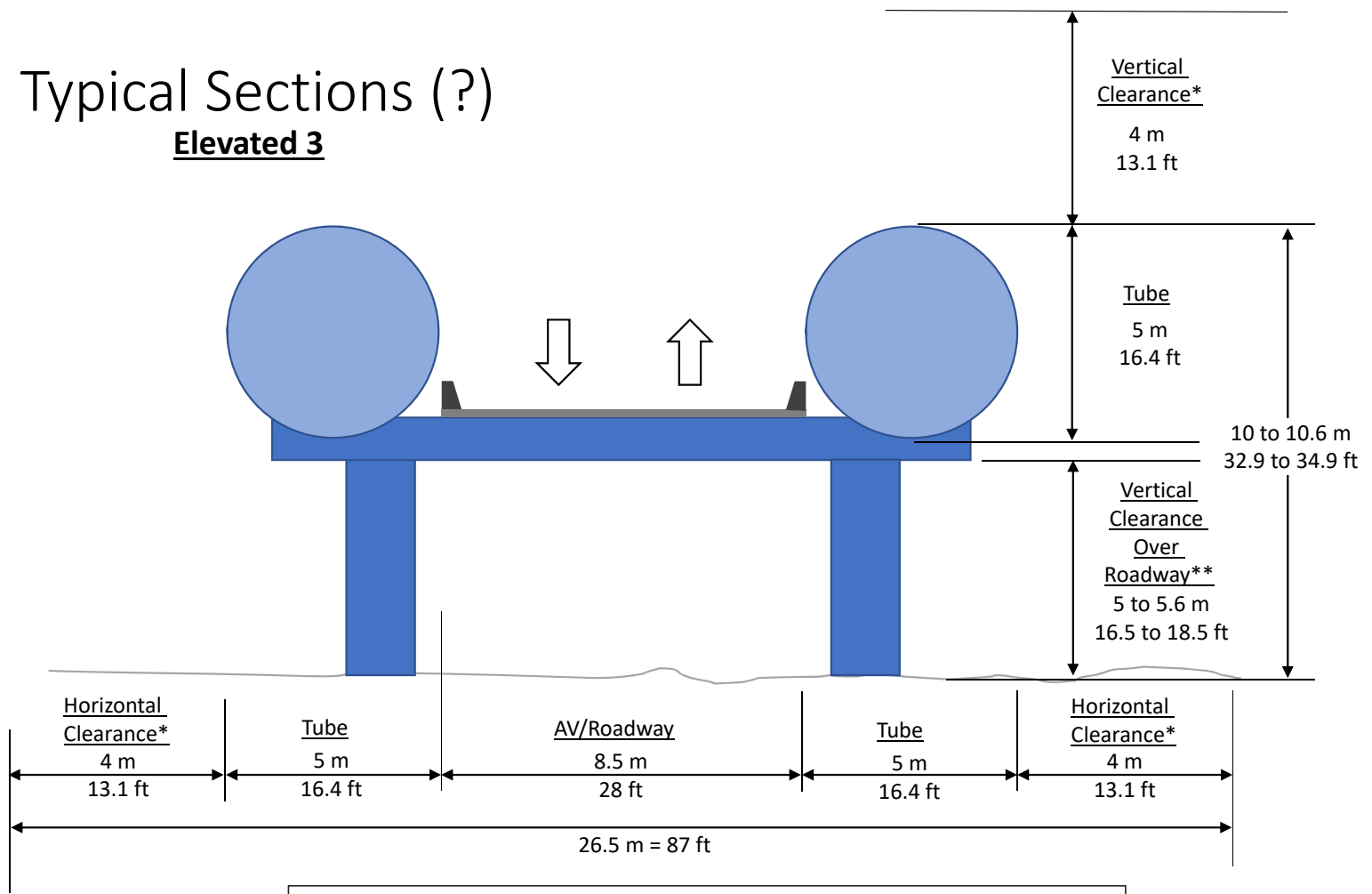
Elevated 2

* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.
 ** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.



Typical Sections (?)

Elevated 3



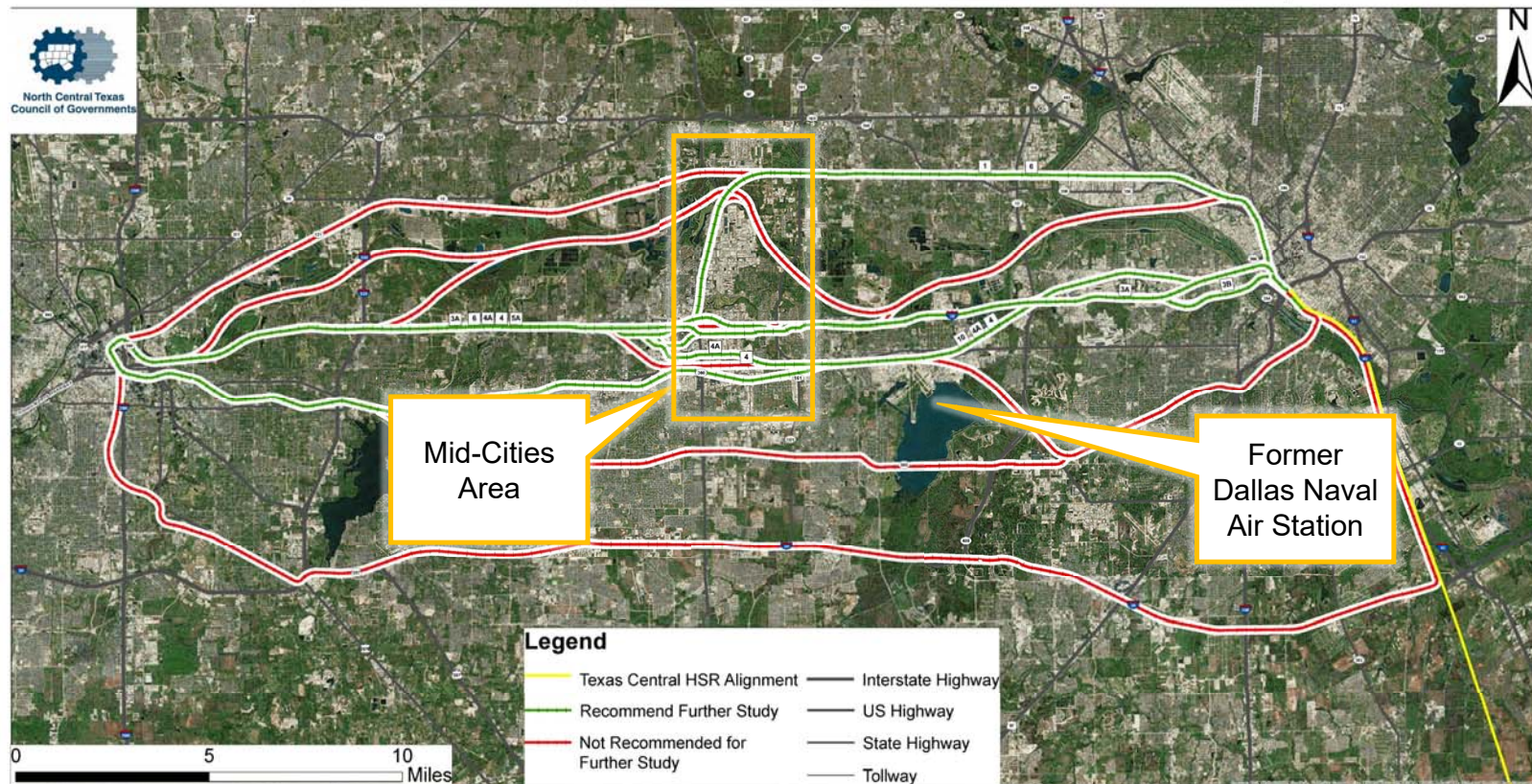
* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.
 ** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.

Option 1: Build Certification Track perpendicular to potential DFWCES

Two potential locations identified:

- Former Dallas Naval Air Station
- Mid-Cities Area

Supplemental Study of DFWCES Alignment Option Recommendations



**Regional Transportation Council Attendance Roster
August 2018 - July 2019**

RTC MEMBER	Entity	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19
Tennell Atkins (09/17)	Dallas	P	A	A	A	A	P	P	A	P	P	P	A
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	A(R)	P	P	P	P
Sue S. Bauman (10/17)	DART	P	E	P	A	P	P	P	A	P	P	P	A
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	E(R)	P	E(R)	P	E(R)	E(R)	P	P	E(R)
Loyl Bussell (05/17)	TxDOT, FW	P	P	P	E(R)	P	E(R)	P	P	E(R)	P	A(R)	E(R)
David L. Cook (05/16)	Mansfield	P	P	P	E(R)	P	P	P	E(R)	P	P	P	P
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	P	P	A	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	E	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	E(R)	P	P
Kevin Falconer (07/17)	Carrollton	P	E(R)	P	E(R)	P	P	P	P	E	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	E(R)	P	P
George Fuller (07/17)	McKinney	P	A	A	P	P	A(R)	A	A	A	P	A	E
Rick Grady (09/18)	Plano	--	P	P	A	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	--	--	--	--	--	P	P	P	P	P	P	P
Jim Griffin (06/18)	Bedford	E(R)	P	E(R)	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	P	P	P	P	A	A	P	E	A	A
Roger Harmon (1/02)	Johnson Cnty	P	E	E	P	P	P	P	P	P	P	E	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	A	P	P	A	E(R)	P	A(R)	E(R)
Ron Jensen (06/13)	Grand Prairie	P	E	E(R)	P	P	P	E(R)	P	P	P	E	P
Jungus Jordan (4/07)	Fort Worth	P	P	E	P	P	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	A	P	P	P	P	P	A(R)	P	P	P	P
David Magness (06/13)	Rockwall Cnty	E	P	P	P	P	P	P	E	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	E(R)	P	P	P	P	E(R)	E(R)	P	E(R)	P	E(R)
Curtistene McCowan (06/19)	DeSoto	--	--	--	--	--	--	--	--	--	--	P	E(R)
B. Adam McGough (07/16)	Dallas	P	A	P	E(R)	P	A(R)	P	P	P	P	P	E
William Meadows (02/17)	DFW Airport	A	E(R)	E(R)	P	E	P	E	E	P	E	A	P
Steve Mitchell (07/17)	Richardson	E(R)	P	P	P	E(R)	P	E(R)	P	P	P	P	E(R)
Cary Moon (06/15)	Fort Worth	P	P	A	E	P	A	P	P	P	E	A	E
Barbara Odom-Wesley	Arlington	--	--	--	--	--	--	--	--	--	--	--	P
Stan Pickett (06/15)	Mesquite	P	E(R)	E	P	P	P	P	P	P	P	P	P
John Ryan (05/18)	Denton	P	P	P	P	P	P	P	E	P	P	P	P
Will Sowell (10/17)	Frisco	P	P	E(R)	P	P	A	P	P	P	E(R)	A	A
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	A(R)	P	E(R)	E(R)	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	E(R)	P	P	P	P
Dennis Webb (8/18)	Irving	P	P	P	P	P	P	A	E(R)	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	E(R)	P	P	P	E(R)	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
August 2018 - July 2019

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B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	P	P	P	E	E	E	P	E	E(R)	P	E
W. Jeff Williams (10/15)	Arlington	E(R)	E(R)	E	P	P	P	P	E(R)	P	E(R)	E	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	E	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster
June 2018-June 2019

STTC MEMBERS	Entity	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19	5/24/19	6/28/19
Joe Atwood	Hood County	--	P	A	P	A	P	P	P	P	P	A	P
Melissa Baker	Irving	--	--	--	--	--	--	--	--	--	E	E	P
Micah Baker	Dallas County	P	P	A	P	P	P	A	P	A	P	A	P
Bryan Beck	Grapevine	P	P	P	P	P	P	P	P	P	P	A	P
Katherine Beck	Fort Worth	P	P	P	P	P	A	P	P	P	P	A	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	A	A	A	A	A	A	P	A	A	A	A
Shon Brooks	Waxahachie	--	--	--	--	--	--	--	--	--	P	P	P
Tanya Brooks	Fort Worth	--	--	--	--	--	--	--	P	A	P	P	A
Curt Cassidy	Mesquite	P	P	P	P	P	P	P	P	A(R)	P	A	P
Ceason Clemens	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	A
Robert Cohen	Southlake	P	A	A	A	A	A	A	A	A	A	A	A
Kent Collins	Coppell	A(R)	P	A	P	P	A	P	A	A	A	A	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	E	P	P	P	P	P	A
Hal Cranor	Eules	A	P	P	P	P	P	A	P	P	P	P	A
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	A	A	P	A	P	P	A	A
Arturo Del Castillo	Dallas	--	--	--	--	--	--	--	--	--	--	--	A(R)
Pritam Deshmukh	Denton	--	--	--	--	--	P	P	R	P	P	P	A
Greg Dickens	Hurst	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)
David Disheroon	Johnson County	P	P	A	P	A	P	P	A	P	A	A	P
Phil Dupler	FWTA	P	A	P	P	P	P	P	P	P	P	P	P
Chad Edwards	Fort Worth	--	--	--	--	--	--	--	P	P	P	P	P
Claud Elsom	Rockwall County	P	A	P	P	P	P	P	P	P	A	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	A	P	A(R)	P	A(R)
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	A	P	P	P	P	P	P	P
Ricardo Gonzalez	TxDOT, FW	--	--	P	A	P	P	P	P	P	P	A	P
Gary Graham	McKinney	P	P	P	A	P	A	A	A	A	P	A	P
Tom Hammons	Carrollton	A	A	P	A	A	A	A	A	P	P	P	A(R)
Ron Hartline	The Colony	A(R)	A	A(R)	A(R)	A(R)	A	A	P	P	A(R)	A(R)	A
Matthew Hotelling	Flower Mound	A	P	P	P	P	P	P	P	P	P	P	P
Terry Hughes	Weatherford	P	P	P	P	A	P	P	P	P	P	P	P
Tony Irvin	DeSoto	--	--	--	--	P	P	A	P	A	A	P	A
Paul Iwuchukwu	Arlington	P	A	P	A	P	A(R)	P	P	A(R)	P	P	P
Kelly Johnson	NTTA	A	A	A	A(R)	A	A	A	A	P	A	A	A
Gus Khankarli	Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Sholeh Karimi	Grand Prairie	A	P	A	A	P	A	P	P	P	P	P	P
Paul Knippel	Frisco	A	A	A(R)	A	A	A	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	P	A	P	P	A	A	A	P	A	A	P	P
Alonzo Liñán	Keller	A	P	P	P	A	P	P	P	P	P	A	A
Clay Lipscomb	Plano	--	--	--	--	--	--	--	P	A	P	P	A

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Surface Transportation Technical Committee Attendance Roster
June 2018-June 2019

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Paul Luedtke	Garland	P	P	P	A(R)	P	A	P	P	A	P	A(R)	P
Stanford Lynch	Hunt County	P	P	P	P	P	A(R)	P	P	P	A	A	P
Alberto Mares	Ellis County	A(R)	P	A(R)	P	P	P	A	P	P	P	P	P
Wes McClure	Mesquite	--	--	--	P	A(R)	P	P	P	P	A(R)	P	P
Laura Melton	Burleson	A	A	P	P	A	P	P	P	A	P	P	A
Brian Moen	Frisco	A	P	A	P	P	P	E(R)	P	P	P	P	A
Cesar Molina, Jr.	Carrollton	P	A	A	P	A	P	P	P	A	A	A	A
Mark Nelson	Richardson	--	--	--	--	--	P	P	P	E(R)	P	E(R)	P
Jim O'Connor	Irving	P	P	P	P	P	A	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	A	A	P	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	A	P	P	P	A	P	P	P	P	E	P	P
Dipak Patel	Lancaster	P	P	P	P	A(R)	A	P	P	A	P	A(R)	P
Todd Plesko	DART	P	P	A	P	A	P	P	P	P	P	P	P
Shawn Poe	Richardson	--	--	--	--	--	P	P	R	P	E(R)	E	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	A	P	P
Bryan G. Ramey II	Duncanville	P	P	P	P	P	P	P	P	A	A(R)	A(R)	P
Lacey Rodgers	TxDOT, Dallas	--	--	--	P	P	P	A	P	A	A	A	A
Greg Royster	DFW Int. Airport	P	A(R)	E	P	P	P	P	P	P	P	P	P
Moosa Saghian	Kaufman County	P	A	P	P	P	A	P	A	P	P	P	A
David Salmon	Lewisville	P	P	P	A(R)	P	P	P	P	A(R)	A(R)	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	A
Brian Shewski	Plano	P	P	P	P	A(R)	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	A	A	P	P	P	P
Ray Silva-Reyes	Colleyville	--	--	--	--	--	--	--	--	--	A	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	A	P
Angela Smith	FWTA	P	A	P	P	A	P	P	P	P	A	A	A
Chelsea St. Louis	Dallas	P	A	P	P	A	P	P	P	P	A	P	A
Cheryl Taylor	Cleburne	--	--	--	P	P	P	P	P	P	P	P	A
Caleb Thornhill	Plano	P	A	A	A	A	P	A	A	A	A	P	A
Matthew Tilke	McKinney	P	P	A	P	A	A(R)	P	P	P	A	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Joe Trammel	Tarrant County	--	--	--	--	--	P	P	P	A	A	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	A(R)	A(R)	P	P
Daniel Vedral	Irving	P	P	E	A	P	A(R)	P	P	A	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Robert Woodbury	Cedar Hill	P	P	P	P	P	P	P	P	A	P	P	P
John Wright	Greenville	P	P	P	A	A	A	P	A	E	A	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P = Present A= Absent R = Represented
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jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE June 28, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 28, 2019, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Curt Cassidy, Clarence Daugherty, Luis Tamayo (representing Arturo Del Castillo), Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Jeremy Williams (representing Eric Fladager), Chris Flanigan, Ann Foss, Ricardo Gonzalez, Gary Graham, John Romberger (representing Tom Hammons), Kristina Holcomb, Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Gus Khankarli, Chiamin Korngiebel, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, Tim Porter, Bryan G. Ramey II, Greg Royster, David Salmon, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Monsur Ahmed, Vickie Alexander, Nick Allen, James Atkins, Tara Bassler, Carli Baylor, Emily Beckham, Jesse Brown, John Brunk, Molly Carroll, Lori Clark, Michael Copeland, Cody Derrick, David Dryden, Ryan Dufour, Kevin Feldt, Brian Flood, Mike Galizio, Christie Gotti, Clint Hale, Victor Henderson, Chris Hogg, Kirk Houser, Lyle Jenkins, Amy Johnson, Gary Joss, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Amanda Long-Rodriguez, James McLane, Mindy Mize, Erin Moore, Jenny Narvaez, Jeff Neal, Evan Newton, Trey Pope, Chris Reed, Rylea Roderick, Kyle Roy, Shannon Stevenson, Mitzi Ward, Brendon Wheeler, Cody Wildener, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of May 24, 2019, Minutes and Recognition of Members:** The minutes of the May 24, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

Dan Kessler recognized Kirk Houser for his years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes was requested. August 2019 revisions to the 2019-2022 were provided as Electronic Item 2.1.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Bryan Beck (S). The motion passed unanimously.

3. **Funding Substitution for Buy America Compliance – City of Fort Worth:** Ken Kirkpatrick presented a recommendation to approve a funding substitution for City of Fort Worth projects awarded under the 2014 Incident Management Equipment Call for Projects. A recent Texas Department of Transportation audit and Federal Transit Administration Triennial Review site visit was discussed, during which one of the focus

areas was oversight and monitoring of subrecipients to ensure their compliance with applicable federal, State, and local requirements. The funding substitution recommendation is related to Buy America compliance for a subrecipient awarded funds through the 2014 Incident Management Equipment Call for Projects. The City of Fort Worth was awarded \$160,036 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for incident management equipment and safety-related items. Implementation of the funds were through a North Central Texas Council of Governments (NCTCOG)/City of Fort Worth Interlocal Agreement, and the City of Fort Worth procured the items through its internal process. Items purchased with Buy America implications included a heavy-duty response truck (Ford Super Duty F350), a robotic forensic mapping system, and portable message signs for a total cost of approximately \$113,373. Since CMAQ funds are primarily subject to Federal Highway Administration (FHWA) rules, Buy America compliance was required. A diligent effort was completed by the City of Fort Worth, working with its vendor, followed by efforts by NCTCOG to demonstrate Buy America compliance. However, compliance could not be documented. FHWA requires that 100 percent of steel, iron, and manufactured products permanently included in federal-aid highway projects must be produced in the United States. Some exceptions were highlighted and detailed in Reference Item 3. Mr. Kirkpatrick discussed changing policy positions regarding Buy America compliance over the last four-to-five years during which this call for projects was initiated. For example, FHWA issued guidance for exceptions related to items such as nuts, bolts, washers, fittings, and other miscellaneous products because those items are hard to trace and from a public interest standpoint the burden outweighs the benefit. FHWA also provided guidance that Buy America only applies to manufactured projects that were predominantly steel or iron (more than 90 percent). However, in December 2015 the FHWA guidance was overturned. In addition, in the 2014-2016 timeframe FHWA began processing quarterly waivers as it realized there were many public entities using federal funds for non-traditional highway aid projects such as construction vehicles, clean air burning vehicles, and equipment that did not fit into the FHWA Buy America structure. The waiver process was targeted towards non-traditional projects, with the recognition that there were no vehicles produced and assembled in the United States that comply with the 100 percent domestic steel or iron requirement. In April 2017, an Executive Order was issued with renewed focus on Buy America items and waivers were discontinued. As a result, he noted that staff proposed the best course of action to reduce the risk associated with Buy America compliance since it cannot be documented, is to substitute CMAQ funds for Regional Transportation Council (RTC) Local funds for the items purchased by the City. A motion was made to recommend Regional Transportation Council approval to substitute the \$113,373 Congestion Mitigation and Air Quality Improvement Program funds for Regional Transportation Council Local funds for the items purchased by the City of Fort Worth for the 2014 Incident Management Equipment award. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate the approved funding substitute. Chad Edwards (M); Katherine Beck (S). The motion passed unanimously.

4. **FY2020 and FY2021 Unified Planning Work Program:** Vickie Alexander presented the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP) for the Committee's consideration. In addition, she noted the Work Program policies that guide the allocation of federal Transportation Planning Funds, provided in Reference Item 4.1, have not changed and were proposed for reaffirmation. Development of the document is a cooperative effort with partners in the region and began in February 2019 with requests seeking regional project ideas or technical assistance needs. Since that time, staff has collected, evaluated, and provided recommendations on the submittals received and developed the draft Work Program document. Ms. Alexander noted that the draft FY2020 and FY2021 UPWP has

been submitted to the Texas Department of Transportation for review, with no comments received to date. The proposed Work Program outlines work activities of the Metropolitan Planning Organization (MPO) utilizing federal transportation formula funds that will be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2019, and September 30, 2021. NCTCOG also includes in the document all work activities carried out by the MPO through other funding sources. Modifications will be considered over the timespan of the document as changes occur, such as new grant awards or project scope changes. Modifications may also be necessary as a result of new federal authorizing legislation. As noted last month, NCTCOG follows the standard format for the Work Program, which includes five tasks. Within each task are approximately 28 subtasks containing over 200 projects to be conducted. Some of the major planning initiatives contained in the draft document were highlighted, including monitoring of the Metropolitan Transportation Plan, development of the 2021-2024 Transportation Improvement Program, data collection/travel model enhancements, demographic forecasting, automated vehicle technology, high-speed rail, freight planning, bicycle/pedestrian initiatives, regional transit planning assistance, innovative transportation initiatives for the movement of freight and people in and out of the Dallas Fort Worth International Airport, the Harry Hines Boulevard Corridor Study, and the McKinney Avenue Trolley extension. Ms. Alexander also provided a summary of the federal Transportation Planning Funds for the draft FY2020 and FY2021 UPWP. Staff anticipates approximately \$5.7 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$4.5 million in FY2019 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2020 and FY2021 UPWP is approximately \$25.2 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.7 million leaving a balance of about \$2.4 million to carry over into FY2022. In addition, the breakdown of other funding sources included in the Work Program was highlighted. Ms. Alexander noted that information on the proposed Work Program was presented to the public in May 2019, and a copy of the draft document has been available on the website for Committee and public review at www.nctcog.org/trans/study/unified-planning-work-program. The final FY2020 and FY2021 UPWP is due to the Texas Department of Transportation on August 1, and the NCTCOG Executive Board will be asked to endorse the document at its August 22, 2019, meeting. Details were provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the FY2020 and FY2021 Unified Planning Work Program, as well as the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Reference Item 4.1 of the meeting materials. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects. Randy Skinner (M); John Polster (S). The motion passed unanimously.

5. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented proposed projects for submittal to the Fiscal Year 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. Proposed projects have been reviewed and are expected to meet the September 30, 2021, deadline for obligation of possible awarded funds, as well as the September 30, 2026, deadline for expenditure of awarded funds. Mr. Neal noted that proposed projects have also been reviewed based on merit criteria such as safety, state of good repair, project readiness, and others. In addition, projects were reviewed through a regional project selection methodology which included many areas of focus with emphasis on projects that leverage economic development. Projects were also coordinated with the Texas Department of Transportation to ensure that there had been some type of advanced development through the Unified Transportation Program and Regional 10-Year Plan.

Details were provided in Reference Item 5. The first proposed project consists of projects along the Trinity Railway Express (TRE), including components from the east and west from the North Texas MOVES Program: 1) TRE double track and widening from Medical Market Center to Stemmons Freeway, 2) TRE double track and bridge replacements near the Trinity Lakes Station, 3) Shore Connections Systems within the TRE rail yard, and 4) implementation of ClearPath technology. The total project cost is approximately \$46.5 million with a grant request of \$25 million. The second project is the SH 114 Frontage Road Gap Project located between FM 1938 and Dove Road in Southlake, Trophy Club, and Westlake. In addition to providing continuous one-way frontage roads in each direction through that segment, the project will also include bicycle and pedestrian accommodations, ramp reversals, auxiliary lanes, and other safety/congestion improvements. The total project cost is approximately \$46.1 million with a grant request of \$25 million. The third project is the US 80 Reconstruction Project. This project is a major part of a larger effort on US 80 between Town East Blvd. in Mesquite and FM 460 in Forney. This will include the full reconstruction of all infrastructure at the IH 635 East/US 80 interchange including additional assets on US 80 between Town East Blvd. and Belt Line Road, and on IH 635 East from Gross Road to Town East Blvd. The total project cost is approximately \$257 million with a grant request of \$25 million. The timeline for the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects identified in Reference Item 5 for submittal through the FY2019 BUILD Discretionary Grant Program, as well as to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the proposed projects if selected for grant award. John Polster (M); Chad Edwards (S). The motion passed unanimously.

6. **2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Chris Klaus presented details of the regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant. Approximately \$60 million is available through the Federal Highway Administration (FHWA) for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Staff proposed that a scaled-back version of last year's project be submitted for this round of funding, which is the development of a multi-disciplined, cloud-based regional data hub. Applications are due July 19, 2019, and the minimum non-federal cost share is 50 percent. Details of the funding opportunity and associated amendment were provided in Electronic Item 6.1 and Electronic Item 6.2, respectively. Mr. Klaus noted that grant funds can be used for various transportation technologies and highlighted grant focus areas such as connected vehicle technologies, technologies to support connected communities, multimodal integrated corridor management, and others. Additional details about the uses of grant funding and focus areas were provided in Electronic Item 6.3. The proposed project will address the federal performance measures of safety and system performance (travel time reliability and total emissions reductions), as well as regional and local performance measures the North Central Texas Council of Governments (NCTCOG) incorporates on a regular basis. The proposed project for this year's submittal is the regional operations data hub foundation. This project will leverage existing regional Intelligent Transportation System infrastructure, allow for dissemination of data between agencies for improved coordination, provide regional data for planning organizations or academia, identify gaps in the data, allow for implementation and management of coordinated traffic plans, and afford real-time analysis of regional performance measures. Staff proposed a \$3 million grant application request, with a match of \$3 million required. Regarding the local match, Mr. Klaus discussed potential options using AirCheckTexas funds. While administering the AirCheckTexas vehicle repair and replacement assistance program, NCTCOG utilized innovative fiscal measures to maximize financial return including the collection of interest and monetary

rebates. Because the program has ended, these locally generated funds are expected to be returned to the State. Staff proposed to send correspondence to the Chairman of the Texas Commission on Environmental Quality requesting that these local funds be retained by NCTCOG for use on other transportation air quality projects in the region. If approved, \$3 million of these funds could be used for the local match on the proposed project. If unsuccessful, staff proposed that Regional Transportation Council Local funds be used instead. In addition, Mr. Klaus noted that NCTCOG is seeking letters of support by July 3, 2019. John Polster requested staff provide a sample letter of support to members by email. A motion was made to recommend Regional Transportation Council approval of the proposed regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program and the proposed federal/local cost share of \$3 million each, with the local share provided by Texas Commissions on Environmental Quality interest/credit rebates or Regional Transportation Council Local funds if not available. Matthew Tilke (M); John Polster (S). The motion passed unanimously.

7. **Metropolitan Transportation Plan Policy Bundle:** Kevin Feldt presented results from the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle, as well as the plan to distribute available Transportation Development Credits (TDC). The MTP Policy Bundle is a list of 20 voluntary policies that can be adopted by local governments or transportation partners. A minimum adoption of 50 percent of the applicable policies is required, and successful applicants receive TDCs that can be used to offset local funds for federal transportation projects. To be eligible, projects must be new and not contained in the Transportation Improvement Program. Agencies can take action to adopt the policies through four types of action, including joint staff coordination, governing body approval, local ordinance, or election. Example policies were highlighted. In the third round of the MTP Policy Bundle, successful applicants included 12 local governments and two transit agencies. The recommended TDC distribution was provided in Reference Item 7. John Polster asked why there is an annual requirement for agencies if they have proven to be successful in past submissions by having the required policies in place. Mr. Feldt noted he would respond to the Committee regarding the answer at a later time. A motion was made to recommend Regional Transportation Council approval of the distribution of Transportation Development Credits to successful applicants of the Metropolitan Transportation Plan Policy Bundle program and the amounts as detailed in Reference Item 7. Bryan Beck (M); Paul Luedtke (S). The motion passed unanimously.
8. **Legislative Update:** Nicholas Allen presented an update on federal legislative items. Fiscal Year (FY) 2020 appropriation amendments of interest were highlighted. A new provision for the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program would increase the minimum set-aside balance from \$15 million to \$20 million for transit planning, Transit-Oriented Development, and multimodal projects. In addition, there were two separate amendments which would increase the General Highway fund and the Surface Transportation Block Grant Program by a total of \$22 million, most of which is for electric vehicle and hydrogen fuel station charging infrastructure. Regarding the Senate Appropriations Committee, FY2020 transportation appropriations are not expected to be controversial, although many expect last year's debate over funding for the Department of Homeland Security to resurface and slow down the appropriations process. Mr. Allen also provided an update on the Texas Legislature. Lawmakers approved a \$250.7 billion two-year, statewide budget which is an increase of approximately 16 percent from last session. Transportation funding amounts remained the same. The Texas Department of Transportation's (TxDOT) \$31.1 billion includes \$3.9 billion for Proposition 1 and \$5 billion for Proposition 7 funding. Bills that passed during the legislative session were highlighted. SB 69 allows the comptroller to invest a portion of the Rainy Day fund and removed the

legislative committee that was used to determine the sufficient balance process. SB 962 extends the expiration of Proposition 1 funding to 2034, and HB 4280 revises the formula for distributing transportation infrastructure grant funds to counties impacted by oil and gas production. HB 3735 creates a Texas Emissions Reduction Plan trust fund account that allows the funding to be controlled by the Comptroller. SB 282 will authorize TxDOT liquidated damages paid by contractors for projects delays to the affected districts, and HB 1631 prohibits red light cameras. HB 2830 increases the number of design build contracts that TxDOT may enter into from three to six per biennium. Bills of interest that failed to pass included HB 3082 that would have restricted unmanned aircraft operations over military installations, which was vetoed by the Governor. In addition, the harmful rider in the budget for high-speed rail was not included, no damaging toll bills passed, and the Low-Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program and Local Initiative Projects (LIP) program were killed by procedural action.

9. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update:** Emily Beckham provided a summary of the current Disadvantaged Business Enterprise (DBE) Program and schedule for updating the DBE Participation Goal for Fiscal Year (FY) 2020-FY2022. The North Central Texas Council of Governments (NCTCOG) participates in a DBE program as a direct recipient of Federal Transit Administration (FTA) funds and is required to update the goal every three years. DBE participation is designed to ensure nondiscrimination for DBEs and small businesses and creates a level playing field for disadvantaged businesses to compete for contracting opportunities. The program is designed to meet specific federal requirements and ensures that DBE firms meet required eligibility standards. In addition, the DBE Program helps to remove barriers to allow DBE participation, as well as to foster experience to allow DBEs to compete in other opportunities. The current DBE Participation Goal for FY2017-2019 is 25 percent. As part of the process to review and update the goal for FY2020-2022, staff has initiated public and stakeholder involvement and has also begun the process to project potential contract awards for the FY2020-2022 goal. Ms. Beckham noted that the new goal includes additional procurements types, as well as increased focus from funding agencies on the oversight of subrecipients. Staff has incorporated its subrecipients into the DBE program so purchases made by subrecipients will also now have an assigned DBE goal. Staff will provide assistance to subrecipients to assign DBE goals and foster DBE participation in their purchases. Over the next three years, staff anticipates approximately \$32 million in contracting opportunity. Ms. Beckham noted the development of the DBE goal is a two-step process. Staff reviews and projects the amount and types of contracting opportunities for the next three years, as well as the total number of firms that are ready, willing, and able to complete the work in the Dallas-Fort Worth market area. Second, staff reviews additional DBE data such as historical DBE expenditures and data from larger transit agencies. A map of the public transportation provider service areas was highlighted, and it was noted that NCTCOG uses the Metropolitan Statistical Area for the Dallas-Fort Worth market area. In addition, staff reviews the service areas outside of the metropolitan planning area as the service area for transit agencies, separating out NCTCOG's goal and their goal by market area. A schedule for the DBE Participation Goal update was highlighted. NCTCOG staff will work to determine the appropriate DBE availability for each category and are scheduled to meet with the DBE community for consultation on the process and proposed goal. Information will be presented to the public the week of July 10 and the Committee will be asked to act on the proposed DBE Participation Goal at its September meeting. Details were provided in Electronic Item 9. It was noted that data used by NCTCOG was available to members as a resource. Shawn Poe asked if NCTCOG collaborates with the NCTRCA on the process for companies to be certified as a DBE, which seems to be backlogged, and asked if NCTCOG was able to provide any assistance. Staff noted that although it does not

have certification authority, NCTCOG staff can coordinate to see if assistance is needed since the issue has been raised.

10. **Technical Tools for Environmental Justice, Transit, and Environmental Planning:** Kate Zielke briefed the Committee on several interactive and online tools, three of which have already launched, that are available to agencies to assist in planning for environmental justice, transit, and natural environmental needs. The Environmental Justice Index is a tool that the North Central Texas Council of Governments (NCTCOG) has been using and recently has launched publicly on its website. The interactive, online tool does not require GIS and assists in identifying and addressing potential impacts on environmental justice communities, including low income and minority communities. The tool allows users to click on block groups to access demographic data for that group. Additional layers are also available, as well as a user guide, technical tips, definitions, and guidance on how to use the data. The next tool highlighted was the Transit Accessibility Improvement tool, which includes similar functionality but looks at different demographic groups that may be more dependent on transit. These groups include low income, persons 65 years of age and over, and persons with disabilities. Ms. Zielke noted that the tool is geared towards transit providers and can be accessed at www.nctcoq.org/trans/plan/transit/transit-providers/transit-provider-resources. In addition, since transit providers must be in compliance with Title VI of the Civil Rights Act, Title VI specific layers have been added. It is hoped that this will help provide data to help support compliance efforts. The next tool is under development and expected to launch in the fall of 2019. The Permittee Responsible Mitigation Database will help connect landowners and permit applicants who need permittee responsible mitigation. If a developer or entity has impacts to wetlands or streams that are Waters of the United States, ideally mitigation banking credits would be available for purchase. If not available, mitigation opportunities would need to be found and it is staff's understanding that finding a landowner could be challenging. This database will connect landowners with permit applicants. However, preapproval from the United States Army Corps of Engineers to proceed with permittee responsible mitigation is still required. The goal is that ultimately, both parties benefit. The landowners get their streams or wetlands restored and conserved in perpetuity and the permit applicants get their mitigation needs fulfilled.

Amanda Long-Rodriguez demonstrated the Economic and Environmental Benefits of Stewardship tool that was developed in partnership with the NCTCOG Environment and Development Department and the assistance of an environmental economics consulting firm. The goal of this tool is to provide users or those who make transportation decisions with the benefits of including environmental stewardship into transportation projects by providing the economic value or return on investment of implementing these stewardship options. The tool is available online and does not require any specialized software. Users can draw their project onto a map and enter project information. By running the analysis, the tool will estimate the amount of natural resources the project may affect and provide the potential environmental impact the project may have based upon the location. Based on this information, the tool will then suggest stewardship options that might be applicable to the project and provide economic benefits of the stewardship options. Finally, the project information can be compiled into a pdf report. Members were encouraged to contact staff about these tools or other environmental justice needs.

11. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler noted the Surface Transportation Technical Committee officers for the 2019-2020 term were approved at the North Central Texas Council of Governments Executive Board's June 27, 2019, meeting: Chair Bryan Beck, Director of Public Works, City of Grapevine; Vice Chair Brian Moen, Assistant Director of Transportation, City of Frisco; and Tanya Brooks, Assistant Director, Traffic Management

Division, Transportation and Public Works, City of Fort Worth. In addition, Mr. Kessler noted Regional Transportation Council (RTC) officers approved at the June 13, 2019, RTC meeting: Chair Andy Eads, County Judge, Denton County; Vice Chair Roger Harmon, County Judge, Johnson County; and Secretary Theresa Daniel, Ph.D., Commissioner, Dallas County.

12. **Fast Facts:** April Leger reminder members that due to upcoming building renovations, the July 26, 2019, Committee meeting has been canceled. The next Committee meeting is scheduled for August 23, 2019, at the AT&T Stadium. In addition, the September 27 meeting will be postponed by one week to Friday, October 4, 2019. Calendar appointments will be provided to members as additional reminders.

Travis Liska highlighted information on the upcoming Parking Management Symposium scheduled for August 15, 2019. The symposium is intended to help attendees plan for and manage parking as the region continues to grow. Additional information was provided in Electronic Item 12.1 and is also available at www.nctcog.org/parking.

Jing Xu noted that the North Central Council of Governments (NCTCOG) is featured by the Federal Highway Administration (FHWA) as one of the model Metropolitan Planning Organizations in the country for its continuous efforts on shared mobility. Major achievements include leading the region's Mobility on Demand working group, providing ongoing research, technical assistance, as well as funding consideration for the region's shared mobility projects, and incorporating shared mobility into the regional transportation process. The FHWA recently released a formal report on this project, available at www.planning.dot.gov/documents/regional_shared_mobility_planning_caseStudies.pdf. In addition, a webinar is scheduled for July 30 during which NCTCOG will present with Dallas Area Rapid Transit and the Denton County Transportation Authority on behalf of the region. Information about the webinar was provided at <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=2076>.

Trey Pope provided a status report of the current ozone season. As of the date of the meeting, the region has experienced ten exceedance days and the design value is 76 parts per billion. Details were provided in Electronic Item 12.2.

Bailey Muller highlighted current air quality funding opportunities for vehicles, specifically announcing the Clean Fleets North Texas 2019 Call for Projects that recently opened. A webinar on the program is scheduled for July 9, and additional details are available at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicles.

In addition, Ms. Muller noted upcoming Dallas-Fort Worth Clean Cities events. On August 7, the Texas Natural Gas Vehicle Alliance will hold a free event in Houston, Texas. In addition, September 21 begins National Drive Electric Week. Additional information was provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Carli Baylor noted that a summary of the May 13, 2019, public meeting was included in Electronic Item 12.3. At the meeting, staff presented the FY2020 and FY2021 Unified Planning Work Program, the Transportation Alternatives Set-Aside Program, and National Highway System review efforts.

Ms. Baylor also noted that Reference Item 12.7, distributed at the meeting, contained details regarding the July online input opportunity. Topics will be posted online for review and comment and include the Disadvantaged Business Enterprise goal update, the United

States Army Corps of Engineers stormwater project, and information on the Unified Transportation Program.

Victor Henderson noted that Electronic Item 12.4 contained general comments submitted by the public from April 20-May 19. Bicycle and pedestrian comments related to the Pedestrian Safety Action Plan, Bike to Work day, and the NCTCOG bike survey results were in the majority.

Brian Wilson noted that Progress North Texas 2019, the annual state of the region report, was distributed at the meeting. This year's report focuses on neighborhoods as the building blocks of regional transportation. Additional copies were made available upon request at the meeting as well as online at www.nctcog.org/ourregion.

The current Local Motion was provided in Electronic 12.5, and transportation partner program reports were provided in Electronic Item 12.6.

13. **Other Business (Old and New):** Chad Edwards noted that on June 19 the City of Fort Worth and the North Central Texas Council of Governments (NCTCOG) were awarded a Planning Excellence award by the Midwest Chapter of the American Planning Association for the Fort Worth Active Transportation Plan. NCTCOG, as a partner on the project, helped ensure the plan would be a regional example of active transportation and that it could easily be duplicated for other cities across the region. Mr. Edwards specifically thanked Kevin Kokes, Karla Weaver, and Daniel Snyder for their efforts.

Chris Klaus thanked NCTCOG staff and the nine counties of North Central Texas that were part of the AirCheckTexas vehicle repair and replacement program for the last 18 years. He noted the program will officially close June 28, the day of the meeting. A final report for the program will be provided in December 2019 as part of close out activities.

Kristina Brevard expressed appreciation to Committee members and NCTCOG for their support during her term as Chair and noted that this would be her last meeting as a member representing the Denton County Transportation Authority.

14. **Next Meeting:** The July 26, 2019, Surface Transportation Technical Committee has been canceled. The next meeting of the Committee is scheduled for 1:30 pm on August 23, 2019, at the AT&T Stadium.

The meeting adjourned at 2:50 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

September 2019

CALENDAR

September 4, 8:30 am
TRTC

Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

September 6, 11 am
DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

September 12, 1 pm
Regional Transportation Council
Irving Convention Center
500 Las Colinas Blvd.
Irving, TX 75039

October 4, 1:30 pm
Surface Transportation
Technical Committee
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Students get up-close look at hyperloop pod

North Texas got a glimpse of what the future of transportation may look like last month, as Virgin Hyperloop One brought its high-speed pod to AT&T Stadium.

The company met with local officials before demonstrating its

technology to students. Students attending the gathering at AT&T Stadium saw the historic hyperloop test vehicle XP-1, along with the real-world demonstrations of the science, technology, engineering and mathematics (STEM) principles they have studied that power the technology.

Virgin Hyperloop One offered the students demonstrations in magnetic levitation, vacuum chambers and friction, with the XP-1 pod serving as a backdrop.

Hyperloop is a new mode of transportation that could move freight and people quickly, safely, on-demand and direct from origin to destination. Hyperloop vehicles, called pods, accelerate gradually via electric propulsion through a low-pressure tube.

The pods float above the track using magnetic levitation, gliding at airline speeds for long distances due to ultra-low aerodynamic drag.



Area students listen to an explanation of hyperloop technology during a STEM demonstration at AT&T Stadium.



35W 3C reaches financial close

Construction on the final segment of Interstate Highway 35W expansion in Fort Worth will soon begin, after it reached financial close in August. Pre-construction activities are underway, with full construction planned to commence next year, according to NTE Mobility Partners Segments 3 LLC, which will finance, design, build, operate and maintain the segment.

The \$910 million project will rebuild 6.7 miles of IH 35W from just north of US 81/287 (Heritage Trace Parkway) to Eagle Parkway in Denton County. When the project is complete, in 2023, motorists will benefit from reconstructed main lanes, expanded frontage roads and two TEXpress Managed Lanes in each direction. The construction will be performed by Ferrovial Agroman US and Webber.

The section of IH 35W being rebuilt connects with two other portions of the roadway operated by NTE. Segment 3C will complement the existing network of TEXpress Managed Lanes and add to the congestion relief being experienced now by drivers throughout North Texas. —By NTE



NTE graphic

The reconstruction of IH 35W will be finished after the completion of a 6.7-mile segment in Fort Worth. In addition to free general-purpose lanes, motorists will have a choice to pay for a more reliable commute using TEXpress Lanes.

Kodiak Robotics announces start of self-driving truck test in North Texas

Self-driving trucks have come to Texas. Kodiak Robotics announced in August it had begun a pilot test of its trucks between Dallas and Houston — with a safety driver along for the ride. Kodiak also announced it would open a facility in the Dallas-Fort Worth area. The company's decision represents another example of the region's embrace of automated vehicles and other technologies that could revolutionize the way people and goods are moved.

Kodiak operates as a true freight carrier, with self-driving trucks operating on "middle mile" highway routes. Since the company's founding in April 2018, Kodiak has grown from an idea to a reality, with a growing fleet of trucks and the launch of freight operations for customers in Texas.

For more information, visit www.kodiak.ai.

ELECTRIC VEHICLES

NDEW to celebrate popularity of EVs

Experience what it means to drive electric at the region's National Drive Electric Week 2019 event.

This is an opportunity to get an up-close view of electric vehicles and talk to owners who have made the switch from gasoline-powered cars.

NDEW 2019 will be held from 10 am to 2 pm Saturday, September 21 at Dallas Area Rapid Transit's North Irving Transit Center. This new location will allow people to access the event using public transportation from the nearby Irving Convention Center Station. And if they want to arrive via zero emissions, attendees can ride their bikes for the first and last miles of their trips.

This event represents the largest showcase of EVs in Texas each year and the second largest in the country. And this year should be no different. Organizers expect up to 200 electric vehicles.

Bring the whole family out to learn about electric vehicles from real North Texas EV owners and enthusiasts and be part of the rEVolution!

Did we mention prizes? We'll have those too!

For details, follow @nctcogtrans on Facebook and Twitter, and visit www.driveelectricdfw.org.

REGIONALNews

TEXRail trains now run every half-hour

Trinity Metro has increased the frequency of its TEXRail commuter rail service between Fort Worth and Dallas Fort Worth International airport.



Passengers can now board a train at 30-minute intervals during peak times, making it easier to travel to the airport or any other destination along the 27-mile route.

This increases the number of daily trips from 48 to 73. The change had been scheduled after six months of operation. The line debuted in January to provide commuters, air travelers, airport employees and others more options, said Bob Baulsir, president and chief executive officer of Trinity Metro.

Additional schedule changes include adjustments to accommodate the increased volume of service. For example, a train that left at 25 minutes past the hour will now leave at 43 minutes past the hour.

Visitors to downtown Fort Worth and Fort Worth Stockyards will enjoy later service eastbound to DFW Airport, with the last train leaving Fort Worth Central Station at 12:47 am (previously 11:30 pm) and leaving North Side Station at 12:55 am (previously 11:38 pm). The first TEXRail train now departs from DFW Airport to Fort Worth at 4:40 am (previously 4:55 am). Consult the schedule at www.ridettrinitymetro.org prior to departure.—By Trinity Metro

Reminder: RTC meets in Irving on Sept. 12

With NCTCOG's offices under construction, the September 12 Regional Transportation Council meeting will be held at 1 pm at the Irving Convention Center, as part of the Irving Transportation Investment Summit. In October, the RTC will return to the Transportation Council Room. Additionally, the September meeting of the Surface Transportation Technical Committee has been rescheduled for October 4.

Transportation Resources

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Partners

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DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$910 million

The value of the Interstate Highway 35W 3C project, which will result in the reconstruction of 6.7 miles of the roadway through Fort Worth.

NCTCOG online opportunity begins Sept. 9

NCTCOG will offer an online public input opportunity beginning September 9. Residents can comment on proposed modifications to both the list of funded projects and the FY2018 and FY2019 Unified Planning Work Program. Comments will be accepted through October 8.

A comprehensive list of funded transportation projects through 2022 is maintained and regularly updated in the Transportation Improvement Program. Projects with committed funds from federal, State and local sources are included in the TIP. This document is updated on a regular basis and will be posted at www.nctcog.org/input for review and comment.

Additionally, members of the public can provide feedback on the FY2018 and FY2019 Unified Planning Work Program (UPWP) modifications.

The UPWP provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization.

Information on National Drive Electric Week, Car Care Clinics and the Regional Smoking Vehicle Program will be highlighted.

Automated Vehicle 2.0 fact sheet available

NCTCOG recently published a fact sheet explaining its Automated Vehicle 2.0 program, approved last year to guide the region through the next generation of AV development.

With cities such as Arlington, Dallas and Frisco hosting deployments of automated vehicle technologies, North Texas has been a laboratory for the transportation of tomorrow.

The program will assist cities with planning and implementation costs associated with automated vehicle deployments. It will also support communities that have a desire to welcome the technology but have yet to attract AV developer interest.

For more, visit www.nctcog.org/factsheets.