

## AGENDA

**Regional Transportation Council  
Thursday, November 8, 2018  
North Central Texas Council of Governments**

**11:30 am      RTC Legislation and Finance Partnership Subcommittee**

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

**1:00 – 1:05      1.    Approval of October 11, 2018, Minutes**  
 Action             Possible Action     Information            Minutes:            5  
Presenter:          Gary Fickes, RTC Chair  
Item Summary: Approval of the October 11, 2018, minutes contained in  
[Reference Item 1](#) will be requested.  
Background:        N/A

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

**2.1.    Clean Fleets North Texas 2018 Call for Projects Funding Recommendation**  
Presenter:          Lori Clark, NCTCOG  
Item Summary: Staff will request approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects (CFP).  
Background:        The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. Staff completed review and emissions quantification of one additional application received since the last Council approval and recommends funding for this project. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.1.1](#) provides an overview of the call for projects. [Electronic Item 2.1.2](#) provides additional detail on recommended projects.

Performance Measure(s) Addressed:

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

## 2.2. **Federal Transit Administration's Access and Mobility Partnership Grant Opportunity**

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval to submit an application to the Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program. Funding from this grant opportunity will address goals outlined in Access North Texas and help improve regional mobility management in North Central Texas.

Background: In September 2018, the Federal Transit Administration announced the 2018 Access and Mobility Partnership Grant. The Notice of Funding Opportunity indicated availability of funding for the Innovative Coordinated Access and Mobility Pilot Program under the Access and Mobility Partnership Grant. Staff requests authorization to submit a grant application that will create a regional mobility management program to improve the coordination of transportation services and non-emergency medical transportation services. Leveraging healthcare and transportation-focused partnerships in the 16-County region, the grant will support new and current mobility management efforts to identify and address specific populations that lack transportation to wellness resources. This effort will support Access North Texas goals as well. Applications are due November 13, 2018. The total grant budget will not exceed \$750,000 including local match to be provided using Regional Toll Revenue funds previously allocated by the Regional Transportation Council for transit projects and in-kind match. More information can be found in [Electronic Item 2.2](#).

Performance Measure(s) Addressed:

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

## 2.3. **High-Speed Rail Study from Fort Worth to Laredo: Regional Transportation Council Local Funds**

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request a funding swap for high-speed rail initiatives on the Fort Worth-Laredo project.

Background: Currently, North Central Texas Council of Governments (NCTCOG) staff is coordinating with other metropolitan planning organizations (MPO) along a proposed high-speed rail corridor from Fort Worth to Waco, Temple-Killeen, Austin, San Antonio, Laredo and beyond to analyze mode and alignment opportunities for the corridor. The Regional Transportation Council (RTC) previously approved \$300,000 in Surface Transportation Block Grant Program funds and \$200,000 in local funds from partnering MPOs for the

conceptual feasibility study for high-speed passenger rail technology between Fort Worth and Laredo. At this time, staff proposes to instead fund the conceptual study with \$500,000 in RTC local funds with the Alamo Area MPO in San Antonio providing \$200,000 in Congestion Mitigation and Air Quality Improvement Program funds to NCTCOG as part of the partnership.

Performance Measure(s) Addressed:

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

**2.4. Transportation Department Low-Emissions Vehicle**

Presenter: Jason Brown, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of \$12,000 in RTC local funds for the Transportation Department's low-emissions vehicle toward lease payments and operational costs is requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved funding is included in this action.

Background: The North Central Texas Council of Governments (NCTCOG) leased a 2017 Toyota RAV4 Hybrid in January 2017 for performing site visits, attending outreach events, and other business uses. This request for funding will continue the lease payments and operational costs necessary through the term of the lease, ending in January 2020.

Performance Measure(s) Addressed:

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

1:05 – 1:20

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

Action                       Possible Action             Information                      Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Recognition of Members Concluding Service on the Regional Transportation Council (RTC): Mike Cantrell, Commissioner, Dallas County
2. Progress North Texas 2018 Receives MarCom Platinum Award for Graphic Design
3. Air North Texas Partners Awards (Whitney Vandiver)
4. Regional Transportation Council (RTC) Member Representation at Events
  - Texas Mobility Summit: Mohamed Bur, Rickey D. Callahan, Gary Fickes, Jim Griffin, Jungus Jordan, Stan Pickett, T. Oscar Trevino Jr., B. Glen Whitley, Kathryn Wilemon, and W. Jeff Williams
5. Air Quality Funding Opportunities for Vehicles  
[www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
6. Ozone Season Update ([Electronic Item 3.1](#))
7. East/West Equity Update ([Electronic Item 3.2](#))

- 8. Mobility Matters (Handout)
- 9. October Public Meeting Minutes ([Electronic Item 3.3](#))
- 10. November Public Meeting Notice ([Electronic Item 3.4](#))
- 11. Public Comments Report ([Electronic Item 3.5](#))
- 12. Recent Correspondence ([Electronic Item 3.6](#))
- 13. Recent News Articles ([Electronic Item 3.7](#))
- 14. Recent Press Releases ([Electronic Item 3.8](#))
- 15. Transportation Partners Progress Reports

1:20 – 1:30

4. **Performance Measures Target Setting**

Action       Possible Action       Information      Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will request action for approval of proposed regional targets for federally required performance measures. The targets are set in cooperation and coordination with the Texas Department of Transportation.

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

Each performance measure rulemaking consists of several specific performance measures. Targets for these required specific performance measures must be adopted by the RTC by November 15, 2018. Proposed targets will be presented for the Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures.

[Electronic Item 4.1](#) shows the proposed policy actions and targets for adoption. [Electronic Item 4.2](#) is a copy of a letter from the Texas Department of Transportation concurring with this region’s recommendation for the non-single occupancy vehicle target for the Dallas-Fort Worth area. Draft performance measure recommendations were presented to RTC members on October 11, 2018, and the Surface Transportation Technical Committee recommended RTC adoption of the proposed targets at its October meeting.

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **Public Participation Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of an update to the Public Participation Plan, which is necessary to reflect Fixing America's Surface Transportation (FAST) Act requirements and innovation in public input opportunities.

Background: The current Public Participation Plan, provided in [Electronic Item 5.1](#), was approved by the RTC in February 2015. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public, and describes measures to include diverse voices in the transportation and air quality planning process. The Language Assistance Plan is included as an appendix. Updates are necessary to address FAST Act stakeholder requirements, changing demographics, and the increasing role of technology in public input opportunities. A 45-day comment period on an updated Public Participation Plan and Language Assistance Plan, provided in [Electronic Item 5.2](#), ended October 24. A presentation containing additional information on the proposed revisions is included as [Electronic Item 5.3](#).

Performance Measure(s) Addressed:

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

1:40 – 1:50

6. **2018 Metropolitan Planning Organization Milestone Policy Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will provide the Council with an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list. Regional Transportation Council (RTC) approval of the proposed recommendation will be requested.

Background: In June 2015, the MPO Milestone Policy was approved by the RTC. This policy affects projects that had been funded ten or more years prior to the time of the policy approval, but that had not proceeded to construction. Projects were evaluated to determine whether there was still local support for the project, a realistic implementation schedule was provided by each local agency, and local matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy and project list. The list contained the recommendations for each project based on the information received from implementing agencies. The RTC also approved a policy to give agencies one additional fiscal year from their proposed start or let date of the project to begin construction. If construction does not begin by that deadline, funding is to be removed from the project. Since that time, staff has been coordinating with agencies to ensure that project implementation is continuing to progress in a timely manner. Letters were sent to all agencies

with a project on the Milestone Policy list in December 2016 reminding them of the deadlines for each project, and agencies were reminded again during development of the 2019-2022 Transportation Improvement Program (TIP). Staff recommends that the RTC consider a new option for the five remaining projects. Letters have been sent to the affected agencies detailing the plan of action for each project. Details on the Milestone Policy and the new option can be found in [Electronic Item 6.1](#). The updated Milestone Policy Project list containing the status of all projects can be found in [Electronic Item 6.2](#). The list of projects that did not meet their deadline can be found in [Reference Item 6.3](#). [Electronic Item 6.4](#) contains correspondence to/from the implementing agencies regarding the impacted projects.

Performance Measure(s) Addressed:

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

1:50 – 2:00

7. **2017-2018- CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the proposed projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: Over the past several months, staff received requests for funding from agencies around the region. These requests were split into three categories. The first is Strategic Partnerships, which is comprised of projects that are leveraging non-Regional Transportation Council funds. The second category is Intersection Improvements. Finally, there is a category for project requests from agencies that were awarded TDCs via the MTP Policy Bundle initiative.

The projects were broken down by project type (e.g., roadways, intersections, bicycle/pedestrian, etc.) and evaluated by North Central Texas Council of Governments staff on technical merit. [Electronic Item 7.1](#) contains the list of projects, organized by project type, with a staff funding recommendation as well as information on the scoring criteria. Additional details on the funding program 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 – 2:10

8. **Legislative Update and Regional Transportation Council Legislation and Finance Partnership Subcommittee Follow-up**

Action       Possible Action       Information      Minutes: 10  
Presenter: Jungus Jordan, Chair, Legislation and Finance Partnership Subcommittee and Amanda Wilson, NCTCOG

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

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The Texas Legislature is not in session but continues to hold hearings on interim committee charges. The 86<sup>th</sup> Texas Legislature will convene on January 8, 2019. The 2<sup>nd</sup> session of the 115<sup>th</sup> US Congress convened on January 3, 2018, and the 1<sup>st</sup> session of the 116<sup>th</sup> US Congress will convene in January 2019. The RTC Legislation and Finance Partnership Subcommittee will meet prior to the RTC meeting. RTC members will review draft federal and State legislative programs in advance of the upcoming legislative session and prior to the introduction of a new federal transportation authorization. [Electronic Item 8.1](#) contains the draft RTC Legislative Program for the 86<sup>th</sup> Texas Legislature. [Electronic Item 8.2](#) contains the draft 2019 RTC Principles for the Federal Surface Transportation Authorization.

Performance Measure(s) Addressed:

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

2:10 – 2:20

9. **Regional 511 Program**

Action       Possible Action       Information      Minutes: 10  
Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council on the enhancements that have been made to the 511DFW Traveler Information System.

Background: The 511DFW Traveler Information System was developed as a component of the Dallas Integrated Corridor Management (ICM) project, which was an initiative funded by United States (US) Department of Transportation to help advance the state of the practice in transportation operations and manage congestion in urban areas. Dallas Area Rapid Transit is a founding member of this initiative. The 511DFW system provides travel time and speeds, transit trip planning, and road condition information accessible by web, telephone, and mobile apps for iPhone and Android, in addition to basic weather information for the Dallas-Fort Worth region. The 511DFW system was recently enhanced to improve the functionality of each of the components, including providing a Spanish language version of each, sharing Waze data, and

providing a format for agency data sharing and performance measure evaluation. Additional information can be found in [Electronic Item 9](#).

Performance Measure(s) Addressed:

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

**2:20 – 2:25    10.    Follow Up with the Federal Highway Administration Meeting on US 75 Technology Lanes**

Action                       Possible Action     Information                Minutes:            5

Presenter:                Michael Morris, NCTCOG

Item Summary: Staff will highlight results from a meeting with representatives from the Federal Highway Administration in Washington, DC, on several options to implement improvements from US 75 to Sam Rayburn Tollway/SH 121.

Background:            The Regional Transportation Council funded improvements for technology lanes on US 75. SH 121 in the Fort Worth District is the second application of this technology. US 75 is the third application of this technology within the region. The Texas Department of Transportation is completing the design of this facility using State funds. A status report will be presented.

Performance Measure(s) Addressed:

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

**2:25 – 2:35    11.    Fort Worth to Dallas Core Express Service Initiative Update**

Action                       Possible Action     Information                Minutes:            10

Presenter:                Michael Morris, NCTCOG

Item Summary: Staff will provide an update regarding recent efforts for the Fort Worth to Dallas Core Express Service high-speed passenger service. William Meadows, Chair of the Commission for High-Speed Rail in Dallas/ Fort Worth, and Michael Morris met with the Federal Railroad Administration in Washington, DC.

Background:            The Regional Transportation Council (RTC) has adopted regional policies guiding the development of high-speed passenger service implementation within the Dallas-Fort Worth region. North Central Texas Council of Governments staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC high-speed passenger service policies and with all transportation partners, consultants, and the public to ensure successful high-speed passenger service implementation. This item will include:

- results of federal initiatives
- Hyperloop technology potential
- amended agreement with Texas Central Railway
- development of a scope of services for an environmental analysis within the corridor

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, December 13, 2018, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL  
October 11, 2018**

The Regional Transportation Council (RTC) met on Thursday, October 11, 2018, at 11:30 am in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Richard E. Aubin, Sue S. Bauman, Mohamed Bur, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Curtistene McCowan (representing Robert Franke), Rick Grady, Sandy Greyson, Nick Sanders (representing Jim Griffin), Mojoy Haddad, Clay Lewis Jenkins, Greg Giessner, Lee M. Kleinman, David Magness, Scott Mahaffey, B. Adam McGough, Eddie Reeves (representing William Meadows), Steve Mitchell, John Ryan, Ray Smith (representing Will Sowell), Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Nim Anapai, David S. Arbuckle, Amanda Au, Gustavo Baez, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Kenny Bergstrom, Natalie Bettger, Brandi Bird, Jonathan Blackman, Tanya Brooks, Bob Brown, John Brunk, Ken Bunkley, Pamela Burns, David Cain, Jack Carr, Angie Carson, Iris Chang, Lori Clark, Dawn Cobb, Michael Copeland, John Cordary, Dianne Costa, Brian Crooks, Mike Curtis, Clarence Daugherty, Chad Davis, Kim Diederich, Liza Walzl, Chad Edwards, Katy Emerson, Traci Enna, Sal Espino, Ann Foss, Ryan Garcia, Matt Gauntt, Andrew Giarusso, Andrew Greenstein, Clint Hail, Clifton Hall, Tony Hartzel, Victor Henderson, Axel Herrmann, Kristina Holcomb, Matthew Holzapfel, Terry Hughes, Bethany Hyatt, Matt Jacobs, Amy Johnson, Shannon Joski, Dan Kessler, Ken Kirkpatrick, Andrew Kissig, Dan Lamers, Sonya Landrum, April Leger, Ray Leszcynski, Eron Linn, Travis Liska, Ramiro Lopez, Mark Lorance, Stanford Lynch, Barbara Maley, Tim McKay, James McLane, Keith Melton, Cliff Miller, Mindy Mize, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Elizabeth Mow, Mark Nelson, Archie Nettles, Hilary Nguyen, Mickey Nowell, Tim O'Leary, Brock Pair, Michael Peters, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Ashley Releford, Norman Robbins, Rylea Roderick, Kyle Roy, Lisa Sack, Moosa Saghian, Caryn Sanders, Kelly Selman, Lori Shelton, Randy Skimmer, Tom Stallings, Shannon Stevenson, Dean Stuller, Vic Suhm, Gary Thomas, Mark Titus, Kimberlin To, Lauren Trimble, Whitney Vandiver, Dan Vedral, Mitzi Ward, Karla Weaver, Thomas Williamson, Amanda Wilson, and Jim Wilson.

1. **Approval of September 13, 2018, Minutes:** The minutes of the September 13, 2018, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were 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) and the ability to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes was requested. November 2018 revisions to the 2019-2022 TIP were provided as Electronic Item 2.1.

- 2.2. FY2018 and FY2019 Unified Planning Work Program Modifications: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) was requested. Action also included direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.
- 2.3. Clean Fleets North Texas 2018 Funding Recommendation: Approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects (CFP) was requested. An overview of the call for projects was provided in Electronic Item 2.3.1. Additional detail on the recommended projects was provided in Electronic Item 2.3.2.
- 2.4. 2018 Incident Management Equipment Purchase Call for Projects: Approval from the Regional Transportation Council to host a new round of the Incident Management Equipment Purchase Call for Projects was requested. An overview of the 2018 Incident Management Equipment Purchase Call for Projects was provided in Electronic Item 2.4.

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

3. **Orientation to Agenda/Director of Transportation Report**: Michael Morris introduced Robert Poole, author of *Rethinking America's Highways, A 21<sup>st</sup> Century Vision for Better Infrastructure*. A copy of the book was provided to Regional Transportation Council (RTC) members. In addition, copies will be mailed to members of the North Texas legislative delegation. Robert Poole provided an overview of his book in which he examines how the current model of state-owned highways came about and why it is failing to satisfy its customers, as well as outlines a new approach for infrastructure in the future. RTC members with specific questions for Mr. Poole were asked to contact April Leger. Questions and comments will be collected and provided to Mr. Poole.

Mr. Morris thanked RTC Chair Gary Fickes for attending monthly Texas Transportation Committee meetings and for testifying at the recent Volkswagen Settlement public hearing. In addition, he noted that the meeting was Dallas County Commissioner Mike Cantrell's last meeting and thanked him for his leadership on the Council. Mr. Morris also recognized his Executive Assistant, Kim Diederich who will be retiring on November 2. Items on the Director of Transportation report were highlighted. He noted upcoming meetings to discuss the RTC Legislative Program to which members of the North Texas legislative delegation have been invited. The meetings are scheduled on October 19 and October 31, and members were encouraged to attend. Information on air quality funding opportunities for vehicles was provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle), and upcoming Dallas-Fort Worth Clean Cities events were noted at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). An ozone season update was provided in Electronic Item 3.1. September public meeting minutes were provided in Electronic Item 3.2, and the October public meeting notice was provided in Electronic Item 3.3. Electronic Item 3.4 contained the Public Comments Report. Recent correspondence was provided in Electronic Item 3.5, recent new articles in Electronic Item 3.6, and recent press releases in Electronic Item 3.7. Transportation partner progress reports were distributed at the meeting.

4. **Auto Occupancy Verification Technology and High-Occupancy Vehicle Rewards Program:** Natalie Bettger presented a proposed high-occupancy vehicle (HOV) verification technology utilizing the Carma Auto Occupancy Detection and Verification Technology. Background information on the project was provided. The effort began in 2012 when the RTC instructed staff to explore options to replace the manual enforcement of HOV violations with technology that could automate the process and verify the number of occupants in a vehicle without manual enforcement. Additional information was provided in Electronic Item 4. She noted that results of a pilot testing the automated technology were presented to the Surface Transportation Technical Committee (STTC) and the RTC. Since that time, staff has been working with partner agencies to determine how the technology could be integrated into the current system and whether there was interest in deploying the technology statewide. In addition, an RTC Workshop was held on September 13 to discuss details of the technology and how the North Central Texas Council of Governments (NCTCOG) proposed to apply the technology in the region. The goal of the effort is to provide a mechanism in which users are not required to pre-declare they are an HOV user before every trip, eliminate occupancy detection and enforcement in the field, and to eliminate the violation process. The proposed approach allows occupancy to be detected through the technology, matched with the toll tag transaction, and the appropriate toll applied. She noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. Staff estimates that the new technology is less expensive and creates a safer, more user-friendly system. Other indirect benefits quantified in the estimated cost savings include safety, reliability, ease of use, air quality/congestion, privacy protection, expandability, return on investment, and no legal/court issues related to enforcement. Ms. Bettger noted numerous discussions since the September 13 RTC Workshop regarding items NCTCOG staff will continue to monitor and evaluate through the process. Items for continued monitoring include: data security, US 75 implementation, the rewards program/accounting system, a communication/education plan, the Texas Department of Transportation (TxDOT) toll collected, institutional/legislative items, existing enforcement, and the technology pilot. Related to data security, Ms. Bettger noted that there are three documents that govern data collection, use, storage, and security. The Software for Service Agreement includes that NCTCOG has a non-exclusive license, CARMA owns end-user data, and that CARMA may not provide data to a third party without express NCTCOG approval. In addition, the App Terms of Service details data collection, use, storage, security, and disclosure of information. A Data Protection and Access Policy also details data security procedures. Details of the action requested were reviewed.

Duncan Webb asked under which item for evaluation was the back office portion of the effort. Ms. Bettger indicated the back office integration would be evaluated under the technology pilot and rewards program. Staff will continue to explore the use of a rewards program, as well as other options to continue the discount such as merging the back office and the HOV occupancy with the toll transaction. Clay Lewis Jenkins discussed his concerns with the program and noted that his preference was that staff continue to explore options that allow for an immediate discount versus a reward or cash back at a later time. Eddie Reeves and Sandy Greyson discussed data security held by a third party vendor and who gives the approval for the release of data. Michael Morris reminded members that approval of the rewards program was not being requested at this time. Staff will continue to evaluate data security as well as the other items that need further discussion before a rewards program would be proposed. He also noted that he would be meeting with the Federal Highway Administration in the next few weeks on the US 75 technology lanes and expects to have an answer regarding the use of a rewards program for US 75. In the next

couple of months, staff will bring back the specifics of the non-rewards portion of the technology program as well as answers to some of the items for evaluation. A motion was made to approve: 1) North Central Texas Council of Governments staff to continue to pursue the occupancy verification technology and pilot testing, 2) \$5 million to fill the funding gap for three years of implementation cost (FY2019, 2020, and 2021) and to bring back future year requests for FY2022 and beyond, and 3) evaluation of the feasibility, discussion with partners agencies, and cost savings of another incentive-based program that considers: data security, US 75 implementation, rewards program/account system, communications plan, institutional/legislative items, existing enforcement, technology pilot, and TxDOT during in non-concession corridors. There are no completion schedules for these activities. Action also included approval directing staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. Mike Cantrell (M); Curtistene McCowan (S). The motion passed unanimously.

5. **Implementation of Regional Trail Corridors:** Karla Weaver presented a funding request for design and construction of critical sections of Regional Veloweb trail corridors, including last-mile connections to rail stations. The two regional trail corridors to be considered for funding were the Cotton Belt trail corridor from Dallas Fort Worth International Airport to the City of Plano and the Fort Worth to Dallas trail corridor. For the Fort Worth to Dallas Regional Veloweb trail, in 2013 the mayors of the five cities committed to implementation of the regional alignment that would include connections to rail stations. Over the last five years, over 18 miles of trails has been funded through local and regional partnerships. Funding is requested for the final 3.1 miles to complete a southern trail alignment from Fort Worth to Dallas. Regarding the Cotton Belt trail corridor, the trail is being environmentally cleared as part of the rail project and staff requested that funding be approved for design of the trail to proceed in conjunction with the rail project and construction of critical trails sections that would be best implemented as part of the rail project. A map detailing portions of the trails for which funding was being requested was highlighted. A summary of the proposed funding for regional trail implementation was provided: Fort Worth to Dallas Regional Trail, \$9.08 million federal to be matched with 1.08 million Transportation Development Credits (TDC); Cotton Belt Regional Trail design, \$8.2 million federal and 1.64 million TDCs; and Cotton Belt Regional Trail construction of critical sections, \$19.46 million federal to be matched with 2.44 million in TDCs for a total federal funding request of \$36.74 million. Details of the funding request were provided in Electronic Item 5.1, and an overview of the effort was provided in Electronic Item 5.2. Michael Morris discussed the significance of a dedicated bicycle/pedestrian facility connecting the region and how this type of effort creates a foundation for ecotourism that should be discussed in the future. He noted his appreciation of the partnerships that made this effort possible. Mike Cantrell also thanked staff for their efforts on this item. A motion was made to approve \$36.74 million in federal funds and the use of 5.16 million Transportation Development Credits as outlined in Electronic Item 5.1. Action also included approval directing staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. Mike Cantrell (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.
6. **Automated Vehicle Program 2.0:** Thomas Bamonte presented for approval an Automated Vehicle (AV) Program that will provide members cities and other eligible public entities with resources to prepare for AV deployments in the region. For the AV Planning project, up to \$1.5 million would be available to provide public entities with planning resources for AV deployment. For the Implementation Costs project, up to \$10 million would be available to cover the costs associated with a public entity hosting an AV deployment to build the

partnerships necessary with AV developers. For the Regional Priority project, up to \$20 million would be available to identify communities and use cases the AV developer community may be overlooking. Funds would be for strategic regional investments to support entities that might otherwise be left behind. Mr. Bamonte noted that the AV program is voluntary. Interested communities and public agencies will be asked to opt-in. Details were provided in Electronic Item 6.1. At the September Regional Transportation Council (RTC) meeting, staff was asked to build a policy framework to support the program. Mr. Bamonte highlighted a proposed RTC policy statement for consideration: 1) North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles to help achieve the region's mobility goals, 2) all North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnership with AV developers, 3) the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers, and 4) the AV 2.0 Program will be administered to advance these policies. A copy of the draft policy was provided in Electronic Item 6.2. The schedule for this effort was reviewed. A motion was made to approve the Automated Vehicle Program 2.0 as outlined in Electronic Item 6.1 and the associated policies in Electronic Item 6.2. Action also included authorization for staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. Rick Grady (M); Charles Emery (S). The motion passed unanimously.

**7. Status Report on Positive Train Control Implementation in North Central Texas:**

Shannon Stevenson provided an update on Positive Train Control (PTC) implementation in North Central Texas. Currently, two rail lines are impacted by PTC: 1) Denton County Transportation Authority's (DCTA) A Train, and 2) the Trinity Railway Express (TRE). Background information was provided in Electronic Item 7. Legislation requires that passenger railroads implement PTC technology by December 31, 2018, or apply for an Alternative Schedule by the deadline. The Alternative Schedule would give entities an additional two years to achieve full implementation. In 2014, the Regional Transportation Council (RTC) provided \$25 million in funding for this effort. Information was presented on implementation status for the DCTA A Train and the TRE. Significant progress has been made recently on the TRE and updates were reflected in the presentation. DCTA is on track to meet all requirements for the A Train and are waiting on Federal Railroad Administration (FRA) approval to begin Revenue Service Demonstration (RSD), which is expected by November 30. TEXRail and the Cotton Belt will incorporate PTC technology as they become operational.

Tim McKay presented PTC implementation status for the TRE. He noted that the status provided in Electronic Item 7 was as of June 2018, and that significant progress has been made. He noted that 100 percent of PTC hardware installation must be completed by the deadline to seek an Alternate Schedule, which has been achieved. By the end of October the TRE will have all communication software and devices installed, all of the back office system installed, and have adequate staff trained to support Revenue Service Demonstration. The TRE has submitted a substitute criteria request for the Alternative Schedule to the FRA and expect approval in the near future. The substitute criteria requires that critical features are validation and verification (complete), brake testing (complete), lab integration nearest neighbor (expected completion by Oct 30), Wayside Integrator Units validation and verification (expected completion by Nov 13), and end-to-end lab integration (expected completion by Nov 15). Once achieved, field integration testing can begin and triggers meetings with FRA to develop the Alternative Schedule application. The application is expected to be formally submitted on November 15 once all substitute criteria are



complete. He noted that the FRA has committed to quick review of the application, with FRA approval of the Alternate Schedule by the December 31, 2018, deadline. Lee M. Kleinman discussed the Congressional mandate passed in 2008 requiring the installation of PTC technology, and expressed concerns that ten years later the mandate has not been met for the TRE.

8. **Performance Measures Target Setting:** Dan Lamers provided an update on proposed regional targets for federally required performance measures. The Fixing America's Surface Transportation (FAST) Act requires certain performance measures be included in the planning process. Staff has presented details of each performance measure, as well as historical trends, and continues to work with the Texas Department of Transportation (TxDOT) on interpretation of its data to better understand its proposed targets. Recommendations for action at the November 8 Regional Transportation Council (RTC) meeting were presented. Staff proposed that staff adopt the required performance measures, support TxDOT targets as appropriate, and identify additional regional performance measures to support Mobility 2045. Action has been taken on two of the required sets of performance measures for Transit Asset Management and Safety. The remaining two to be discussed are Pavement and Bridge and System Performance, which each include six sub measures. For Pavement and Bridge, these include the percentage of interstates, non-interstates, bridges in good and poor condition. For System Performance, these include the reliability of the interstate, non-interstate National Highway System (NHS), and truck travel time. Also included is peak hour excessive delay, percent of non-single occupancy vehicle (SOV) mode share, and air quality emissions reductions. He noted that all performance measures except the air quality emissions utilize the NHS. A map of the National Highway System within the Metropolitan Planning Area boundary was highlighted. He noted that the NHS includes approximately 20 percent of the mileage of the roadways in the region but carries over 50 percent of the travel within the region. He added that a portion of the NHS is off the TxDOT system for which local governments are responsible for maintaining and operating. The proposed RTC position on pavement condition targets was presented. For NHS facilities, staff recommended that the North Central Texas Council of Governments (NCTCOG) support TxDOT's statewide 2022 good pavement condition and poor pavement condition targets. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of pavement goals and NCTCOG will work with local governments to focus on improvement of the NHS off-system arterials in poor condition. TxDOT statewide targets for support included: 66.4 percent interstate and 52.3 percent non-interstate in good condition; 0.3 percent interstate and 14.3 percent non-interstate in poor condition. Similarly for bridges, staff proposed to support TxDOT's 2022 target of 50.42 percent in good condition and 0.8 percent in poor condition. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of bridge goals and NCTCOG will work with local governments to focus on expedited programming to improve NHS bridges in poor condition. Michael Morris noted that this will be a major policy position for RTC, and that the desire is that there are no bridges in the region rated in poor condition. Dan Lamers also reviewed the proposed System Performance targets. Recommendations include 2020 and 2022 targets for: interstate reliability (2020, 78.6 percent; 2022, 79.5 percent), non-interstate NHS reliability (2022, 71.1 percent), truck travel time reliability (2020, 1.71; 2022, 1.66), peak hour excessive delay (2022, 16 hours per capita), percent of non-SOV mode share (2020, 19.9 percent commuter trips; 2022, 20.2 percent commuter trips) and emissions reduction (2020, 2,892.96 kg/day of NO<sub>x</sub> reduced; 2022, 5,062.68 kg/day of NO<sub>x</sub> reduced and 2020, 599.67 kg/day VOC reduced; 2022, 1,0179.4 kg/day VOC reduced). He noted the goal for

each of these measures is to set all targets to improve over the historic trend. A summary of the future RTC action and scheduled for this effort was reviewed. He noted that action on the final targets will be requested at the November 8, 2018, RTC meeting. Rickey D. Callahan discussed bridges and roadways in southeast Dallas and the importance of improved conditions. He noted that he would be supporting the item at the next meeting.

9. **Public Participation Plan Update:** Amanda Wilson presented information regarding updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department Public Participation Plan. The Public Participation Plan is a federally required document through which basic requirements to inform the public are met and through which the NCTCOG identifies efforts to go beyond the basic requirements. The plan defines public involvement procedures and comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. NCTCOG strives to involve the public through various strategies, including public meetings, online comment opportunities, the NCTCOG website, email, publications, newsletters, community events, speaking opportunities, working with the media, and advertising. The current Public Participation Plan was provided in Electronic Item 9.1. Ms. Wilson highlighted proposed revisions for the update: revised stakeholder lists to reflect federal requirements, more efficient public input opportunities, reduced numbers of required public meetings with increased emphasis on livestreaming with options for additional efforts if needed, updates to the Language Assistance Plan, increased weight given to local comments due to their proximity to the projects, refined evaluation measures and reporting, and a more appealing design and format. She noted that increased focus would be placed on reaching citizens in their own communities and allowing them to participate in convenient ways. Ms. Wilson noted that the draft recommendations have been presented to the public, with no comments received to date. A copy of the proposed updated Public Participation Plan and Language Assistance Plan was provided in Electronic Item 9.2. The timeline for this effort was reviewed, with action to be requested at the November 8 RTC meeting. Additional information was provided in Electronic Item 9.3. Eddie Reeves asked about the reason for reducing the number of required public meetings. Amanda Wilson discussed low attendance at public meetings, obstacles for citizens to attend, and increased use of technology. She added that although the minimum number of required public meetings is being reduced, staff understands that there will be instances when additional public meetings are necessary. Mr. Reeves suggested that NCTCOG public meetings held in conjunction with city or county public meetings may increase participation and discussed unintended consequences of relying on technology. Sandy Greyson noted that in spite of efforts, it seems to be difficult to educate the public about the existence and purpose of the RTC and/or NCTCOG. Ms. Wilson noted that staff understands it may need to supplemental public meeting efforts and discussed using networks of the RTC and NCTCOG to reach community groups that already exist. The goal is to reach out to the public earlier in the process to involve citizens in the beginning stages of the planning process versus once recommendations have been made.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.

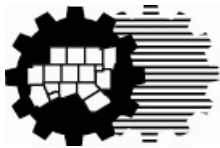
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, November 8, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 1:10 pm.

# Clean Fleets North Texas 2018 Call for Projects Funding Recommendations

**Regional Transportation Council  
November 8, 2018**

**Lori Clark  
Program Manager**



North Central Texas  
Council of Governments



Regional Transportation Council

# Available Funding

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

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+\$109,127
Call For Projects Funds Available	\$2,109,160
Previously Approved Awards	-\$1,538,023
Balance of Funds Currently Available	\$571,137

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

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

# Project Eligibility

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

Eligible Activities	Funding Threshold
<p><b><u>Replace On-Road Diesel Trucks*</u></b>  <b>16,000 GVWR and Up;</b>  <b>Model Year 1995-2006;</b>  <b>(Also Model Year 2007-2009 if Replacing with Electric)</b></p>	<p><b>45% Cost if New is Electric</b></p> <p><b>35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO<sub>x</sub> Standards</b>  <b>(Both Natural Gas and Propane Engines Currently Available)</b></p>
<p><b><u>Replace Non-Road Diesel Equipment*</u></b>  <b>Must Operate &gt;500 Hours/Year;</b>  <b>Eligible Model Years Vary</b></p>	<p><b>25% Cost for All Others</b></p>

*\*All Old Vehicles/Equipment Must be Scrapped*

*CARB = California Air Resources Board*

*GVWR = Gross Vehicle Weight Rating*



# Summary of Applications

Refer to Electronic Item 2.1.2 for More Details

<b>Previously Approved</b>	
<b>Number of Applicants (All Public Sector)</b>	<b>7</b>
<b>Number of Activities</b>	<b>25</b>
<b>Funding Approved</b>	<b>\$1,538,023</b>
<b>Balance of Funds Currently Available</b>	<b>\$571,137</b>
<b>New Recommendations</b>	
<b>Number of Applicants (Public Sector)</b>	<b>1</b>
<b>Number of Activities</b>	<b>1</b>
<b>Funding Requested</b>	<b>\$137,500</b>
<b>Balance Remaining for Next Deadline if Current Recommendations Approved</b>	<b>\$433,637</b>

# Call for Projects Schedule

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

# Fleet Funding Opportunities

## **Clean Fleets North Texas 2018 Call for Projects**

**Next Deadline: November 30 at 5 pm**

## **TERP Light-Duty Motor Vehicle Purchase or Lease Incentive**

**Light-Duty Electric, Propane, or Natural Gas Vehicles**

**\$2,500 Rebate for Electric and Plug-In Hybrids**

**\$5,000 for Propane or Natural Gas**

**First-Come, First-Served through May 2019**

## **TERP Texas Natural Gas Vehicle Grant Program**

**Medium- or Heavy-Duty Vehicles**

**Replacement or Repower of Diesel or Gasoline Vehicles**

**With Natural Gas or Propane**

**Application Deadline: May 31, 2019**

# Action Requested

## Approval of Staff Funding Recommendations

**\$137,500 to the City of Richland Hills to  
Replace 1 Fire Truck**

# For More Information

**Lori Clark**

Program Manager

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Air Quality Planner

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**Website**

[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

# Clean Fleets North Texas 2018 Call For Projects Funding

**Balance Available** **\$ 571,137 \$ - \$ 571,137**

## Projects Recommended for Funding, Pending Approval

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information					New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*		
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel		Diesel Fuel Reduced (gallons)	Total Cost	EPA	SEP**							Total	Local Match
1	9/28/2018	Pending	City of Richland Hills	1	Onroad	Fire Truck	2000	ULSD	2,000	8,000	800	2019	ULSD	1,000	\$550,000	25%	\$ 137,500	\$ -	\$ 137,500	\$ 412,500	1.30	\$105,851	0.09	0.12	0.42	67.50
<b>Subtotal of New Project Approvals Requested</b>															\$550,000	25%	\$ 137,500	\$ -	\$ 137,500	\$ 412,500	1.30	\$105,851	0.09	0.12	0.42	67.50

**Balance Remaining for Future Awards if Recommendations Approved** **\$ 433,637 \$ - \$ 433,637**

## Projects Previously Approved

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information					New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*		
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel		Diesel Fuel Reduced (gallons)	Total Cost	EPA	SEP**							Total	Local Match
<b>Projects Approved on October 11, 2018</b>																										
1	8/31/2018	10/11/2018	City of North Richland Hills	1	Onroad	Fire Truck	1997	ULSD	1,429	10,000	30	2019	ULSD	600	\$1,200,000	25%	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50
<b>Subtotal</b>															\$1,200,000	25%	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50
<b>Projects Approved on September 13, 2018</b>																										
1	7/27/2018	9/13/2018	Denton ISD	1	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ -	\$ 26,673	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00
2	7/27/2018	9/13/2018	Denton ISD	2	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ 14,239	\$ 12,434	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00
<b>Subtotal</b>															\$213,382	25%	\$ 14,239	\$ 39,107	\$ 53,346	\$ 160,037	1.02	\$52,177	0.08	0.21	0.48	270.00
<b>Projects Approved on August 9, 2018</b>																										
1	6/29/2018	8/9/2018	City of Mineral Wells	1	Nonroad	Rubber Tire Loader	1999	ULSD	550	N/A	N/A	2018	ULSD	0	\$206,220	25%	\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00
<b>Subtotal</b>															\$206,220	25%	\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00
<b>Projects Approved on June 14, 2018</b>																										
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	1.38	\$16,913	0.13	0.33	0.54	0.00
2	4/27/2018	6/14/2018	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	0	\$92,000	25%	\$ 23,000	\$ -	\$ 23,000	\$ 69,000	0.74	\$30,889	0.08	0.19	0.27	0.00
3	4/27/2018	6/14/2018	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.61	\$38,515	0.09	0.13	0.42	0.00
4	4/27/2018	6/14/2018	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	4,986	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.40	\$39,882	0.12	0.33	0.73	336.56
5	4/27/2018	6/14/2018	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	3,102	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.20	\$46,535	0.11	0.28	0.60	209.39
6	4/27/2018	6/14/2018	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	3,085	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.09	\$51,120	0.09	0.26	0.55	208.24
7	4/27/2018	6/14/2018	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	2,659	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.02	\$54,446	0.09	0.24	0.50	179.48
8	4/27/2018	6/14/2018	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	2,456	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.91	\$61,068	0.08	0.22	0.44	165.78
9	4/27/2018	6/14/2018	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.35	\$67,535	0.02	0.05	0.09	0.00
10	4/27/2018	6/14/2018	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	1,781	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.80	\$69,524	0.07	0.20	0.37	120.22
11	4/27/2018	6/14/2018	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	0	\$155,000	25%	\$ 38,750	\$ -	\$ 38,750	\$ 116,250	0.55	\$70,276	0.07	0.07	0.25	0.00
12	4/27/2018	6/14/2018	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	1,527	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.61	\$91,152	0.06	0.15	0.28	103.07
13	4/27/2018	6/14/2018	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	0	\$190,000	25%	\$ 47,500	\$ -	\$ 47,500	\$ 142,500	0.50	\$94,358	0.03	0.05	0.14	0.00
14	4/27/2018	6/14/2018	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	998	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,181	0.06	0.14	0.23	67.37
15	4/27/2018	6/14/2018	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	1,189	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,291	0.05	0.14	0.24	80.26
16	4/27/2018	6/14/2018	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	1,337	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.53	\$106,032	0.05	0.13	0.24	90.25
17	4/27/2018	6/14/2018	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	879	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,105	0.05	0.12	0.21	59.33
18	4/27/2018	6/14/2018	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	1,249	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,239	0.05	0.12	0.23	84.31
19	4/27/2018	6/14/2018	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	600	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.45	\$123,516	0.05	0.12	0.17	40.50
20	4/27/2018	6/14/2018	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	0	\$290,000	25%	\$ 72,500	\$ -	\$ 72,500	\$ 217,500	0.51	\$141,823	0.06	0.06	0.22	0.00
21	4/27/2018	6/14/2018	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	0	\$627,421	25%	\$ 156,855	\$ -	\$ 156,855	\$ 470,566	0.32	\$483,226	0.02	0.03	0.10	0.00
<b>Subtotal</b>															\$3,704,494	25%	\$ 1,063,102	\$ 70,020	\$ 1,133,123	\$ 2,571,372	15.08	\$75,133	1.44	3.35	6.80	1,744.74
<b>Total Projects Previously Approved</b>															\$5,324,096	25%	\$1,428,896	\$ 109,127	\$1,538,023	\$ 3,786,073	18.03	\$85,326	1.65	3.65	7.85	2,055.24

	Total Funds Available	Funds Awarded	Balance Available Pending Approval
EPA	\$ 2,000,033	\$ 1,566,396	\$ 433,637
SEP**	\$ 109,127	\$ 109,127	\$ -
<b>Total</b>	<b>\$ 2,109,160</b>	<b>\$ 1,675,523</b>	<b>\$ 433,637</b>

EPA=Environmental Protection Agency; SEP=Texas Commission on Environmental Quality Supplemental Environmental Project  
 NO<sub>x</sub>=Nitrogen Oxides; PM2.5=Particulate Matter Less Than 2.5 Micrometers; CO=Carbon Monoxide; CO<sub>2</sub>=Carbon Dioxide  
 ULSD=Ultra-Low Sulfur Diesel; CNG= Compressed Natural Gas

\*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)

\*\*Any additional funds received from the Texas Commission on Environmental Quality Supplemental Environmental Project while this CFP is open will be added to this initiative to fund school bus projects and will offset EPA funds.

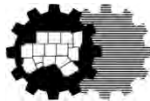


# FTA's Access and Mobility Partnership Grant Opportunity

Regional Transportation Council

November 8, 2018

Shannon Stevenson  
Program Manager



North Central Texas  
Council of Governments

# Access and Mobility Partnership Grants

Due November 13, 2018

Grant Opportunity	Funds Available	Purpose
Innovative Coordinated Access & Mobility Pilot Program	\$3,903,715	<b>Improve the coordination</b> of transportation services and non-emergency medical transportation services.
Human Services Coordination Research	\$2,434,767	<b>Implementation of innovative strategies</b> in the coordination of human services transportation to provide more effective and efficient public transportation services to seniors, individuals with disabilities, and low-income individuals.

# MyRide North Texas: Regional Mobility Management



# MyRide North Texas: Regional Mobility Management

## Call Center & Website

- Call Center
  - Travel counseling
  - Assistance with transit provider coordination for regional trips
- Utilization of MyRide North Texas Website
  - Recommends most appropriate transit resources, based on price and time
  - Pay for fares online

## Regional Training & Outreach

- Travel Training
  - Teaching individuals how to ride public transit
  - Train-the-Trainer
- Outreach
  - Social services, resource fairs, social media, existing partnerships, etc.
- Coordinate Services
  - Workforce & Aging
  - DART, DCTA, Trinity Metro, STAR Transit, and Span, Inc.

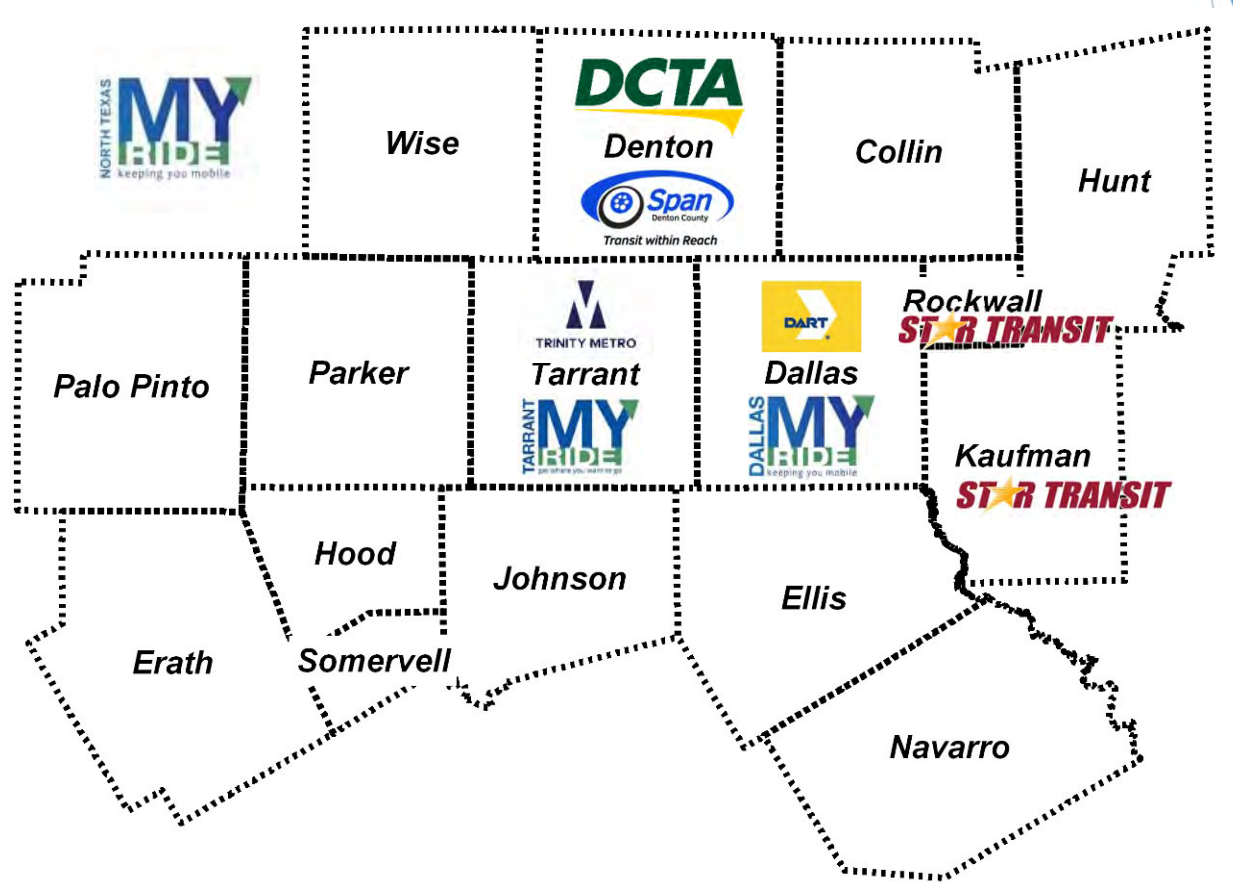
## Financial Assistance

- RTC's Equitable Transit Fares Project
- Potential Regional Taxi Voucher Program
  - Issue vouchers to the public
  - Establish a network of providers to distribute vouchers

# Addressing Transit Needs in North Texas

- Support Access North Texas Goals
  - Expand projects that have a no-wrong-door approach to accessing transit
  - Improve partnerships and coordination between existing transit providers to simplify cross-community trips
  - Increase public awareness of available transportation services
- Expand mobility management services to all 16-counties
- Coordinate and promote existing mobility management programs
- Increase ridership

# Existing Mobility Management Projects



NOTE: MyRide Tarrant ending December 2018 and MyRide Dallas ending December 2019

# Elements of Application

## Regional Call Center

- Navigators to provide travel counseling
- Utilization of MyRide North Texas website
- Coordination with existing public transit providers

## Training & Outreach

- Travel training and Train-the-trainer
- Promote the regional call center
- Attend outreach events within the Metroplex
- Establish and strengthen relationships with partner and social service agencies

## Partners\*

- North Texas Area Agency on Aging
- Transit Authorities
- My Ride Dallas
- My Health My Resources (MHMR) of Tarrant County
- Tarrant County

## RTC Action Requested

- Recommend approval to submit an application to FTA's Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program not to exceed \$750,000 to support Access North Texas goals by creating a regional mobility management program.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this FTA grant, if selected.



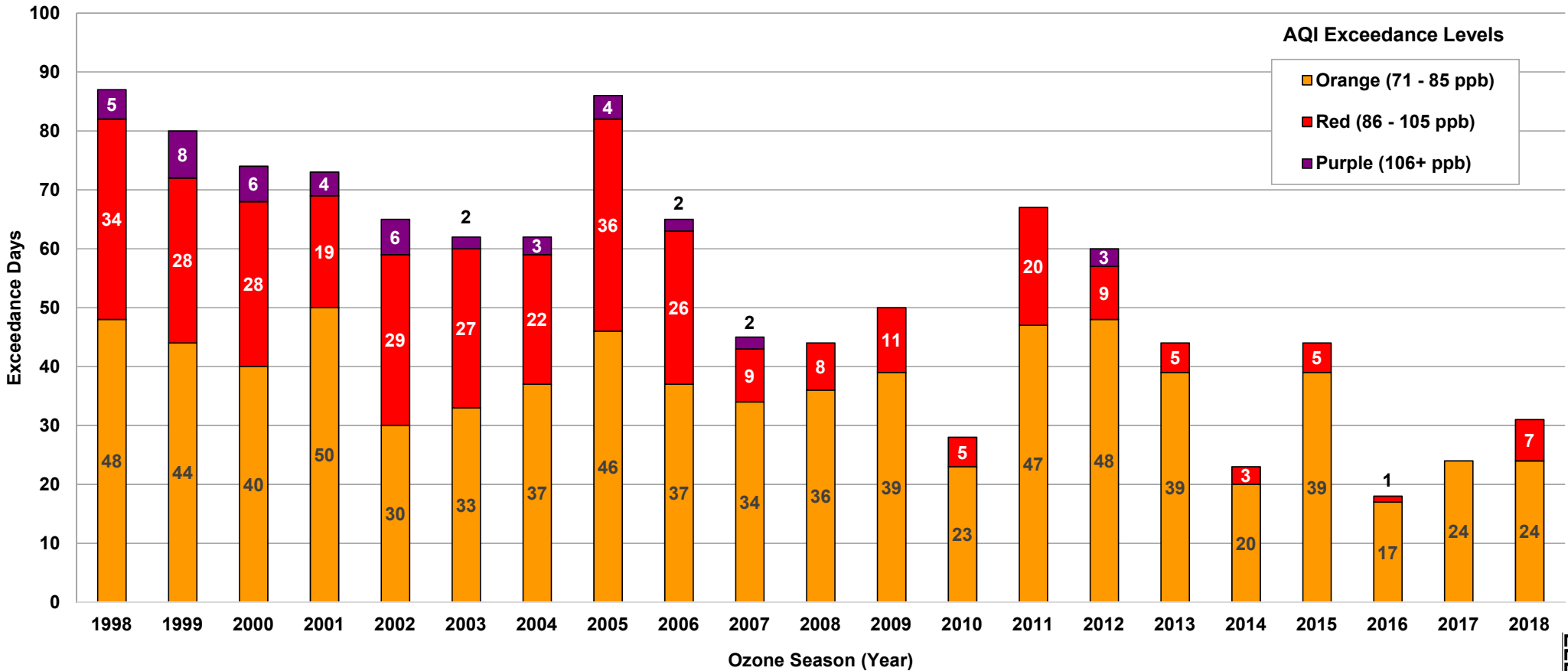
# Contact

Shannon Stevenson  
Program Manager  
Transit Operations  
[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)  
817-608-2304

Kelli Gregory, AICP  
Transportation Planner III  
Transit Planning  
[kschlicher@gmail.com](mailto:kschlicher@gmail.com)  
817-695-9287

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of October 26, 2018)

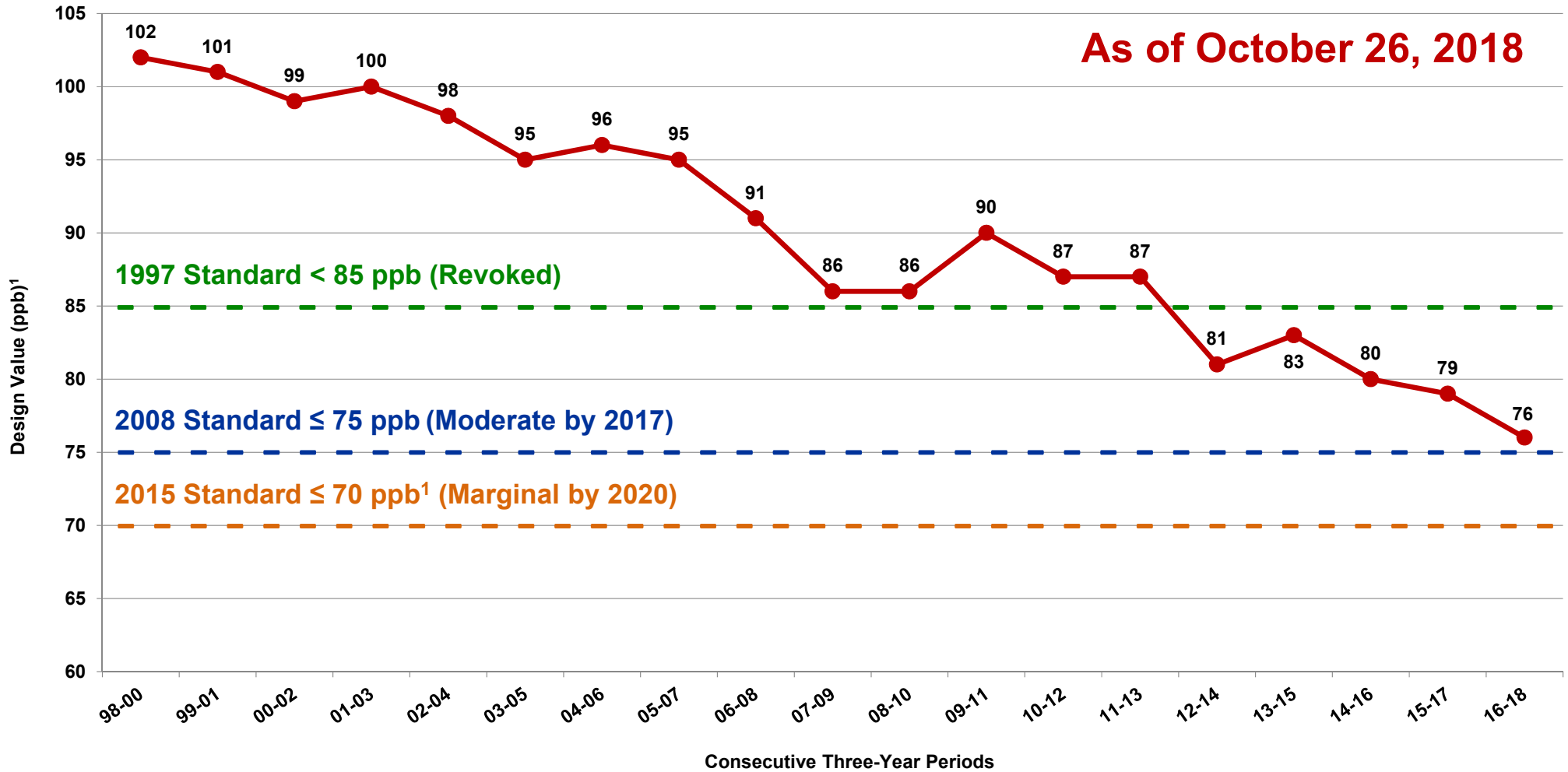


Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of October 26, 2018



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

# CONTACTS

## General Air Quality:

**Jenny Narvaez**  
**Program Manager**  
**(817) 608-2342**  
**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

## Outreach:

**Whitney Vandiver**  
**Communications Coordinator**  
**(817) 704-5639**  
**[wvandiver@nctcorg.org](mailto:wvandiver@nctcorg.org)**



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

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

## Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Updated FAST Act Equity Percentage Share as of September 2018				30.48%	69.52%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,442.40
Cumulative Percentage Shares	30.48%	69.52%
RTC Approved Target Shares	32%	68%

## MINUTES

### Regional Transportation Council PUBLIC MEETINGS

#### *Target Setting for FAST Act Performance Measures*

#### *Auto Occupancy Rewards Program for Managed Lanes*

#### *Electric Vehicles Update*

### Meeting Dates and Locations

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

1. Monday, Oct. 8, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 7; moderated by Dan Lamers, Senior Program Manager
2. Monday, Oct. 15, 2018 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 8; moderated by Chris Klaus, Senior Program Manager
3. Thursday, Oct. 18, 2018 – 6:00 pm – Fort Worth Central Library (Fort Worth); attendance: 2; moderated by Natalie Bettger, Senior Program Manager

### Public Meeting Purpose and Topics

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

1. Target Setting for FAST Act Performance Measures – presented by Dan Lamers
2. Auto Occupancy Rewards Program for Managed Lanes – presented by Natalie Bettger
3. Electric Vehicles Update – presented by Bailey Muller (Arlington and Richardson); Lori Clark (Fort Worth)

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

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

### Summary of Presentations

#### ***Target Setting for FAST Act Performance Measures presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/10/Performance-Measures.pdf>

The Fixing America's Surface Transportation Act (FAST Act) requires all metropolitan planning organizations (MPOs) to develop performance measures and targets related to their transportation planning process. Due to this legislation, NCTCOG conducts performance-based planning initiatives, utilizes required federal performance measures, supports the Texas

Department of Transportation (TxDOT) State performance targets as much as possible and sets additional goals to support the long-range transportation plan for the region.

The Regional Transportation Council (RTC) approved performance targets for both transit asset management and safety performance in December 2017. The adopted transit asset management targets state rolling stock, infrastructure, equipment and facilities are not to exceed their useful-life benchmark. Additionally, the adopted safety targets aim to reduce the number of fatalities and serious injuries on all roads by the year 2022. The RTC takes regional safety very seriously and states even one death on the transportation system is unacceptable. NCTCOG staff is currently working to develop a regional Towards Zero Deaths Plan for North Central Texas.

NCTCOG staff is proposing the RTC support the TxDOT statewide targets for National Highway System (NHS) pavement and bridge conditions, adopt the regional targets set forth for interstate, non-interstate and truck reliability, and adopt regional targets identical to TxDOT's regional targets for peak-hour excessive delay, non-SOV travel and emissions reductions.

***Auto Occupancy Rewards Program for Managed Lanes presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/10/HOV-Technology.pdf>

The Regional Transportation Council's (RTC) current Tolloed Managed Lane Policy includes a provision for peak-period carpool discounts but requests an exploration of automated occupancy verification technology. The current high-occupancy vehicle (HOV) detection program requires drivers to download an application to their phone and declare their HOV status 15 minutes prior to every trip taken on a tolled managed lane within the region. Once a driver's status has been declared, the 50 percent discount is applied to the toll collected and sent directly to the North Texas Tollway Authority's back office system for billing. Police officers currently patrol the managed lanes to help enforce this process.

The new proposed HOV program would still require drivers to download a phone application to register their vehicle. However, participants would no longer need to declare their HOV status before every trip. Through a partnership with Carma, a technology company specializing in verified ride technology, vehicle occupancy would automatically be detected utilizing car beacons and bluetooth capabilities. Additionally, this new approach would shift from carpool discounts to a rewards system that would begin on tolled managed lanes and could be expanded throughout the region. The need for manual enforcement would also be eliminated. Pilot testing for this project has already been conducted on the DFW Connector Corridor, where 98.4 percent of reported occupancies were an exact match.

Indirect benefits of shifting to an automated vehicle occupancy verification program include a more user-friendly system, legal savings, privacy protection, air quality improvements and congestion mitigation, among others. This new program is estimated to cost approximately \$24 million over a span of 10 years.

On Oct. 11, 2018, the RTC voted to proceed with occupancy verification technology and pilot testing and allocated funding for the project through Fiscal Year 2021. The toll discount will continue to be offered instead of shifting to a new rewards program at this time. NCTCOG and its partner agencies will continue to evaluate the feasibility and cost savings of another incentive-based program that considers data security, US 75 implementation, existing enforcement, institutional and legislative items, etc.

***Electric Vehicles Update presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/10/EVNT.pdf>

Electric vehicles help improve air quality, provide energy security, have lower vehicle maintenance and fuel costs and allow owners to “refuel” at home. There are currently three different types of EVs: the hybrid electric vehicle (HEV), the plug-in hybrid electric vehicle (PHEV) and the all-electric or plug-in electric vehicle (PEV). A level one charge port has a range of two to five miles per hour of charge. A level two charge port has a range of 10 to 20 miles per hour of charge, and a level three charge port has a range of 60 to 80 miles per 20 minutes of charge. The electric load of three EVs is equal to approximately that of one average household.

As of Oct. 1, 2018, Texas had 15,056 EV registrations, with 5,752 of those registrations located in the Dallas-Fort Worth region. In September 2018, NCTCOG hosted its own National Drive Electric Week (NDEW) event at the Grapevine Mills Mall, where over 169 EVs gathered. It was the 2<sup>nd</sup> largest NDEW event in the country behind San Diego.

There are several EV incentives currently available for those interested in purchasing an EV, including the Plug-In Electric Drive Motor Vehicle Credit, the Lease Incentive Program and the AirCheckTexas Drive a Clean Machine Program. Buyers could be eligible to save up to \$13,500 on their vehicle purchase. An additional \$3,000 rebate on a Nissan LEAF is available to Oncor customers who present the incentive flyer. More information on electric vehicles can be found at [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt).



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

**Target Setting for FAST Act Performance Measures**

**Chip Pratt, Canyon Creek HOA (Richardson)**

**A. Performance measure criteria for transportation modes**

*Question:* Is the measurement criteria different for each transportation mode?

*Summary of response by Jeff Neal:* Since federal performance measures tend to concentrate on highly traveled roads instead of city streets, we try to convert them so they can be used at the local level too. It's very important for the system as a whole to work with the local governments on all transportation initiatives.

**Auto Occupancy Rewards Program for Managed Lanes**

**Bailey Balmer, Citizen (Arlington)**

*Question:* How are you going to market the new auto occupancy rewards program?

*Summary of response by Natalie Bettger:* Public information officers from around the region have put together a communications plan, and it includes numerous outreach efforts, such as billboards, newspaper ads, focus groups, etc.

**Daniel Kirksey, Citizen (Richardson)**

**A. New auto occupancy process**

*Comment:* I have a lot of concerns about the proposed auto occupancy rewards program. I don't like the idea of having to register with another phone application. It seems like there are a lot of steps involved in this new process.

*Summary of response by Natalie Bettger:* The RTC's current policy for tolled managed lanes provides a 50 percent discount on HOV lanes during the peak period. In order to receive this discount, drivers have to declare their HOV status every time they use the lanes. We think the new Carma app is more user-friendly and automatically identifies how many people are in each vehicle. Additionally, the utilization of the technology would remove police officers from the field. We have a feeling people are currently taking advantage of the system because the officers can't be everywhere during the peak period to enforce the process.

**B. Data collection policy**

*Question:* What is Carma's policy on collecting data?

*Summary of response by Natalie Bettger:* Carma cannot sell any of the data they collect.

*Summary of response by Dan Lamers:* Our contract with Carma does not allow them to use any of the data for anything other than this auto occupancy detection process. We can't even use the data for legal purposes.

**Byron Bradford, Citizen (Richardson)**

- A. Bidding process for auto occupancy technology

*Question:* Was there a bidding process for the auto occupancy technology?

*Summary of response by Natalie Bettger:* We went out for procurement, and two companies submitted bids. We had a selection committee score both submissions and make the final decision.

**Electric Vehicles Update**

**Alexa Reed, Citizen (Arlington)**

- A. Charging station locations

*Question:* Is there a way to identify electric vehicle charging station locations?

*Summary of response by Bailey Muller:* The Alternative Fuels Data Center (AFDC) has a station locator as well as a phone application. The app has a route locator and provides hours of operation for charging stations. The PlugShare app also allows you to find a place to charge your vehicle.

- B. Charging costs

*Question:* How much does it cost to charge an EV?

*Summary of response by Bailey Muller:* When you charge an EV at home, it's very safe, cost effective and shows up on your electric bill. If you need to charge your vehicle when you are traveling throughout the region, different companies have different rates and subscriptions. For instance, it's free to charge your EV at the Whole Foods in Fort Worth. You can use the phone applications to find that information.

**Bailey Balmer, Citizen (Arlington)**

- A. Public outreach for EVs

*Question:* How do you all plan to educate members of the public on the benefits of owning an EV?

*Summary of response by Bailey Muller:* We want people to understand the range of uses and their availability. A lot of people have misconceptions, but 90 percent of the people currently driving an EV are charging at home.

**Nicholas Badeaux, Citizen (Arlington)**

- A. Vehicle manufacturers' thoughts on EVs

*Question:* This area is heavily influenced by companies like General Motors. Have you received any negative feedback from vehicle manufacturers?

*Summary of response by Bailey Muller:* No, we haven't really experienced any negative feedback. Some vehicle manufacturers are more aggressive in developing their own EV models than others, but everyone is recognizing EV growth.

**John Nicholson, Nicholson Contract Services (Richardson)**

A. Charging station locations

*Question:* Where are the charging stations currently located, and how do you all spread word about those locations?

*Summary of response by Bailey Muller:* The Alternative Fuel Data Center (AFDC) shows all the charging station locations and provides hours of operation. They also have a phone application you can download. We work with a lot of private businesses and partners to educate people about EVs.

**Byron Bradford (Richardson)**

A. Responding to negative feedback

*Question:* What do you tell people who provide negative feedback on EVs?

*Summary of response by Bailey Muller:* We are in nonattainment for the ozone standard. We have to meet the federal standards for air quality, and EVs are an avenue to achieve that.

**Other**

**Bud Melton, Citizen (Richardson)**

A. Transit operations

*Question:* There needs to be an overarching transit agency. Why aren't transit operations more unified?

*Summary of response by Dan Lamers:* Under current state legislation, transit authorities are only authorized to serve their city members. The RTC has lobbied for more than 15 years for a regional approach to transit service but has been turned down each time by the Legislature.

B. Impact of speed limit legislation on fatality rates

*Comment:* A few years ago the Legislature passed a bill that allowed cities to lower their speed limits from 30 to 25 miles per hour. I know of only one city in Texas who has actually done that. Has there been any discussion on how this legislation might impact fatality rates?

*Summary of response by Natalie Bettger:* We have a Regional Safety Advisory Committee that looks at the safety data we receive, but I don't think we've addressed it just yet. It's certainly something we can discuss in the future.

**John Nicholson, Citizen (Richardson)**

A. Automated vehicles update

*Question:* Are you all working on any automated vehicle initiatives?

*Summary of response by Chris Klaus:* We have a team at NCTCOG devoted to automated vehicles and actually presented an update at last month's public meetings. Arlington and Frisco are two of the local cities working on this initiative.

**Chip Pratt, Canyon Creek HOA (Richardson)**

A. Funding for road maintenance

*Question:* How are we going to pay for road maintenance?

*Summary of response by Dan Lamers:* The current gas tax system is not feasible to continue over time. There are programs being tested across the country to replace the gasoline tax with some type of miles-driven tax.

**WRITTEN COMMENTS FROM PUBLIC MEETINGS**

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Isabella Hong	Citizen	Reporting road hazards	Attachment 1
Bud Melton	Citizen	Safety performance measurements and targets	Attachment 2
Thomas Kriehn	Lake Highlands "L" Streets	Electric vehicles and vehicle occupancy verification technology	Attachment 3



## Public Meeting Comment Form

**Instructions:**

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

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

Name Izabella Hong  
 Organization \_\_\_\_\_  
 Date 10/08/2018  
 Meeting Location 696 Six Flags Dr. Arlington, TX 76011

**Please provide written comments below:**

Recently, I got into a car incident on exit  
 440C from I-35 South ramp to 635 West.  
 I ran over an object that ended up  
 damaging my wheels and broke one nearly  
 in half. I did not have enough time  
 to go around the object due to it being  
 on a blind spot as I was descending  
 down a slope. What do we do if  
 we see road hazards on the highway?

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### Public Meeting Comment Form

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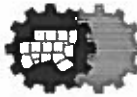
Name Bud Melton  
 Organization self  
 Date Oct. 15, 2018  
 Meeting Location Richardson Civic Center

**Please provide written comments below:**

Re. Adopted Safety Targets - I'm conflicted hearing the relationship described as "speeds vs. targets" - which would seem to contradict the relationship between faster autos and other mobility alternatives. (Speed kills!)

Safe user accommodation should be a metric (factor) in evaluation of bridge and pavement condition assessment.

Bicycles are vehicles in Texas, and should be better, more safely accommodated on all public non-highway roadways.



## Public Meeting Comment Form

### Instructions:

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2. Please fill in your name and affiliation as well as the date and location of meeting.
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4. Please return this form to an NCTCOG employee at the registration desk.

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

Name THOMAS R. KREHLM  
 Organization LAKE HIGHLANDS 4<sup>TH</sup> STREETS  
 Date 10/15/2018  
 Meeting Location RICHARDSON CITY HALL

### Please provide written comments below:

ELECTRIC VEHICLES: BATTERY RECHARGE STATIONS SHOULDN'T BE LOCATED ALONG COMMERCIAL STREET CORNERS, SIMILAR TO GASOLINE FUELING STATIONS. INSTEAD, ERSTWHILE GASOLINE FUELING STATIONS SHOULD BE REPLACED BY ZERO-LOT LINTED RETAIL STRUCTURES, WITH BUILT-IN BUS STOP SHELTERS. THE BATTERY RECHARGE STATIONS SHOULD BE LOCATED IN EXISTING PARKING LOTS ELSEWHERE. WHILE A BATTERY IS RECHARGING, THE MOTORIST SHOULD SPEND HIS TIME STROLLING THROUGH THE SHOPPING DISTRICT. IN MOST CASES, SLOW RECHARGE IS SUFFICIENT. FAST RECHARGE ISN'T ALWAYS NECESSARY. THE CAR'S DASHBOARD DISPLAY SHOULD BE ABLE TO SHOW A MAP OF THE ~~NEARBY~~ WITH DIRECTIONS TOWARDS THE NEAREST RECHARGE STATION.

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



HIGH OCCUPANCY VEHICLE VERIFICATION: I WON'T DISCUSS THE ELECTRONIC TECHNOLOGY FOR SUCH VERIFICATION OF PASSENGER LOADS. INSTEAD, I THINK SEVERAL BUS STOP SHELTERS SHOULD BE INSTALLED IN-LINE ALONG A TAXI STAND. THUS PASSENGERS MAY SELF-SORT THEMSELVES DEPEND-  
ING UPON DESTINATION. THESE PASSENGERS MAY USE THEIR UBER OR LYFT ACCOUNTS TO ANNOUNCE THEIR CARPOOLING INTENTIONS. SO IF AN UBER TAXI DRIVER HAS ENOUGH EMPTY SEATS ~~FOR~~ AVAILABLE, HE CAN STOP AT THE TAXI STAND'S BUS STOP SHELTERS TO PICK UP MORE PASSENGERS. A LYFT CARPOOL DRIVER MAY DO LIKEWISE. I LACK A STRONG RESPONSE TO THE ARGUMENT THAT CARPOOLING IS UNFAIR COMPETITION FOR PUBLIC TRANSPORTATION. LET IT SURPRISE THAT HIGH POPULATION DENSITY IS GOOD FOR PUBLIC TRANSPORTATION. LOW POPULATION DENSITY IS BAD FOR PUBLIC TRANSPORTATION. IN THE EVENT OF LOW POPULATION DENSITY, CARPOOLING IS A SUBSTITUTE FOR PUBLIC TRANSPORTATION. IN THE EVENT OF HIGH POPULATION DENSITY, MORE FREQUENT PUBLIC TRANSIT SERVICE BECOMES POSSIBLE. IN THE EVENT OF SUCH DENSITY, ADDITIONAL ROAD LANES FOR THE SOLO MOTORISTS IS VERY BAD POLICY. INSTEAD, EXISTING ROAD LANES SHOULD BE TAKEN AWAY FROM THE SOLO MOTORISTS AND GIVEN OVER TO THE BUSES AND BICYCLISTS. THE WORSE THE CONGESTION FOR THE SOLO MOTORISTS, THE MORE INCENTIVE TO SWITCH OVER TOWARDS CARPOOLS AND PUBLIC TRANSIT.



**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No public comments were received via website, email or social media.



## PRESENTATIONS

Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle  
TDC Funding Program

The Strategic Partnerships Round 3 Program is intended to award federal mobility and air quality funding to projects that leverage funds from local partners, make needed intersection improvements or have been submitted by cities that have qualified for federal toll credits. Projects have been evaluated on their technical merits, and a staff recommendation is proposed for review and comment. Details of the program and the projects being proposed for funding will be presented.

### High-Speed Rail Update

Staff will provide an update of recent progress regarding high-speed rail initiatives for the Fort Worth-to-Laredo project, including staff efforts to advance the initiatives. An update on the Dallas-to-Fort Worth and the Dallas-to-Houston projects will also be provided.

### Air Quality: Year in Review

With the 2018 ozone season drawing to a close, staff will present information on preliminary ozone season results. Accomplishments of various air quality projects will also be highlighted.

## RESOURCES AND INFORMATION

### EV Incentives

Several new electric vehicle makes and models are available in Texas. Visit [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt) to see which ones qualify for a rebate. Additionally, you may also qualify for incentives through the AirCheckTexas program. Visit [www.airchecktexas.org](http://www.airchecktexas.org) to see which vehicles are eligible.

### ACT NOW!

You could be eligible for up to \$3,500 for your older vehicle! North Texans whose vehicles have failed the emissions portion of the State inspection in the past 30 days or are at least 10 years old are encouraged to apply for assistance through the AirCheckTexas Program. For more information about ACT, visit [www.airchecktexas.org](http://www.airchecktexas.org) or call 1-800-898-9103.

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

**TUESDAY, NOV. 13,  
2018, 6:00 PM**

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

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.

*Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*

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



CentrePort/DFW Airport Station  
Arrival Options Nov. 13

Eastbound Train 4:49 pm

Westbound Train 5:01 pm



NCTCOGtrans



North Central Texas  
Council of Governments

**PUBLIC COMMENTS REPORT**

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

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

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

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were about plans for future projects, including Mobility 2045, transit systems and autonomous vehicles.

**Bicycle & Pedestrian**

**Twitter**

1. Dallas does a great job with transportation arteries but needs much more development on its capillaries. #bike #walk @NCTCOGtrans – Kirk Teske (@KirkTeske)



**Facebook**

1. Survey: North Texans want more dedicated bike lanes

Check out the link to the survey results the NCTCOG Transportation Department has put together in the article.

<http://fortworthtexas.gov/news/2018/10/Bike-Lane-Survey/> – BikeDFW



### **Innovative Vehicles & Technology**

#### **Facebook**

1. Here's when DFW's bullet train, hyperloop, driverless cars and flying taxis are set to take off:  
<http://bit.ly/2QHupls> – NCTCOG Transportation Department



We can't wait!!!! ETA - RAIL: Texas Central Advocates!!! Bullet Trains USA!!!! – Curtis Garrison

### **Project Planning**

## Twitter

1. "Make no little plans."

I sure wish @NCTCOGtrans #Mobility2045 plan were as intensely focused on growing #TransitAlternatives!

Instead it really seems to set the tone for another generation of #autocentric planning... – Loren S. (@txbornviking)

**Rail Passengers Association @narprail**

In planning for greater D.C.'s transportation future, a look at the practical and beyond. @washingtonpost ow.ly/ikAG30IWcod

2. Ahem @NCTCOGtrans & @TxDOT... – Loren S. (@txbornviking)

**Frank GhOREy** 🍁🎃🌱👤 @robyniko

Local and state governments spend more money on studies of a sci-fi boondoggle than they do on their actual real life transit systems.  
twitter.com/PlanPhilly/sta...

3. .@NCTCOGtrans care to revisit the 2045 plan with actual intentional planning or should inertia continue to rule the day? – patrick kennedy (@WalkableDFW)





**Major Climate Report Describes a Strong Risk of Crisis as Early as 2...**

A landmark United Nations report paints a far more dire picture of the immediate consequences of climate change than previously thought and...

[nytimes.com](http://nytimes.com)

Congratulations, Earth, for staving off doomsday by 24 years! – MWZH (insert 40 emojis) (@MWZH!)

**Jan. 26, 2016 is Al Gore's 10-year Global Warming Doomsd...**

Today is Al Gore's Global Warming Doomsday by Dr. Ed Berry  
Here we are on January 26, 2016. Do you feel the heat? Do you see the clouds are gone and the sky is glowing red? Ten years

[climatedepot.com](http://climatedepot.com)

4. Had Clint Hail from @NCTCOGtrans talk to my class about AVs and the future of cities in the #DFW region @UTAcappa. The future is almost here! #MinorinUrbanPlanning #AutonomousVehicles #IntrotoUrbanLife – Tahereh (@taherehGran)

5. He's \*almost\* as cool as #AVs. 😊 – NCTCOGTransportation (@NCTCOGtrans)

**Tahereh @taherehGran**

Had Clint Hail from @NCTCOGtrans talk to my class about AVs and the future of cities in the #DFW region @UTAcappa. The future is almost here!  
#MinorinUrbanPlanning #AutonomousVehicles #IntrotoUrbanLife

AVs? – J Whitehead (@adxwsooner)

Autonomous vehicles! – NCTCOGTransportation (@NCTCOGtrans)

### Public Meetings & Forums

#### Twitter

1. SAVE THE DATE: October 30, 2018 at 10am-2pm a #Propane #Autogas Lunch & Learn sponsored by @PropaneCouncil and hosted by @NCTCOGtrans Register now at <http://www.dfwcleancities.org/dfw-clean-cities-meetings> ... #Dallas #DFW #cleanair – Propane:FuelingTexas (@FuelingTexas)

Save \$ and Improve Air Quality with Propane Vehicles!

Powered by Alternative Fuel: Liquefied Petroleum Gas

PARA TRANSIT

Join PERC and DFW Clean Cities for:

## PROPANE AUTOGAS LUNCH & LEARN

Learn how you can improve your fleet's emissions footprint, reduce fuel costs, explore propane vehicles on site, network with propane professionals and more!

October 30, 2018

10am-2pm

NCTCOG Transportation Council Room  
616 Six Flags Dr.  
Arlington, TX 76011

Lunch will be provided. Register by October 25.  
[www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings)  
[cleancities@nctcog.org](mailto:cleancities@nctcog.org)

North Central Texas Council of Governments | Dallas-Fort Worth CLEAN CITIES

2. Thursday - NOCoE Webinar on ICM for Urban and Rural Applications: Join state and regional leaders in #ICM to hear about successes and lessons learned from agencies who've deployed ICM on their roadways. <https://bit.ly/2Nfz0Ji> #TSMO #THISisITS @ncdot @mdsha @NCTCOGtrans @azdot – NOCoE (@NOCoEOps)



3. Michael Morris @NCTCOGtrans @NTxCommission shares that DFW congestion down 9% as population grows rapidly. Investments made in user pay road improvements are doing what they were intended to do. #NTX86th – Bob Jameson (@BobJamesonFW)




### **Facebook**

1. SAVE THE DATE: October 30, 2018 at 10am-2pm a #Propane #Autogas Lunch & Learn sponsored by Propane Education & Research Council and hosted by NCTCOG Transportation



Department DFW Clean Cities. Register now at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings) #Dallas #DFW #cleanair – Propane Autogas: Fueling Texas



Join PERC and DFW Clean Cities for:

## PROPANE AUTOGAS LUNCH & LEARN



Learn how you can improve your fleet's emissions footprint, reduce fuel costs, explore propane vehicles on site, network with propane professionals and more!

**October 30,  
2018**

**10am-2pm**

**NCTCOG  
Transportation  
Council Room  
616 Six Flags Dr.  
Arlington, TX  
76011**

Lunch will be provided. Register by October 25.  
[www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings)  
[cleancities@nctcog.org](mailto:cleancities@nctcog.org)

 North Central Texas Council of Governments  Dallas-Fort Worth CLEAN CITIES

## Transit

### Twitter

1. Muchas gracias Forest Hill, Condado de Tarrant, Comisionado @RoyCBrooks, Detra Whitmore con @TrinityMetro, y el Consejo de Transporte Regional @NCTCOGtrans por este servicio nuevo de tránsito a la comunidad.

#ColaboracionesdeTransito

#UtilizeTrinityMetro – Sal Espino (@SAL\_FW)



2. Thank you Forest Hill, @TarrantCountyTX, Comm @RoyCBrooks, Detra Whitmore w/@TrinityMetro, & Regional Transportation Council (RTC) @NCTCOGtrans for bringing transit service to this community.

#TransitPartnerships

#RideTrinityMetro

#MasterPlaninAction



### Facebook

1. It's opening day at the State Fair of Texas and we just had the greatest idea... save money, time and stress by riding DART to the Fair! Here's the schedule for your convenience 😊:  
<https://www.dart.org/statefair/statefair.asp> – NCTCOG Transportation Department



To add to this post, DART's Green Line light rail, which has fair stops at both Fair Park and MLK stations, also connects to DART's other light rail lines at Pearl, St. Paul, Akard and West End stations in downtown Dallas, as well as to the TRE at Victory Station and to DCTA's A-Train at Trinity Mills Station, as these are all terrific and relaxing ways to

get to the fair to help reduce car traffic, road congestion, and parking hassles! – Paul McManus

### Other

#### Twitter

1. In the @NCTCOGtrans Progress North Texas 2018 Report, congestion data suggests mobility is improving in the DFW area. The report cites the @TEXpress lanes are helping accommodate growth, #mobility and expansion.

<https://www.nctcog.org/trans/about/publications/pnt/2018> ... – Cintra (@Cintra\_USA)



2. About 40 semi trucks @ATTStadium to put on this show....that's a lot of diesel spewing... @NCTCOGtrans are they allowed to idle? – Kim Feil (@kimfeil)

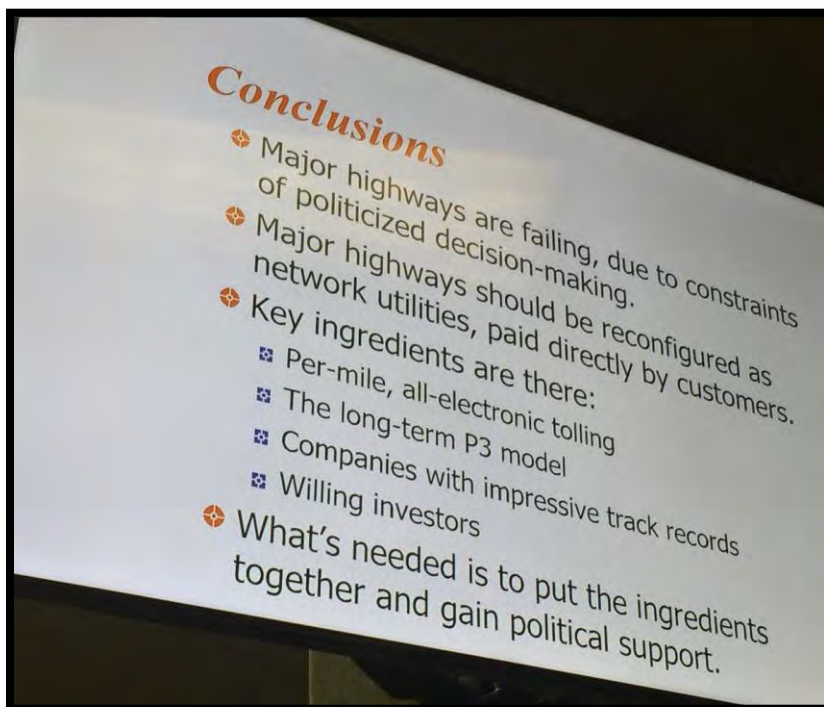


3. Rethinking America's Highways - A Book Talk with Robert Poole, Director of Transportation Policy at @reason. Happening at @utarlington. @NCTCOGtrans – Ctedd (@C\_TEDD)





4. Robert W. Poole, author "Rethinking America's Highways" @NCTCOGtrans argues to view highways as public utilities—like electricity, telephones & water supply; highway investments motivated by economic factors. #txlege – Mosaic Strategy (@mosaic\_sp)



PETE SESSIONS  
32ND DISTRICT, TEXAS

CHAIRMAN  
COMMITTEE ON RULES

COMMITTEE ON  
FINANCIAL SERVICES  
(ON LEAVE)



Congress of the United States  
House of Representatives

**ELECTRONIC ITEM 3.6**

- 2233 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-4332  
TELEPHONE: 202.225.2231  
FAX: 202.225.5878
- LAKESIDE SQUARE  
12377 MERIT DRIVE  
SUITE 750  
DALLAS, TEXAS 75251-2224  
TELEPHONE: 972.392.0505  
FAX: 972.392.0615  
sessions.house.gov

October 11, 2018

Mr. Michael Morris  
Director of Transportation  
North Central Texas Council of Governments  
Centerpoint Two  
616 Six Flags Drive  
Arlington, TX 76011-6347

Dear Director Morris:

I write to extend my sincere thanks and appreciation for your ongoing support of the Texas Trees Foundations Southwestern Medical District Urban Streetscape Master Plan. As you may be aware, I strongly support this project and it is my hope that we can work together to achieve our shared goals of creating a model project that aligns with our vision for a North Texas transportation network that is safe, efficient, user friendly, environmentally conscious, and encourages economic development and a sense of community. I believe this innovative project achieves these goals.

The Southwestern Medical District Streetscape Plan will not only revitalize a critically important part of the North Texas community, it will also build out a unique green space corridor that will support vehicular, transit, and pedestrian circulation throughout the Medical District. Working together, I believe we can achieve great things for the City of Dallas and North Texas region as a whole.

I look forward to continuing our work and ultimately achieving the infrastructure goals that will help North Texas grow and prosper. As always, please do not hesitate to reach out if I can be of any assistance to you or the NCTCOG.

Thank you for your continued support and leadership in making sure that innovative transportation solutions are implemented to help North Texas grow.

Sincerely,

Pete Sessions  
Member of Congress

RECEIVED

OCT 16 2018

TRANSPORTATION



**DON HUFFINES**  
STATE SENATOR • DISTRICT 16

October 8, 2018

Jon Niermann, Chairman  
Texas Commission on Environmental Quality  
PO Box 13087  
Austin, Texas 78711-3087  
Via Email: VWsettle@tceq.texas.gov

**RE: Volkswagen Settlement - Draft Beneficiary Mitigation Plan for Texas**

Dear Chairman Niermann:

I would first like to welcome you to your new role as Chairman of the Texas Commission on Environmental Quality. As a representative of my constituents, I am writing to encourage the TCEQ to redraft the mitigation plan and provide Dallas with a more equitable portion of the Trust funds. I also encourage your agency to keep in mind that the free market will be better served without directives on specific uses of the funds. Doing so serves to encourage others to participate while ensuring their participation meets the overall goal of emissions reduction.

While the draft plan meets the spirit of the Environmental Mitigation Trust – to reduce NOx emissions, the current funding structure fails to address the largest areas with the most pollution. The DFW region encompasses more counties than three other designated priority areas combined, therefore having the largest population with the greatest need for improvement. A prudent use of the funds would focus on air quality issues present in Texas' most populous regions.

It is my hope that Texas will see beyond the obvious to deliver a cleaner environment and respect that equitable distribution will lead the free market to deliver the best results for our state. However, the current plan to only allocate 14% of the funds to the Dallas region falls short of equitable distribution. Compared to San Antonio, Dallas has more than twice as many vehicles registered with Volkswagen's illegal defeat devices, yet the former is set to receive 35% of the allocated funds. Furthermore, Dallas priority areas are designated for nonattainment, and as such, have the greatest air quality concerns. This status poses a challenge to the Dallas regions' progress and economic competitiveness.

On behalf of my constituents in Dallas County, I urge you to reconsider the proposed allocation structure to reflect a proportionate distribution based on population and number of affected vehicles. Thank you for your consideration, and if you have any questions or would like to discuss further, please do not hesitate to contact me.

RECEIVED

OCT 12 2018

CAPITOL OFFICE

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

DISTRICT OFFICE

8222 DOUGLAS AVENUE, STE. 675 • DALLAS, TEXAS 75247  
(214) 239-6131

TRANSPORTATION

Sincerely,

A handwritten signature in black ink, appearing to read "Don Huffines". The signature is written in a cursive style with a large, stylized initial "D".

Don Huffines  
*State Senator, District 16*

CC: Toby Baker, Executive Director, TCEQ  
Mayor Mike Rawlings, City of Dallas  
Michael Morris, P.E., Director of Transportation, NCTCOG





September 20, 2018

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

Dear Michael:

Thank you! Thank you for your support of the Southwestern Medical District planning and implementation. Thank you for being the "first one in" with a commitment of \$6M so that Texas Trees could leverage City of Dallas funding. Thank you for the study of Harry Hines from Downtown Dallas to Loop 12. Thank you for being a partner – we're better together.

I can only say that without your support and energy it would have been much harder to move the SWMD Urban Streetscape Plan forward as quickly. And, you always give me, personally, more hope and confidence.

On behalf of the Texas Trees Foundation Board of Trustees, staff and me personally I want you to know that we are grateful for your leadership and support. We look forward to our partnership with the North Central Texas Council of Governments and seeing the Southwestern Medical District initiative come to fruition.

Warm Regards,

Janette Monear  
President/CEO

CC. U.S. Representative Eddie Bernice Johnson  
Bobby B. Lyle, Chairman of the Board

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OCT 04 2018

TRANSPORTATION

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



ORIGINAL

## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

September 21, 2018

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

**Subject: Low Income Repair Assistance, Retrofit and Accelerated Vehicle Retirement (LIRAP) and Local Initiatives Projects (LIP)**

Dear Mr. Morris:

Thank you for providing the Texas Commission on Environmental Quality (TCEQ) a copy of your letter dated August 20, 2018 addressed to State Representative John Zerwas. In the letter, you request the review and consideration of the LIRAP revenue held in the Clean Air Account 151.

As you know, Governor Abbott vetoed the appropriations intended to fund the LIRAP and LIP programs for Fiscal Years 2018 and 2019. Subsequently, all 16 counties participating in the LIRAP opted out of the program, and the collection of the LIRAP fee has been terminated in all counties as of July 1, 2018. These 16 counties chose to use the remaining funds allocated from Fiscal Years 2016 and 2017 appropriations and continue operating the LIRAP and LIP programs until the end of Fiscal Year 2019. As of September 1, 2019, there will no longer be any counties participating in the LIRAP or LIP programs. Accordingly, TCEQ did not include a request for funding the LIRAP and LIP programs for Fiscal Years 2020 and 2021 in its Legislative Appropriations Request (LAR) to the 86<sup>th</sup> Legislature.

The appropriation and intended use of funds from the Clean Air Account 151 is at the discretion of the Texas Legislature. At this time, the TCEQ estimates that approximately \$142.6 million of the current Clean Air Account 151 fund balance is attributed to the revenue that was generated by the collection of LIRAP fees in the 16 participating counties. Currently, approximately \$43.5 million of the Fiscal Year 2017 LIRAP appropriation allocated to the participating counties remains unspent. These funds are available for use in the LIRAP until June 28, 2019. In addition, approximately \$157,000 of the Fiscal Year 2017 funds allocated for the LIP program remain unspent, and these funds are also available for projects until June 28, 2019.

If you would like to discuss further the closing stages of the LIRAP and LIP activities in your area, please contact Donna Huff, Air Quality Division Director at (512) 239-6628.

Respectfully,

A handwritten signature in black ink, appearing to read "Jon Niermann", followed by a horizontal line.

Jon Niermann,  
Chairman

RECEIVED

OCT 04 2018

TRANSPORTATION

Michael Morris, P.E.  
September 21, 2018  
Page 2

cc: **Commissioner Emily Lindley, TCEQ**  
**Toby Baker, Executive Director, TCEQ**  
**The Honorable John Zerwas, Texas House of Representatives**  
**The Honorable Robert Nichols, Texas State Senate**  
**The Honorable Linda Koop, Texas House of Representatives**  
**The Honorable Geanie Morrison, Texas House of Representatives**  
**Commissioner Gary Fickes, Chair, Regional Transportation Council, Tarrant County Commissioner**

## **Developers break ground on community that will bring 2,200 homes to northwest Fort Worth**

Oct 2, 2018  
By Claire Ballor  
Dallas Business Journal

A 750-acre, master-planned housing development is underway in northwest Fort Worth that will encompass 2,200 new homes when completed.

The developers behind the Morningstar residential development in Aledo, Kim Gill and Tim Fleet, have broken ground on their latest project, Northstar, near U.S. 287 and Avondale Haslet Road just west of Haslet.

The first 410 lots will be available by the end of 2019, according to Gill, who expects the development to be in high demand.

“The 287 corridor is one of the fastest growing single-family markets in Dallas-Fort Worth,” he said. “They just sell a lot of homes up there, about 1,500 units a year.”

The biggest draw for potential homebuyers is going to be “location, location, location,” Gill said. “That, along with school district and price point.”

The housing community will be close to major job centers like AllianceTexas and within the popular Northwest Independent School District, which will be a selling point for families, he added.

Gill and Fleet said they aimed to make the homes as affordable as possible. The starting point for Northstar homes will be in the low \$200,000s – lower than the starting price point at Morningstar, where homes range from \$250,000 to \$450,000.

But the amenities at the new development will be in step with those offered at Morningstar. The master-planned community will include multiple swimming pools, miles of walking trails, resident office and event spaces, game rooms and playgrounds.

Gill and Fleet worked with the Texas Department of Transportation to get approval for a new road, Northwest Parkway, that will connect the development directly to State Highway 287. Construction on the new road will begin soon, they said.

The Morningstar development opened in 2016 and has 430 homes built with an additional 832 lots ready to be built out. Home sales at the master-planned development have averaged around 20 per month so far this year.

“Much like we’ve done with Morningstar, we’re offering a quality option for people who work in and around Fort Worth, who want quality schools, a community derived of thoughtful planning, and home prices that allow families to live comfortably,” said Fleet in a prepared statement.

<https://www.bizjournals.com/dallas/news/2018/10/02/new-community-2200-homes-fort-worth.html>

# City, county officials: \$750 million Collin County bond propositions needed to combat future road congestion

By Cassidy Ritter | 7:55 am Oct. 3, 2018 CDT

Collin County's population has grown nearly 23 percent from 788,442 people in 2010 to 969,603 in 2017, according to the U.S. Census Bureau, adding an average of 60 people to the county each day.

By 2045 Collin County's population is expected to be greater than Dallas and Tarrant counties, Collin County Commissioner Susan Fletcher said.

"We don't get near enough highways on the map compared to those two counties, so we need to get ahead of that right now," she said.

County commissioners are asking voters to begin the process of funding roadway needs by placing a \$750 million transportation-heavy bond on the Nov. 6 ballot.

"Everybody I run into is experiencing congestion now, so that's easy to understand today," Collin County Director of Engineering Clarence Daugherty said. "... The average citizen that we've run into doesn't have a feel for just how much more growth we're going to be having and how that translates [into] additional congestion."

If each bond proposition is approved the county's property tax rate would not be affected, Collin County Judge Keith Self said.

With only four highways in Collin County and three of them tolled roadways, commissioners determined Proposition A—\$600 million—would be used for non-tolled highway projects. Two other propositions to appear on the Nov. 6 ballot include \$140 million for arterial roads and \$10 million for open space and parks.

"I urge people to get behind the bond, personally," McKinney Mayor George Fuller said. "We are dramatically behind in Collin County dramatically. Pick up a map of arterials and [highways] and look at Dallas County and Tarrant County and Collin County—doesn't take an expert in road engineering to see how far behind we are."

The \$740 million in bond funds designated for roadway improvements, if approved, are only a start. County and regional transportation officials are estimating that \$12.6 billion will be needed for road projects to keep up with the growth through 2045.

The county expects the need to call for a bond election every five years as well as tap funds from the Texas Department of Transportation, Regional Transportation Council and the North Central Texas Council of Governments in order to reach the funding goal, Daugherty and Collin County Commissioner Duncan Webb said.

Webb said that the 2018 bond funds, when paired with RTC and NCTCOG funds, would possibly be enough to get one of the needed major thoroughfares moving forward.

"We get so little money out of the RTC that we're going to have to provide for as much as we can to match as much as we can from the RTC," Self said.

## Funding

NCTCOG estimates building a freeway or tollway costs about \$10.4 million per lane mile. For a project like US 380, which spans approximately 32 miles in Collin County, that would equate to \$332.8 million for construction alone—but that does not include all the work that must be done before construction can start.

If Proposition A is approved by voters the majority of the \$600 million bond proposition would be used for environmental studies, feasibility studies, designing the highways, and acquiring right of way. Money would also be used for the Collin County Outer Loop service roads, Daugherty said.

“With the exception of the Outer Loop, [residents] won’t see a single orange cone [in the next] five years,” Self said. “... [Work is] going to be going on behind the scenes, but we’ve got to move forward so that when the day comes and we’re prepared for construction we’ve done all the pre-work.”

The county projects that the \$600 million in road funds from the bond proposition would be used for non-tolled highway projects including the Outer Loop, US 380, Spur 399 and US 78. Pre-construction work for these projects and construction of the Outer Loop service roads are estimated to cost \$578.8 million-\$779.8 million, according to county documents.

Planning and acquiring right of way for the highway projects will begin once there is consensus from stakeholders and lines on the map showing where each highway will go, Daugherty said.

### **Arterial roadways and Parks**

One of the bond propositions includes \$140 million for arterial roads.

Fletcher said the Commissioners Court will have an annual call for projects and ask cities to match 50 percent of the funding necessary for the arterial road.

Daugherty said he expects some projects to come from cities and others to come from county input, but a list of projects has not been announced.

NCTCOG estimates arterial roadways to cost \$4 million per lane mile to construct.

A \$10 million bond proposition to fund parks and open space in the county is also included in the Nov. 6 election.

“This is not a core function of the county, but it is an expectation of our citizens,” Self said.

### **What about US 380?**

If Proposition A is approved by voters, Collin County estimates that \$162.2 million-\$255.9 million would be used to improve US 380.

TxDOT is currently conducting a study of US 380 to determine how to move forward with the project. Although TxDOT is holding meetings for residents, TxDOT officials will have the final say in how US 380 would be improved.

“If people are successful in defeating the bond because the city is not yet taking a position, a resolution on US 380, I think that would be a tragedy,” Fuller said. “The issue on [US] 380 is many years down the road. ... We have regional mobility issues that are very, very important. We have county-driven road projects that are extremely important, and to vote against that for the [US] 380 reason is the wrong reason, in my opinion.”

<https://communityimpact.com/dallas-fort-worth/mckinney/top-stories/2018/10/03/city-county-officials-750-million-collin-county-bond-propositions-needed-to-combat-future-road-congestion/>

## **Collin County town of Princeton getting new mixed-use project with housing and commercial building**

Oct. 5, 2018

Written by Steve Brown, Real Estate Editor  
Dallas Morning News

A new mixed-use project on the way in the Collin County town of Princeton will bring both housing and commercial space.

Called Princeton Crossroads, the 297-acre project on U.S. Highway 380 will be anchored by a new city hall.

Princeton's new 40,000 square foot city hall will be located on the north side of U.S. 380.

The development will also include an apartment project, 333 single-family homes, 166 townhomes and a city park.

"Princeton Crossroads effectively becomes the new town center for Princeton," said Chris Burrow, founding partner and CEO of Range Realty Advisors which is marketing the project. "The new city hall will be surrounded by a new city park that will feature two ponds, walking trails, a playground, and dog park.

"The city has acquired the site and they are in the process of completing the design for the new city hall," Burrow said in a statement.

LGI Homes plans to build an 88-acre neighborhood with 355 single-family homes in the project. Houses will start at about \$250,000.

Another builder is working on 166 townhomes in the development.

And a commercial and retail center called Fireside Square, will be developed by Brown Group of Phoenix.

Dallas real estate firm Weitzman is marketing the retail and commercial project to grocers, home improvement retailers and entertainment-related users.

"The Crossroads project will be a great asset to Princeton," Derek Borg, Princeton's City Manager, said in a statement. "The project will also provide more jobs to the town and expand the city's tax base.

"We're also excited to work with the developer on the new city hall project to create a concept that blends the beautiful surrounding of the public space with an atmosphere of fine dining and entertainment."

The entire Princeton Crossroads development is a project of IC-SB Princeton Land Partners.

<https://www.dallasnews.com/business/real-estate/2018/10/05/collin-county-town-princeton-getting-new-mixed-use-project-housing-commercial-building>

## Station-to-Station: Fort Worth prepares for transit-oriented development

Oct 6, 2018  
By Marice Richter  
Fort Worth Business Press

With the maiden voyage of the long-awaited commuter rail line from downtown to the airport only about three months away, Fort Worth and other Tarrant County cities are planning and preparing to reap the benefits of this economic development windfall.

TEXRail will stretch approximately 27 miles, connecting downtown Fort Worth to Dallas Fort Worth International Airport.

The new rail service will amp up public transportation opportunities throughout the regions as riders can make connections to Dallas and Fort Worth via stations inside the airport.

But with nine stations in three cities – Fort Worth, North Richland Hills and Grapevine – the potential for development around the stations is enormous, according to local government and business leaders.

“We’re proud of the \$336 million in transit-oriented development that is occurring because of this commuter rail line,” said Bob Baulsir, senior vice president for Trinity Metro, the transit agency that operates TEXRail. “That’s a very big deal.”

Factoring in Trinity Metro’s approximately \$1 billion TEXRail budget and the \$336 million in economic development, investment in the project far has been about \$1.4 billion, Baulsir said.

And that’s just the beginning.

“TEXRail service is a giant step to better competitiveness for Tarrant County,” said Bill Thornton, president and CEO of the Fort Worth Chamber of Commerce. “It makes our proposals for relocating or expanding companies much stronger.

“The more transit options a community possesses, the better chance we have of making a short list and recruiting companies, Thornton said.

From a transportation standpoint alone, TEXRail will be a boon to Fort Worth’s restaurants, hotels and attractions by giving about 67 million business and leisure travelers a reliable, convenient and affordable way to get to Fort Worth from the airport, Thornton said.

“TEXRail puts us on more even footing with Dallas’ DART system for travelers who prefer mass transit to taxis,” he said.

Besides bringing more visitors to downtown Fort Worth, where they connect to city buses or a planned shuttle service to the Cultural District, the rail line will make it easier than ever for visitors to get to the Stockyards. Those arriving from the north can stop at the new Northside/Stockyards station and either walk or take a five-minute bus ride to the Stockyards.

From downtown, visitors can either take a city bus or ride the train to the Stockyards and take the short bus ride.



Buses will be available to meet every train to take passengers to the Stockyards, Baulsir said. There will be no additional cost beyond the one-way train ticket for the bus “last mile” bus ride.

In addition to other benefits, TEXRail’s intended function as commuter line is expected to have the biggest economic impact in connecting thousands of employees to job centers, including the airport, which have not been easily accessible by public transportation.

“TEXRail is estimated to save 21 minutes per day for commuters,” Thornton said, “It will take thousands of cars off the highways, which will improve our roadway safety and air quality.

“It is going to positively impact our quality of place and provide an economic boost to many cities and communities in the Fort Worth region,” he said.

Economic development projects are being planned or are already in progress around most of the stations along the commuter rail route.

Near Fort Worth’s existing T&P Station, plans are moving ahead for a \$94.2 million Katy Station Lofts development. This mixed-use, multi-family development will have street-level retail and a child care facility.

This development is a joint partnership between developer RMGN, an affiliate of Matthews Southwest, Fort Worth Housing Solutions, the city and Trinity Metro. The transit agency owns the land.

The 10-story development will include rental assistance, reduced cost and full rate units to accommodate tenants with varying incomes. A parking garage will be part of the development and a hotel is proposed for the future.

In downtown Fort Worth, the arrival of TEXRail is anticipated to contribute to significant redevelopment of the area around the Intermodal Transportation Center (ITC).

“The developer of the new Hampton Inn & Suites specifically chose the site [1001 Commerce St.] to be close to the station,” Taft said.

Texas A&M University purchased parking lots nears its law school building for future expansion. Redevelopment of the Tarrant County Convention Center and construction of a large convention hotel will also reshape the southern end of downtown and benefit from the close proximity to the rail station, Taft said.

Planning for development around the Northside/Stockyards station at Northeast 28th and Decatur streets is just beginning to take shape. The city is applying for assistance from the Urban Land Institute of North Texas to help guide a development strategy and establish zoning for the area, according to Fort Worth City Councilman Carlos Flores, whose district includes the Stockyards and Northside area.

With significant development and redevelopment underway in the Stockyards, the city’s strategy is a comprehensive approach to connect the whole area around the Stockyards and the new rail station.

“We see this as a synergetic effort,” Flores said. “We want to have complimentary development.”

Fort Worth's fourth station, also another new station, will be in the sprawling Mercantile Center business park in the Interstate 35W/Loop 820 corridor. With about half of the center's 1,500 acres still available for development, there is plenty of opportunity, according to Brian Randolph, president of Mercantile Partners.

"We foresee some type of mixed-used development with an office component," Randolph said. The area around the station would also be well suited to campus-style research or academic facilities.

Growth and development has been accelerating at the 30-year Mercantile Center for the past few years, he said. "We expect it to really pick up once the train starts running."

The TEXRail Equipment Maintenance Facility is also located at this site.

Major developments are also planned around North Richland Hills' two rail stops and Grapevine's station in its historic downtown.

First up in North Richland Hills will be a transit-oriented development near the Iron Horse station. This approximately \$150 million project will have 896 apartment units, 145 townhomes, 21 patio homes and 25,000-square feet of commercial space, including 11,000 square feet alongside the apartment units.

New villa-style homes are planned for the Smithfield station in North Richland Hills. Development at that site planned for later than the Iron Horse station project.

Underway in Grapevine is \$105 million public-private partnership project known as Grapevine Main.

The development will include a 42,000 square-foot, five-story rail station in keeping with downtown Grapevine's vintage style. The development will also feature a 38,000-square-foot outdoor plaza, a 121-room boutique hotel, a 105-foot observation tower, shops, restaurants, meeting spaces and a 552-space parking garage.

Grapevine's other rail station will be located on airport property north of the terminals. There has yet to be an announcement of new development there. The final station on the route will be in Terminal B in the airport.

[http://www.fortworthbusiness.com/news/station-to-station-fort-worth-prepares-for-transit-oriented-development/article\\_1154e686-c8d4-11e8-b184-f39a45f761e9.html](http://www.fortworthbusiness.com/news/station-to-station-fort-worth-prepares-for-transit-oriented-development/article_1154e686-c8d4-11e8-b184-f39a45f761e9.html)

## **New community will bring thousands of homes starting in the \$200,000s to Kaufman County**

Oct. 8, 2018

Written by Steve Brown, Real Estate Editor  
Dallas Morning News

More than 900 acres of land in Kaufman County southeast of Dallas will be turned into a 3,100-home residential community.

SOCFM Developer LLC acquired the Wildcat Ranch, between Interstate 20 and U.S. Highway 175 near Crandall, for the project. Plans are to have the first homes ready by the end of next year, with prices starting in the \$200,000s.

"The phenomenal growth in Kaufman County and the opportunity to provide a well-planned community to value-conscious homebuyers in the metroplex attracted us to this property," Patrick Sessions, managing partner of SOCFM Developer LLC, said in a statement. "We're looking forward to doing business in the city of Crandall and bringing a quality development to the area."

Commercial mortgage lender Trez Capital provided project acquisition and development funding for the deal. And PMB Capital Investments of Dallas will partner in the development.

Prominent builders including KB Homes, Beazer Homes and D.R. Horton will construct houses in the community. Wildcat Ranch also has a newly built elementary school that will open next year.

The project is near the successful Heartland housing community in Kaufman County.

The new owners acquired the Wildcat Ranch from developer James Mabrey, who assembled the property.

"Wildcat Ranch is in an excellent location and will fulfill the demand for first-time buyers or those looking to downsize," said Matt Mildren, partner at PMB Capital Investments. "It will be a great option for homebuyers who want a small-town community feel within 30 minutes of downtown."

The new residential community is coming in an area that is already seeing huge demand from buyers hunting moderate-priced housing. Kaufman County's population of 122,883 grew nearly 10 percent from 2016 to 2017.

"This is going to be very affordable housing," said Ted Wilson with Residential Strategies Inc. "The appetite for homes is huge down there. I think these will be some of the most affordable lots in a master-planned setting you will be able to find in the D-FW area."

Wilson said builders have sold more than 1,800 new houses in that area in the 12 months ending in September. The Heartland and Devonshire communities have seen the most new-home purchases, he said.

SOCFM Developer's Sessions is also a partner and manager of Southstar Woodcreek, the firm that is developing the Woodcreek community in Rockwall County.

Dallas-based Trez Capital has financed more than \$1.7 billion in real estate projects since 2011. And PMB Capital has developed more than 5,000 residential building lots and more than \$750 million in real estate acquisitions.

<https://www.dallasnews.com/business/real-estate/2018/10/08/new-community-southeast-dallas-will-bring-thousands-homes-kaufman-county>

## **DFW trail would let you bike from Fort Worth to Dallas — and you already paid for it**

October 10, 2018  
BY GORDON DICKSON  
Fort Worth Star-Telegram

North Texas planners now have the funding they need to build a 64-mile hike and bike trail connecting Fort Worth to Dallas, and get it open to the public by fall 2023.

“It’s a milestone,” said David Creek, Fort Worth assistant parks and recreation director. “In a few years, you’ll be able to go all the way from highway 377 in Benbrook to Dallas using the trails.”

And, in an unusual twist, some of the funding is coming from federal grant credits that are made available to cities such as Fort Worth that have invested in toll roads.

The Regional Transportation Council, North Texas’ official planning body, on Thursday is expected to approve a \$10 million package to build sections of the trail near the Fort Worth-Arlington border, as well as in Grand Prairie. In all, a 53-mile section of the trail from roughly Panther Island near downtown Fort Worth to east Dallas — and also passing through Arlington, Grand Prairie and Irving — is expected to cost about \$39 million.

Including other existing trails in those cities, the distance of continuous trails for walking, running or cycling will be 64 miles.

Most of the money is traditional federal transportation dollars, and local voter-approved bond funding.

For example, Arlington voters on Nov. 6 will be asked to approve a bond package that includes \$19.1 million for trails, including a \$2.5 million piece connecting the city’s River Legacy trails to Fort Worth’s trails. Arlington voters overwhelmingly approved the city’s last bond election in 2014.

As for Fort Worth, the city is using a fairly new federal funding vehicle known as transportation development credits for nearly \$1 million of its cost. The credits are offered to cities who apply for them as a way to offset the construction of toll roads within a community.

In other words, Fort Worth leaders agreed in recent years to the construction of toll lanes on roads such as Interstate 35W and toll roads such as Chisholm Trail Parkway — and they did so mainly because federal and state money wasn’t available to build those projects as toll-free roads. So in return, federal credits are a way to give the city something back.

The arrangement requires the federal government to pay its own share of a project plus the local share, which for trail construction typically amounts to an 80 percent/20 percent split of the total cost.

“The city has qualified for the use of those credits,” said Kevin Kokes, a principal transportation planner at the North Central Texas Council of Governments. “Those credits can be used for all types of transportation. They (Fort Worth leaders) requested that those credits be applied to this project.”

## **Fort Worth route**

Planners also settled on a route for the piece of the trail connecting Arlington to Fort Worth. The trail will extend to American Airlines' new corporate headquarters along Trinity Boulevard. The pathway will then proceed south to the north shore of the Trinity River, where it will cross under Texas 360 and proceed north to the Trinity Railway Express CentrePort Station and on to Grand Prairie, Irving and Dallas.

Lots of other local dollars have been put into building a region-wide trail system.

Fort Worth voters in May approved \$4 million to connect the Trinity Trails from River Trails Park to River Legacy Park at the Arlington boundary. That work will be done in two phases, from Handley-Ederville and Loop 820 to River Legacy.

And, the Cottonbelt Trail is coming along nicely. Much of the work on that trail has already been completed in Northeast Tarrant County. Meanwhile, a planned extension of the Cottonbelt Trail further northeast to Plano also will be addressed by the Regional Transportation Council on Thursday.

It's all part of a region-wide, comprehensive trail network known as the Veloweb, which if all goes as planned could be completed by 2040.

<https://www.star-telegram.com/news/business/growth/article219722110.html>

## In bitter U.S. 380 fight, here's what Prosper, McKinney could learn from Dallas' North Central redo

Oct. 12, 2018  
Sharon, Grigsby, Metro columnist  
Dallas Morning News

Whether expressed that bluntly or prettied up a little, that's how residents are talking about one another in the messy debate over U.S. Highway 380.

The jam-packed roadway, one of the few east-west routes in fast-growing Collin and Denton counties, is badly in need of relief. But the deeper the Texas Department of Transportation gets in the arduous public process of building consensus among citizens, the more frustrated and dug-in the public seems to be.

Finding common ground wasn't on the minds of the folks I interviewed at Tuesday night's public meeting in McKinney; they wanted nothing less than their way for the highway. And they made reasonable arguments for why their preferred option was the best -- at least for them.

Assuming anything ever gets decided -- one option is to do nothing -- lots of residents will end up feeling like losers. Despite TxDOT's flood of surveys and comment forms seeking feedback, not a single person I talked to thought his or her concerns would make a difference in the final decision.

This gridlock -- both on the highway and in public opinion -- sounds a lot like what Dallas faced nearly four decades ago as it tussled with TxDOT over how to handle North Central Expressway: congestion, safety concerns, deteriorating infrastructure -- plus residential, commercial and retail property in the path of progress.

I was one of the unlucky souls who had to perfect the "lurch-and-stop" motion that passed for driving on North Central in the 1980s. That special hell leaves me with great appreciation for what the freeway is today -- and for civic leader Walt Humann, who guided the road's reconstruction in one of the most massive public projects in Dallas history.

By the 1980s, the highway built in 1948 had become woefully inadequate. TxDOT proposed double-decking it, but Dallas wanted no part of that. The other affected cities -- Richardson, University Park and Highland Park -- didn't even have a voice in the discussion.

That's when Humann, already leading the Dallas Area Rapid Transit campaign, proposed a way out of the North Central stalemate. He persuaded the governor, the county and the mayors of the four cities to let him set up a special North Central Task Force to bring all the key players to the table.

"It was very emotional for so many people, especially those whose property would be affected. But at the same time, they were begging for a solution," Humann told me this week as we talked about how lessons from North Central might be applied to today's debate.

Policymakers, community advisers and technical staff worked in tandem, with Humann the connector among all three. The team included staffers from each city, TxDOT, independent design experts and representatives from more than 200 community groups.

Humann made sure the meetings took place in a single office building along North Central, one with a huge window looking down on “the enemy” -- a supposed expressway that rang up 13 hours of gnarly bumper-to-bumper traffic daily.

Without getting the organization and leadership right, Humann said, “you are destined to have warring fiefdoms that never get a consensus.”

TxDOT’s current efforts around a Highway 380 fix are well-intentioned. The agency presented its initial five alignment options in the spring. Since then, after analyzing more than 4,000 surveys and comments, TxDOT unveiled revised alignments.

Over the winter, TxDOT expects to select one of those, to be refined by a study team and presented for more public comment. The agency maintains that input is considered at every phase of project development.

<https://www.dallasnews.com/opinion/commentary/2018/10/12/bitter-us-380-fight-prosper-mckinney-could-learn-fromdallas-north-central-redo>



## Questions about missing analysis now loom large for Fort Worth river project

October 12, 2018  
By Steve Miller  
Texas Monitor

When the news broke last week that the U.S. Army Corps of Engineers had cut funding for Fort Worth's Trinity River project from its 2018 budget, local developers reacted with shock.

They shouldn't have. Some local and federal officials, along with tax watchdog groups, have been pointing out for years that the project, whose price tag now tops \$1.16 billion, lacked a proper economic analysis, required of all such projects. Mary Kelleher, a former local water official, said she was told several years ago that U.S. Rep. Kay Granger, the project's lead cheerleader and protector in Washington D.C., had gotten that requirement waived. Granger's son, J.D., is the head of the Trinity River Vision Authority.

Now, however, that deficiency is threatening to stop the flow of \$562 million in federal funds approved by Congress to be doled out over time for the project, which has gone by several names and is now called Panther Island. And there's no way to know if or when that funding will come back. The TRVA is banking on the federal government for nearly half of the project's cost.

"The administration does not consider the [Panther Island] project to be policy compliant for budgeting because of the lack of an economic analysis," Corps spokesman Gene Pawlik told McClatchy News Service as the funding loss was announced.

TRVA spokesman Matt Oliver declined an interview request but said in an email that the project did not receive funding because "the money went to disaster relief efforts throughout the country."

"The program is authorized and is under construction," Clay Church, a spokesman for the Army Corps' Fort Worth district, told The Texas Monitor this week. He declined to comment on the halt of federal funding.

The financial setback was clearly unexpected by the developers, for whom the project – economic development and flood control – is the linchpin in redevelopment of a large area generally north of downtown.

But as recently as 2016, while allocation of the overall funding to Panther Island was being finalized, U.S. Rep. Peter DeFazio, D-Ore., noted in a floor speech that every other project in the allocating bill had to have an economic analysis by the Corps of Engineers.

"[T]his project did not ... it has not been economically justified," he said. DeFazio criticized the notion of using flood control money for sports fields and commercial development.

To emphasize his point, he used several blown-up promotional photos from the project's website, showing kids playing sports on new ball fields.

"It's rare that you see something so promotional in your materials for what is supposed to be a flood prevention project," said Pete Sepp, president of the National Taxpayers Union, a conservative fiscal watchdog group that sent a letter to federal lawmakers in 2016 cautioning

them against frivolous water control funding. “That kind of things risks additional federal scrutiny.”

The project, on which work began in 2014, has long relied on Kay Granger’s political heft. In the wake of the announcement of the pullback of funds, the congresswoman’s Twitter account lit up with a flurry of posts promising the setback was temporary. She also secured — and promoted — a statement from the local office of the Army Corps, pledging its allegiance to the project.

Mary Kelleher said it was J.D. Granger who told her that his mother had been instrumental in getting the cost analysis requirement waived. Kelleher is a former board member of the Tarrant Regional Water District, the parent of the TRVA.

“I had asked about this [cost analysis] being done for a long time,” said Kelleher, who served from 2013 to 2017 on the board.

In a meeting shortly before Congress approved the Panther Island funding, Kelleher said she questioned several of her colleagues on the status of a cost-benefit analysis of the project. A levee fix alone would have run about \$10 million, it was estimated. But no cost analysis on the more ambitious project was done, which would measure compliance with Army Corp funding requirements, including the mitigation of flooding.

“I asked J.D. why, and was told that Kay had managed to get it waived,” Kelleher said. J.D. Granger did not respond to an interview request.

In 2016, The Army Corps of Engineers, which ranks projects for feasibility and benefit to the environment, was approved by Congress to provide \$526 million for the Panther Island project, part of a long string of funding for Trinity projects secured in part by Kay Granger. The Army Corps contributed \$61 million to the project initially.

If the rest of the expected federal funding were to be killed or seriously delayed, it would be a blow to downtown and near-downtown development.

“The Army Corps has something like a \$70 to \$80 billion backlog of authorized projects,” said Steve Ellis, vice president of Taxpayers for Common Sense, a Washington-based budget watchdog, which also opposed Panther Island funding. “And in this case, you have a development project masquerading as a flood control project. It may be a wait.”

Emails obtained by Texas Monitor between Granger’s office and the Tarrant water district officials in 2010 show that the Panther Island plan was done to help Fort Worth implement a “recreation master plan” for the riverfront area.

Fort Worth voters in May approved \$250 million in bonds for flood control and drainage for the project, which includes residential and commercial enterprises.

Kay Granger did not respond to an interview request. The former Fort Worth mayor, elected to Congress in 1996, has used the Trinity River project as a talking point for local support as she touts her ability to deliver for her district.

She was a prolific user of earmarks before they were banned in 2010, securing millions for projects related to the development of the Trinity. In doing so, she has forged alliances with Army Corps officials.

In August, her office issued a press release noting the visit to the Trinity site by Secretary of the Army Mark Esper, a key political player in the bid to keep the Army Corps money coming.

Since 2011, the Tarrant Regional Water District has spent approximately \$750,000 on federal lobbying.

The Trinity development plan has grown in cost from an estimated \$320 million in 2003 to the current \$1.16 billion, due overestimated revenues, underestimated costs, and other funding snafus. In 2003, the project was predicted by the TRWD to have a taxable value of \$1.3 billion.

<https://texasmonitor.org/questions-about-missing-analysis-now-loom-large-for-fort-worth-river-project/>

## Column: Dallas' Union Station is a dump compared to Denver's; Here's how high-speed rail could change that

Oct. 15, 2018

Written by Robert Wilonsky, City Columnist  
Dallas Morning News

Thank God. We're finally going to talk about Union Station.

I've already spent more than a year talking about it. Complaining, really. Because in 2017, I saw Denver's Union Station up close. And ours is a piddling dump compared to theirs.

A century ago the Beaux-Arts building was built to serve as the gateway to the city. But today, even with Dallas Area Rapid Transit, the Trinity Railway Express and Amtrak converging behind the old Dallas Union Terminal, the place feels more like a dimly-lit trapdoor. And with high-speed rail on the horizon, the building might not even be a train station anymore.

That's just one possibility. But maybe it's for the best, because then this city can finally turn Union Station into the vital destination a lively downtown deserves rather than the listless landmark it has become.

The elegant station is one of my favorite buildings. I just don't visit much. Nobody does, even when catching a train, because it's locked most of the time.

The second floor houses the grand hall, which is throwback-glorious but off limits unless a private event is happening. The expansive first-floor lobby, with benches and the Amtrak counter and a few vending machines, is brownish and sad — and as of February, only open from 7:30 a.m. to 5:30 p.m. I found that out Thursday, when I walked over and found Dmitri Gill of Buffalo, N.Y., yanking on the door.

Gill was in town visiting his daughters and wrapping up a tour of downtown landmarks when he tried ducking into Union Station. He figured, like with most train stations, it was "a 24/7 thing." It's not.

"It's a historical building, it's huge, and it's closed," said a frustrated Gill. "That's my take on it."

On Monday, during a meeting of the City Council's mobility committee, City Hall's high-speed-rail project manager Molly Carroll unveiled a far-out could-be that's meant to gather all of downtown's transportation options in one place — the "HUB," the map said. Such a transit center would be located in the old Reunion Arena Lot E, 13 acres of city-owned nothing, and bring together Amtrak, DART light rail and buses, the TRE, the Dallas Streetcar, bikes and, someday, aerial taxis.

"Not making that up," Carroll told the council. "It's really coming."

Carroll asked the council for its blessing to proceed, together with the North Central Texas Council of Governments, on a feasibility study to see whether a hub is doable on Lot E. If it is, the study will determine the future of Union Station, which would be more than half a mile from the proposed high-speed-rail station in the Cedars.

"Union Station's a great place," said Pleasant Grove's Rickey Callahan, "but the location's just not quite right."

Actually, in 1910, city planner George Kessler imagined Union Station as Dallas' front entrance, spilling out into a "civic center and park plaza" bordered by "public and semi-public buildings."

"It is essential," he wrote, "that the approaches and first impressions of a city be as pleasing as possible."

Of course, the city has changed a bit in the last century. Downtown grew away from Union Station, just as the city grew away from downtown. As News architecture critic David Dillon wrote in June 2010, in his final column for this newspaper before his death, "the only evidence of Kessler's majestic gateway is Ferris Plaza, a tiny square of trees, grass and a fountain at the intersection of Young and Houston streets."

But those buildings Kessler dreamed about are there — more and more each month, it seems, as the west side of downtown, moribund for decades, springs to life.

Seven years ago, Downtown Dallas Inc.'s original 360 Plan envisioned Union Station as the hub Carroll's talking about. The plan also hinted at what the terminal could be — something like Denver's Union Station I love so much.

There, you can eat and drink and drink and drink all day long. You can shop for books and other goodies. A hotel is attached, too — kind of like the Hyatt Regency connected to Dallas' Union Station. So, hey, we're already halfway there.

"Union Station could be an amazing and special and wonderful building," Carroll said Thursday. "I hope it would become something like Denver's — something all of Dallas could enjoy, something we could be proud of."

Dallas owns Union Station but doesn't control it. Ray Hunt and John Scovell's Woodbine Development does and has since 1975, when the city turned over Union Station on a 50-year lease with five 10-year renewal options.

Scovell said Friday "it makes sense" to move the city center's transit hub out of Union Station. Because then you really could transform the old terminal into something like Denver's — "that's always been the vision," he said, but it was stymied by the fact "downtown Dallas was growing in the other direction."

That's why the first floor is locked and kind of dark and mostly empty. Because for years, he said, there was just no reason to put a coffee shop or bar or kiosk down there. Apparently me wanting one wasn't reason enough.

Scovell said Woodbine has renderings, years old, of a sky bridge over the train tracks that would connect Union Station directly to the Hyatt. That's where they always planned to put restaurants and retail.

"We like to think we planned for the future," he said. "But the future's been too slow coming."

Not anymore. The future is on its way now, barreling down the tracks.

<https://www.dallasnews.com/opinion/commentary/2018/10/12/high-speed-rail-could-finally-give-dallas-glorious-union-station-deserve>

# How did Prosper become a serious contender for a potential U.S. 380 bypass?

Oct. 11, 2018

Written by Nanette Light, Staff Writer  
Dallas Morning News

Plans for a possible freeway cutting through a corner of Prosper have caught residents off guard.

They thought they didn't have to worry about the state building a high-speed road in a corner of their small but growing town.

Residents have written to the Texas Department of Transportation, telling officials they're furious the Prosper option was one of two revised alignments unveiled last week as part of the state's feasibility study to improve U.S. Highway 380.

And on Monday, residents plan to crowd Prosper Town Hall during a special council meeting at which town leaders will consider a resolution to oppose building the freeway bypass through their town.

But it's no coincidence that TxDOT has mapped this route in the northern Collin County suburb. McKinney and Collin County leaders suggested TxDOT draw up a freeway scenario west of Custer Road — a boundary between McKinney and neighboring Prosper.

"I would just ask you to add — and I'm not sure why you didn't — a route across there," Collin County Judge Keith Self told a TxDOT engineer during a Commissioners Court meeting in May.

"We'll consider it," TxDOT project manager Stephen Endres said.

And in July, the city of McKinney sent TxDOT a letter signed by City Manager Paul Grimes outlining the city's concerns about the state's original five proposed alignments, which at that time only included bypass options east of Custer Road or widening the existing U.S. 380.

But the letter also said a bypass route "should occur further west than any of the options currently being proposed by TxDOT" to provide separation from the Tucker Hill neighborhood. The McKinney City Council, however, has yet as a group to take an official stance on the route options.

Grimes has said he's worried that choosing to widen U.S. 380 will destroy commercial property and diminish the city's property and sales tax revenue.

The push for an option west of Custer also came from a vocal group of McKinney residents and a developer, vying to avoid a potential freeway encroaching on their neighborhood along U.S. 380. This summer, a TxDOT official told a crowd of Prosper residents and leaders that a route into their town was only a suggestion.

Now, the option is a serious contender.

Last week, TxDOT unveiled two revised alignments. Neither offers everyone the chance to walk away unscathed.

One of the two routes runs along the existing highway and would displace or affect hundreds of businesses. The other bypasses U.S. 380 to the north and would destroy or put a freeway next to dozens of homes.

But the bypass now has another alternative route, one that would push the highway west of Custer Road. Under that scenario, the freeway would run through or near rural property owners' land, neighborhoods and a corner of the town of Prosper. But the plan would spare homeowners in McKinney's Tucker Hill neighborhood along U.S. 380.

A group of Tucker Hill and Stonebridge residents said last week that the new west-of-Custer option is the only one that works for their neighborhoods. If that route is chosen, "this neck of the woods would be real happy," said Tucker Hill resident Richard Karch.

Last week, TxDOT revealed feedback from over 4,000 people indicating that a majority of residents in Frisco, Prosper and McKinney prefer converting the existing U.S. 380 into a freeway.

The west-of-Custer option drew rebukes from Prosper residents and the Town Council — even before it became a serious contender. Residents said at a packed town hall this summer that moving the road near them would hinder development in their fast-growing town, including a proposed new high school and a planned neighborhood of expensive homes.

They have said their bigger city neighbor shouldn't push the road on them.

"Not in my backyard' so send it over to Prosper. And we just don't get it," said Ken Seguin, president of Prosper's Whitley Place Homeowners Association.

Previously, TxDOT's draft proposals to relieve congestion on U.S. 380 had little bearing on Prosper. And town leaders explicitly stated in a resolution that they ultimately support converting U.S. 380 into a freeway and, if necessary, a bypass east of Custer.

But Self said TxDOT should consider every possible option.

"They bowed to political pressure from the Prosper city council and left something out," he said of TxDOT's original proposed alignments. "I asked them to follow their own policies and consider the option."

The road still may never be built. But Self has said upgrading U.S. 380 is a top priority. The county's population is projected to balloon more than threefold in the next few decades to more than 3 million residents. Money for the highway is included in the county's \$750 million bond package on the November ballot.

"The Commissioners Court is committed to this," Self said. "We realize how important this project is."

He hopes cities and the county can come to a consensus on the regional project.

"But what happens if we don't reach a consensus?" he said. "That must be considered."

McKinney Mayor George Fuller and Prosper Mayor Ray Smith met this week to discuss the alignments. Both said they want to reach an agreement, but they're not there yet.

"We may not get there, but we're still talking," Smith said. "We're not screaming and yelling at each other yet."

<https://www.dallasnews.com/news/collin-county/2018/10/11/prosper-become-serious-contender-potential-us-380-bypass>

# North Texas neighborhoods are flooding more than ever before. Why?

October 12, 2018  
BY BILL HANNA AND LUKE RANKER  
FORT WORTH STAR-TELEGRAM

The last few months have shown the dramatic swings that have long been a staple of Texas weather.

Since Sept. 1, DFW Airport has seen 15.95 inches of rainfall, leading to deadly flash flooding and water rising in places where it hadn't been seen before.

For Dallas-Fort Worth, more than 23 of the 38 inches that have fallen this year occurred in just two months — February and September.

It has led to questions in Fort Worth, Arlington and Everman about the impacts of new development and how effective stormwater management has been in many North Texas cities.

The cycle of flood-drought-flood also gives more fuel to the perception of Texas as a climate of extremes.

"I think that's basically the story of Texas climate — we get more variability than other places in the United States or the rest of the world for that matter," said Texas A&M state climatologist John Nielsen-Gammon.

Statewide, the three wettest months on record have taken place in the last three-and-a-half years.

"It could be evidence of a trend of more extreme monthly rainfall," Nielsen-Gammon said. "There has been a general upward trend of a 10 percent increase in overall rainfall over the last century."

But can you blame heavier rainfall on climate change? That's a far more tricky proposition.

"In Texas, the computer models aren't anywhere close to unanimous on the impact of climate change on rainfall," Nielsen-Gammon said. "They tend to project a decrease rather than an increase."

But if the climate warms, it could make the drought-flood cycle even more extreme with droughts and floods being even more intense.

"It's important for planners to factor in a margin of error because climate change may lead to more extreme flooding," Nielsen-Gammon said.

## Fort Worth's stormwater problems

Fort Worth officials say they don't have data to know if storms are worsening, but they do know the stormwater system is out-of-date in many older neighborhoods.

With about \$10 million a year for improvement projects, the stormwater department is limited in what it can work on, Ranjan Muttiah, a senior stormwater engineer, said while discussing the city's flash flood alert system.



“That’s not a lot of money to resolve systemic problems,” Muttiah said.

The department frequently looks to other projects — utility or road improvements — that can include stormwater enhancements.

Parker Henderson Road along Prairie Dog Park in southeast Fort Worth frequently floods in a low area, Muttiah said. This spring a culvert will be added when the road is repaved. Small projects like that help mitigate flooding, but Muttiah said the official list of stormwater system improvements approaches \$1 billion dollars.

Flash floods have worsened across Tarrant County.

West of Fort Worth, Marys Creek was one area that didn’t experience serious problems in the latest round of flooding — but it’s one of the biggest areas of concern for future development.

The creek runs from Parker County through Benbrook and Fort Worth before dumping into the Clear Fork of the Trinity River near Southwest Boulevard.

A 2013 U.S. Army Corps of Engineers study showed the 100-year flow for Marys Creek from 32,000 cubic feet per second to 42,000 cubic feet per second by 2055 because of development upstream. The levees along the Clear Fork can handle flows of 75,000 cubic feet per second, which is considered far greater than a 100-year flood, said Rachel Ickert, Tarrant Regional Water District’s water resource engineering director.

“It’s an area of interest to us,” Ickert said. “It’s mostly unregulated. There’s not a reservoir on that reach. There’s nothing to stop that flow.”

The North Texas Council of Governments is spearheading a study, largely funded by FEMA, which will look at the impacts of development on a 17-mile stretch of the creek. Parker County, Tarrant County, Fort Worth, Benbrook and TRWD are also kicking in funds for the study, said Edith Marvin, director of Environment and Development at the Council of Governments.

The study could start in early 2019 if all of the interlocal agreements work out.

“It’s not a given that results will end up on the FEMA flood plain maps but it is encouraged,” Marvin said. “It becomes the property of the municipality or county that helped pay for it.”

They have also been working to educate counties that the state water code allows them to enforce stormwater rules on developments in unincorporated parts of the county.

The Council of Governments also has its voluntary integrated stormwater management program. The program encourages cities to participate in a program that promotes best practices for stormwater management.

Fourteen cities in the 16-county North Texas region have joined the program. By far, Tarrant County has the most representation with Fort Worth, Azle, Benbrook, Kennedale, Mansfield, Hurst, Southlake, Lakeside and Grand Prairie all taking part.

“When you look at the map of those who have implemented it, we’re not satisfied,” Marvin said. “We went out and did meetings with clusters of city managers and we got a lot of responses but we didn’t see a rise in applications coming in.”

### **Arlington flooding**

In Arlington, 175 homes and businesses have flooded over the last month.

Along Canongate Drive near Gunn Junior High School, residents have seen the street flood four times over the last month and they’re blaming a new football field for messing up the drainage system in the area.

Maryhelen Bronson, who has lived on the corner of Canongate and California Lane since 2003, called the recent flash floods “horrifying and terrible.”

Water has reached her front door, bringing sand into her garage and flooding her pool.

“It looks more like the Trinity River,” she said, surveying the cloudy pool water she said has cost more than \$1,000 to fix.

Her neighbor, Li Wang, said water rushed into her house and down the hall, flooding two bedrooms, an office and the dining room. Her garage door buckled from the force of the water.

Meanwhile down the street closer to the junior high, Iris Thornton said a sloped front yard created a berm that for years protected her home from water in the street. In September it wasn’t enough and water came into her garage.

“Someone’s going to have to do something about this,” she said. “They’re still going to ask us to pay taxes at the end of the year, you know.”

Arlington city officials didn’t respond to requests about flooding concerns around the school. Arlington spokeswoman Susan Schrock said the City Council is expected to receive a presentation on flooding issues at next week’s City Council meeting.

The area is not historically flood prone, and Bronson said she was shocked to see water nearly over-topping mailboxes in early September. She and neighbors point to the new football field, which is raised and drains into a retention pond. That water then flows out directly onto Canongate, where it pools before making its way to storm drains in front of Bronson’s home.

“As soon as I saw the water, I knew where it was coming from,” she said.

Leslie Birdow, an Arlington school district spokeswoman, said the district has taken steps to reduce the flow of water. The retention pond was made bigger and baffles were added to the spillway to slow the speed of water.

“We are making some changes at Gunn, but there are many areas that have flooded that never did before,” she said.

Rainfall raised suspicions about the impact of new development for other residents too.

### **Development near Randol Mill**

Property owners along Fort Worth's Randol Mill Road expect flooding from time to time when the Trinity River swells, but this year they're seeing flash flooding along the roads.

Mark Singletary and others in the area blame two large housing developments — Trinity Oaks, a D.R. Horton project, and Oakridge by LGI Homes. Increased water in the area's bar ditches is flowing from the development, he said. At Trinity Oaks, D.R. Horton cut down most of the trees, which would have helped soak up rainfall and LGI had not yet built retention ponds and other systems before September's first heavy rains.

This week Singletary and other residents, backed by Fort Worth City Councilwoman Gyna Bivens, asked for a voluntary moratorium on building in the developments until a plan to mitigate flooding is reached, he said.

"They say the ground is oversaturated and that's part of the problem, but it's common knowledge asphalt, shingles and concrete driveways are a lot less permeable than saturated soil," he said.

And officials should take into account the fact that flash floods are part of the Texas climate and likely aren't going away whether you're a believer in climate change or not.

"I will definitely say when we talk to the water districts or other municipal organizations we definitely highlight what could potentially happen not just on the drought side but also how they need to address the runoff and flooding concerns," said National Weather Service meteorologist Dan Huckaby. "As we become increasingly urbanized, there are more challenges. Concrete doesn't soak up water very effectively."

<https://www.star-telegram.com/news/local/community/fort-worth/article219740795.html>

## **This Fort Worth-Dallas bike trail now has the money. Where exactly will it be built?**

October 12, 2018  
BY GORDON DICKSON  
Fort Worth Star-Telegram

It's official.

A planned Fort Worth to Dallas hike and bike trail got the funding it needs. The Regional Transportation Council this week approved the \$40 million, 53-mile trail at its Thursday meeting, all but assuring the project will be open to the public by fall 2023.

Some readers have asked where exactly the trail will be built. The North Central Texas Council of Governments, the parent agency of the RTC and the region's official planning body, has released an updated map showing the trail route.

The RTC's contribution, which largely is made up of federal funds, amounts to \$36.74 million, including the Fort Worth-Dallas trail and the Cotton Belt Trail from Northeast Tarrant County to Plano.

Several cities including Fort Worth and Arlington have also used millions of dollars of bond funding to build portions of the trail network within their boundaries.

The trail will connect Fort Worth's Trinity Trails and Arlington's River Legacy Trails to paths in Grand Prairie, Irving and Dallas.

The plan involves connecting existing trails in all the cities, and filling in a few miles of gaps where no trails currently exist. One of those gaps is near Texas 360 in east Fort Worth, near the new American Airlines headquarters.

"I would like to thank the RTC for approving this important bicycle-pedestrian trail segment. The regional trail provides connections to numerous major destinations and employment centers in Fort Worth, including downtown, Panther Island, the emerging Trinity Lakes mixed-use development and more," Fort Worth Mayor Betsy Price said.

"As an avid cyclist, I also understand the health benefits associated with being active. I appreciate the RTC for providing residents across the region improved access to trails and for recognizing bicycling and walking's value as a way to connect to jobs, education, transit, mobility and other amenities that make our region great."

<https://www.star-telegram.com/news/traffic/your-commute/article219919545.html>

## Trinity Railway Express fast-tracking technology upgrades to beat Dec. 31 deadline

Oct. 11, 2018

Written by Ray Leszczynski, Communities  
Dallas Morning News

ARLINGTON — The Trinity Railway Express will not make the Dec. 31 federal deadline for safety upgrades, but its recent progress is likely enough to merit an extension.

Shannon Stevenson, program manager for the North Central Texas Council of Governments, said Thursday that TRE has met the requirements to request an alternative schedule. If granted, it would extend the deadline to 2020.

Congress passed legislation in 2008 requiring commuter lines to spend millions on technology to monitor and control train movements using GPS, Wi-Fi and high-band radio to reduce the chance of human error. The technology is known as Positive Train Control.

DART officials learned recently that TRE, which it co-owns with Fort Worth's Trinity Metro, was among a handful of lines nationwide that faced a shutdown. Last month, DART and its board members discussed a contingency plan to provide shuttle bus service for the commuter rail line's 6,500 daily riders.

DART board chair Sue Bauman called that "the doomsday scenario" and said Thursday she was happy to back away from the contingency.

"I'm encouraged," she said. "It looks like we are in position now for the waiver. Staff has been working very, very diligently on this."

As of Oct. 5, all necessary Positive Train Control hardware had been installed on the TRE lines and rail cars. None of the equipment was installed in April, when the Federal Railroad Administration followed up on a notice of potential non-compliance from U.S. Secretary of Transportation Elaine Chao.

DART Vice President Timothy McKay said that by the end of October, all of the communication software and devices will be installed and that about two-thirds of the staff will be trained.

"It's always tough to comply with unfunded mandates because there's so many other needs for the money," Dallas City Council member Lee Kleinman said. "But it does seem like we're right here at the end racing on a schedule that's been out there for 10 years."

Federal officials will meet with DART next week, develop the application for an alternative schedule by the end of the month and formally submit the request in mid-November. Federal Railroad Administration approval of the alternative schedule would come within days of the deadline, McKay said in Thursday's presentation.

The TRE runs Monday through Saturday. It connects downtown Dallas to downtown Fort Worth, with a total of 10 stops in Dallas, Irving, Richland Hills and Fort Worth.

The announcement was made at the monthly meeting of the Regional Transportation Council, which committed \$25 million for Positive Train Control on the TRE and Denton County Transit Authority's A-Train.

"The good news is that Congress is weighing in with regard to the safety of the people on our train," said Michael Morris, transportation director for the council of governments. "The hard part, for the people in the real world to do this is the very tight time frame with limited supply capabilities for contractors."

The A-Train has installed all hardware and put many of its 50 employees through the required month-long training on Positive Train Control equipment.

"They are just waiting on approval from the Federal Railroad Administration to begin revenue service demonstration," which should happen by the end of November, Stevenson said.

<https://www.dallasnews.com/news/transportation/2018/10/11/trinity-railway-express-fast-tracking-technology-upgrades-beat-dec-31-deadline>

# Prosper isn't backing down from fight to keep U.S. 380 bypass out of town

Oct. 15, 2018

By Nanette Light and Ray Leszcynski  
Dallas Morning News

PROSPER — Residents and town officials here have said they don't want a freeway cutting through a corner of their small but growing Collin County suburb.

And they want the Texas Department of Transportation to take their concerns seriously. Town leaders passed a resolution Monday night "strongly opposing" plans that could put a potential high-speed bypass near residents' homes and through a planned high-end residential neighborhood.

"It's pretty clear that we don't feel like anybody's listening to us," Prosper Mayor Ray Smith said. "Right now, we feel like we're the chihuahua in the room biting on everybody's ankles."

The resolution also states Prosper's opposition to any route that does not keep the freeway on existing U.S. Highway 380. Town staff will now stop coordinating with TxDOT and other entities to preserve right-of-way for the possible expansion of existing U.S. 380 into a freeway while the bypass route through Prosper exists.

"I have no intent to deal with TxDOT if they're going to have this Option B," council member Michael Korbuly said of the proposed western freeway route through Prosper as residents in the standing-room-only meeting cheered and applauded.

On Friday, TxDOT sent a letter to Collin County Judge Keith Self and eight Collin County mayors asking the cities and county hold off on passing any resolutions about the proposed routes to U.S. 380 until the state had met with each city and the county.

But by then, Smith said, the town had already made a commitment to residents to consider the resolution.

The proposed highway meant to relieve traffic jams in fast-growing Collin County has been controversial from the outset. Proposals about where to build have stirred the emotions of stakeholders, pitting city against city and neighborhood against neighborhood as the answer to what — if anything — will be done to improve U.S. Highway 380 hangs in limbo.

This month, TxDOT unveiled two revised alignments as part of its feasibility study to improve U.S. 380. Neither offers everyone the chance to walk away unscathed.

One runs along the existing highway and would displace or affect hundreds of businesses. The other bypasses U.S. 380 to the north and would destroy or put a freeway next to dozens of homes.

But the bypass now has another alternative route, one that would push the highway west of Custer Road. Under that scenario, the freeway would run through or near rural property owners' land, neighborhoods and a corner of Prosper. But the plan would spare homeowners in McKinney's Tucker Hill neighborhood along U.S. 380.

The west-of-Custer option caught Prosper residents off-guard.

Previously, TxDOT's draft proposals to relieve congestion on U.S. 380 had little bearing on Prosper. Town leaders explicitly stated in a resolution that they ultimately support converting U.S. 380 into a freeway and, if necessary, a bypass east of Custer.

"The citizens of Prosper have been denied due process, disenfranchised and their opinions ignored," resident Ben Pruett said Monday night.

This summer, McKinney and Collin County leaders suggested TxDOT draw up a freeway scenario west of Custer Road.

The push for an option west of Custer also came from a vocal group of McKinney residents and a developer of the Tucker Hill neighborhood trying to keep a potential freeway from encroaching on their neighborhood.

Self, the Collin County judge, has said TxDOT should consider every possible option. During a Commissioners Court meeting in May, he asked a TxDOT official to map a route west of Custer Road.

"They bowed to political pressure from the Prosper City Council and left something out," he has said about TxDOT's original proposed alignments. "I asked them to follow their own policies and consider the option."

Self, who lives in Tucker Hill, said Monday that his personal stake in the route didn't influence his request to TxDOT to consider an option through Prosper. He also said Monday he's "not sure it's the best one."

He said the Commissioners Court likely will support TxDOT's decision — whatever that is.

Self has said the freeway is a top priority. Collin County's population is projected to balloon more than threefold in the next few decades to more than 3 million residents. Money for the highway is included in the county's \$750 million bond package on the November ballot.

Commissioner Duncan Webb, who represents the county on the Regional Transportation Council, said that the location of the route is secondary.

"I don't care how it gets across the county, but it needs to occur," Webb said. "How McKinney gets it across the city is up to them. I'm not pushing an alignment. I'm pushing the improvement."

Monday night, McKinney City Council members had a chance to ask TxDOT about options through their city. The council hasn't yet passed a resolution with an official stance on U.S. 380.

The route closest to the current configuration is preferred by many in the city, but to add right-of-way in tight places and depress areas to accommodate a freeway makes it an option \$170 million to \$270 million more expensive than two northern possibilities.

Stephen Endres of TxDOT said the \$916 million projected cost for the more direct route through the city was not outrageous.

"All three are viable. ... None of these numbers eliminate an alignment," he said.



Within the next few months, the McKinney council will be asked to state a preferred route -- balancing the impact to homes along the bypass scenarios versus established businesses and some neighborhoods on the current route.

It would be some 10 to 15 years before any new freeways were open.

"The problem I have with TxDOT is that y'all are always behind. Everything you do is reactive," said council member Rainey Rogers. "This stuff should have been laid out years ago."

Council member Chuck Branch extended some of the blame to the Regional Transportation Council, which allots money and directs TxDOT projects. Endres admitted U.S. 380 is not in the RTC's Mobility 2045 plan.

"There's no dedicated funding for constructing this," Endres said. "Hopefully in 10 years, we'll have one section open. It's hard to worry about that stuff now. Let's get to the alignment."

<https://www.dallasnews.com/news/prosper/2018/10/15/prosper-isnt-back-fight-keep-us-380-bypass-town>

# The Dallas Inland Port Will Bring More Jobs to North Texas

Booming area of Southern Dallas County expects thousands of new jobs

Oct. 18, 2018  
By Ken Kalthoff  
NBC5

There's a booming area in North Texas that many people may not know about called the Dallas Inland Port. There is no water in this port. It is linked by railroad tracks to ports in Houston and California. It is already a source of thousands of jobs and will be even more so in the near future.

The Dallas Inland Port includes portions of the cities of Dallas and Lancaster, and all of Hutchins, Wilmer and Ferris in portions of Dallas and Ellis County.

The City of Hutchins is one place in that actually lost population when the rest of North Texas was booming between 1970 and the year 2000. Hutchins is booming now, with all sorts of new commerce rolling through the Inland Port on trains and trucks.

Hutchins Economic Development Director Guy Brown recalls the years when he could not get anyone interested in his town. His job is very different now.

"We would only get maybe one or two legitimate projects looking at us a year. Now we probably get that many a month," Brown said. "It's taken us 20 years to become an overnight success."

Around 12 years ago, FedEx discovered the convenient location of Hutchins, along Interstate 45 near Interstate 20. Then the Union Pacific Railroad built a terminal where containers coming to the Inland Port by rail are transferred to trucks. Warehouses sprang up all around. UP added more tracks to serve surrounding land in Mike Rader's Prime Point development.

"We've got 3,000 acres that's part of about 60,000 acres of developable land in south Dallas County," Rader said.

Recent developments in Prime Point include a firm called Biagi that receives Mexican beer for distribution around the US. Across the road, a Belgian Company called Katoen Natie plans ten more warehouse buildings like the one that will soon open along railroad tracks. The firm will pack U.S. plastics for shipment in containers to China that usually return empty. The plastic will be used to make other products in China.

"And as we develop this we're going to create billions of dollars of investment from multiple companies and thousands of jobs," Rader said.

A better vision of what the Inland Port may someday become already exists in far North Fort Worth at the giant AllianceTexas development.

AllianceTexas now includes parts of four cities in two counties and three school districts. It is a project of Ross Perot Junior's Hillwood Development Company, but today many other players are building there, too.

A giant Facebook Data Center is one of the latest things to arrive at Alliance and Facebook is already expanding there.

Tony Crème is a Hillwood Senior Vice President.

"We've had about a \$70 billion economic impact on the region over the last 3 decades," Crème said.

Alliance warehouse, office, retail and restaurant development now extends all along Interstate 35W and home construction is booming in the area too with all the new jobs.

It started with an airport 30 years ago.

"Hillwood partnered with the City of Fort Worth and the FAA. That's where the name Alliance came from. It was an Alliance between those three groups," Crème said.

Alliance also has an intermodal rail terminal, this one for Burlington Northern Santa Fe Railroad.

"It's really evolved from an industrial airport to a world class master planned community," Crème said.

Alliance is years ahead with around 50,000 jobs compared with an estimated 17,000 jobs so far at the Dallas Inland Port.

Back in Dallas County, the Lancaster Airport is at the edge of the Dallas Inland Port, but large scale cargo and corporate aviation expansion is not expected for now at the Lancaster Airport.

The focus is surface transportation at the Dallas Inland Port in the race for North Texas jobs.

"We see ourselves as a counter balance to Alliance and we think that we complement each other and there's enough room for both of us," Brown said.

The Inland port people say the choice of development locations depends largely on which railroad shippers use most.

"Every prospect that's coming to the Metroplex, they're giving us a chance to look at now," Rader said.

A large new apartment complex was recently constructed in Hutchins. More new housing is planned. Star Transit agency recently began service linking with DART Rail to help workers reach jobs at the Inland Port. Big new roads are under construction to open more land for development as part of the area's Vision for 2020 and beyond.

<https://www.nbcdfw.com/news/local/Vision-2020-The-Dallas-Inland-Port-497865201.html>

# What you need to know about the delivery robots heading to Dallas

Oct. 17, 2018

Written by Corbett Smith, Staff Writer  
Dallas Morning News

The robots are coming.

And they might have a package for you.

The Dallas City Council on Wednesday was briefed on the new pilot program that will bring robotic delivery devices to the city's sidewalks for at least six months.

Here's what you need to know about the coming robot invasion.

## Robots?

Yes, robots. San Francisco-based robotics company Marble plans to roll out as many as 20 of its robots in Dallas.

Marble's robots resemble a combination of a small office copier and a Mars rover. They roll along on four wheels and are equipped with a flip-top that can be opened via a push-button keypad. The robots serve as couriers, providing last-mile logistics for a wide array of services — from takeout and grocery delivery to prescriptions.

Jackie Erickson, Marble's director of communications and government relations, said the technology behind the company's robots is nearly 15 years old. While at Carnegie Mellon, co-founder Kevin Peterson helped develop the perception systems for the university's award-winning self-driving car, which won a \$2 million first-place prize in the 2007 DARPA Urban Challenge.

## Is this going to be safe?

City officials think so. But they've set up some rules for the pilot program.

First, the robots will be limited to selected sidewalks and crosswalks. Their specifications — no more than 26 inches wide and 48 inches high — give them a footprint similar to a motorized wheelchair.

The bots aren't booking it either. Marble says its robots travel at a top speed of 5 mph, roughly the pace of a brisk walk or slow jog. And the machines use cameras and sensors to identify objects in their path and autonomously steer around them.

But the robots will have adult supervision during the six-month pilot — set to run from Thursday to March 18, 2019. A human "ambassador" will be within 20 feet of a robot at all times and will assist them through crosswalks.

Dallas Transportation Director Michael Rogers said none of the handful of cities around the country taking part in robot delivery pilots, including Austin, have reported any injuries from the devices.

Council member Philip Kingston appeared persuaded that the robots we're "pretty safe" because "none of them are advocating to kill all humans."

## When will they be here? And where?

Because of the mobility restrictions of the robots, Marble will first need to map out accessible routes in its delivery areas. Rogers said Marble wants to start that process later this month.

If Arlington's pilot program is any indication, months or weeks could pass before the deliveries occur. Marble began mapping parts of north Arlington in mid-August, but still hasn't rolled out deliveries.

Erickson said it's hard to say when and where the robots will be out and about in Dallas.

"There are a lot of variables still up in the air at this point," she said.

### **How does City Hall feel about this?**

Rogers said using electric-powered robots could reduce congestion and pollution by cutting the number of delivery vans on the city's streets.

In addition, Marble would share data it collects on Dallas' sidewalks with the city, Rogers said.

"This could help us long term with our capital improvement plan," he said.

City Council members and Mayor Mike Rawlings were supportive of the new venture. Rawlings called it "fabulous that Dallas continues to be at the leading edge of these things."

Council member Omar Narvaez said he's seen the robots in Washington and Austin.

"My friends and colleagues in those cities seem to really enjoy them," he said. "They had to get used to them at first, which is like anything that's new. But overall, they've had nothing but positive things to say about this."

But not everyone around the country has been happy with the robot invasion.

Last year, prompted by an outcry from community members and disability activists, Marble's hometown of San Francisco crimped the numbers of robots on its sidewalks, limiting the number of robots per permit holder to three and confining them to largely industrial areas that have little foot traffic.

### **What comes after the pilot program?**

The city is taking a wait-and-see approach.

After the six-month pilot, Rogers said, city officials could put together a list of ordinance changes needed to deal with the robots.

Council member Jennifer Staubach Gates said the city doesn't have any ordinances in place that would restrict Marble from doing whatever it wants right now. But Rogers said the company is working with City Hall "to be good partners."

The pilot period could draw other companies into the market. Under the program's rules, each company would be limited to 20 devices and would be required to pay a small application fee and provide a yet-to-be-determined level of liability insurance.

<https://www.dallasnews.com/news/dallas-city-hall/2018/10/17/need-know-delivery-robots-heading-dallas>

## 'Klyde Warren 2.0': Beloved downtown Dallas deck park to get \$76 million expansion years in the making

Oct. 18, 2018

Written by Robert Wilonsky, City Columnist  
Dallas Morning News

Here comes "Klyde Warren 2.0."

That's what Mayor Mike Rawlings calls the deck park's long-talked about expansion, to be officially announced at a news conference Friday. The park's new president Kit Sawers says it "completes the park." And Jody Grant, the man who helped create this place — on a highway overpass, out of thin air — sees it as "an opportunity to do more, to do something good for Dallas."

The central feature of the planned 1.2-acre, \$76 million expansion is a two-story, 16,000- to 20,000-square-foot pavilion planned for the blank space between North St. Paul and North Akard streets, in front of Hunt Consolidated headquarters. But the new development will also mean some added park space and parking.

"What this means to the citizens is, we're not going to stop with Klyde Warren Park as it is," Rawlings said in an interview this week. "We will continue to make it a living place that grows with our needs.

"It has worked really well so far."

### Eyes on the future

The park, which its leaders say draws some 100,000 guests a month, has worked so well that VisitDallas targeted it as the site for its visitor center, which is currently in the Old Red Courthouse. The existing site, said Phillip Jones, the convention and visitors bureau's CEO, is too small, outdated and "nothing appropriate for a destination like Dallas."

VisitDallas, which is behind the "B\_G" campaign, had already been eyeing space elsewhere and was close to settling on a different West End spot until Jones spotted a 2016 rendering of a possible pavilion in a local architecture magazine. Jones then called Grant to figure out a way to make the conceptual a reality.

"That started a whole series of discussions," Grant said, "which have brought us from being dead in the water to where we are today."

Grant had already looked toward an expansion even before the \$110 million, 5.2-acre park opened in October 2012. Three years ago, he began meeting behind closed doors with the likes of oil executive Ray Hunt, real estate developer Ross Perot Jr. and the mayor about how to expand toward the Perot Museum of Nature and Science.

In August 2016, the public finally got its first look at the renderings for what park officials wanted — mainly, lots of things with "Sky" in the title. Among the items on the wish list were the cantilevered "Sky Deck" hanging off Akard, and the "Sky Bridge" proposed to link the park to the Arts District in the east and the Perot to the west. They also proposed a "Sky Park" hovering in

front of Hunt's building, which was then a 70-to-90-space parking garage dressed up with park offices and a restaurant-bar.

In August 2016 Grant went to City Hall to ask the Park and Recreation Board for \$40 million in upcoming 2017 bond dollars to fund those add-ons and more, estimated at the time to run upwards of \$90 million. The board gave Grant a warm welcome, but he wound up getting the cold shoulder: Klyde Warren Park's ask initially went unanswered.

The Park and Recreation Department already had a mountain of needs that built up since the last parks bond measure in 2006. Klyde Warren was considered a finished-out park — one of the city's best and most beloved. Much higher on the park department's list were items such as rec centers, building out the city's trail system and long-promised downtown parks and neighborhood water parks.

But the parks proposition kept growing. And in August 2017, the City Council stuffed into the bond package \$10 million for Klyde Warren after a late push from the mayor and council member Philip Kingston, whose district includes the park.

"Everybody has a plan now we're aligned behind," Rawlings said this week, "and VisitDallas has been looking for a location and has committed to it."

### **Complicated funding**

The pavilion, which the park will manage, will serve several functions. On the first floor, VisitDallas plans to build out a 10,000-square-foot visitor center — or an "experience center" — using high tech to sell the city, Jones. The second floor will contain an event space roughly the same size, which the park will rent out for meetings, weddings — anything that can help the park create revenue to expand its programming.

Currently, the park's ongoing maintenance and operations are subsidized by an assessment on surrounding businesses. Klyde Warren incurred \$757,351 in expenses in 2016, which was offset by \$787,113 in revenue from the assessments, according to the public improvement district's annual financial report.

On top will be a rooftop terrace; below, a parking garage.

The expansion also includes a small addition of green space: a new overhang off Akard facing west that was referred to in earlier expansion plans as "Sky Deck."

Grant said the addition's funding will be complicated.

Pending a vote in coming weeks, the North Central Texas Council of Governments' Regional Transportation Council is expected to pick up \$30 million of the tab, Grant said. One-third of that cost will fill in a gap that will eventually be repaid to the RTC with \$5 million in tax increment financing dollars — generated by new development in the area — and another \$5 million donated from the private Woodall Rodgers Park Foundation. The \$10 million that Klyde Warren Park received in the city's 2017 bond package will also go toward construction costs.

Grant said a private donor has also committed \$20 million. Yet-to-be-raised private funding will have to cover the remaining \$16 million.

Construction could begin by 2019, and is expected to take three years.

The convention and visitors bureau will fund the first-floor build-out, for which a cost has not yet been set. But during an interview Wednesday, Jones spoke of using virtual reality and artificial intelligence to "tell the true story of Dallas today" — to planners considering holding meetings and convention here, and to the tourists and locals who have turned the park into the city's front yard and town square. The center will also sell tickets to local events, especially those in the nearby Arts District and American Airlines Center.

That effort will be led by Renee McKenney, hired away as one of the Walt Disney Company's national sales directors in the fall of 2016 to serve as VisitDallas' first-ever "chief experience officer."

Jones said VisitDallas entertains some 1,500 meeting and convention planners annually, and the new center will serve as their first stop.

"At Klyde Warren Park, there's a tremendous amount of energy we want to capitalize on," Jones said. "Visitors want to go where the locals go. It's a local hot spot, our town square, and it lends itself to giving us more credibility when bringing planners and organizers in, so they can see and get a feel for what's happening in our city. Klyde Warren Park checks all the boxes."

### **Shelved plans**

This planned expansion, though, isn't the complete build-out Grant has long envisioned. For instance, he won't get the "Sky Bridge" to the Perot or an elevated walkway to the Arts District, which is undergoing its own master-planning process at the moment. Those plans remain, for now, inside a binder at the offices of HKS Architects, which was brought in three years ago to design a long-range master plan for the park. The pavilion was instead designed by Gensler, hired at the suggestion of Ray Hunt.

The mayor said fixing the pedestrian problem between the park and the Perot is "the most challenging issue" down there, one that will involve the city's transportation planners.

Even without the pedestrian walkways, Grant said he's pleased with everything about Klyde Warren Park, which inspired officials to dream up plans for deck parks in other places such as Oak Cliff, the Cedars and Plano.

"I am wonderfully happy, thrilled," Grant said. "But I think there's an opportunity to do more, to do something good for Dallas."

<https://www.dallasnews.com/news/downtown-dallas/2018/10/18/klyde-warren-20-beloved-downtown-dallas-deck-park-get-76-million-expansion-years-making>



## Plano is looking at plans to bring a deck park to the Legacy area

Oct. 19, 2018  
By Claire Ballor – Staff Writer  
Dallas Business Journal

The city of Plano is looking to Dallas for inspiration in its efforts to bring more green space to the Legacy area.

Last week, the Plano parks and recreation department went before the city council with a proposal for an updated master plan that included a recommendation for a deck park over the Dallas North Tollway.

The park would bridge Legacy West and Legacy Town Center and “would create usable park space and create safer pedestrian connections in a highly developed area, similar to the Klyde Warren deck park in downtown Dallas,” according to the master plan.

A rendering of the proposed deck park shows large green spaces lined with trees, water features and walking paths perched above the tollway that slices through the two pockets of development.

"The freeway can serve as a barrier between the two sides and it's really hard for pedestrians to get back and forth," said Robin Reeves, director of parks and recreation. "Most people in this area are pretty familiar with Klyde Warren Park and so I'm sure that kind of inspired this idea."

He said, like downtown Dallas, land in Plano is expensive and hard to come by, especially in the Legacy area, which makes a deck park a creative solution to bring in open space while also making the area more walkable.

During the presentation before city council, a map of Plano's parks was shown that highlighted gaps in green spaces. It identified northwest Plano and the area surrounding the Legacy developments as the sector of the city with the least amount of park space available.

The master plan says the city estimates a 75-percent population increase in the Legacy area by 2040, which will make parks and open spaces even more of a need than they already are.

The city council approved the revised parks and recreation master plan with a five-to-one vote, but that doesn't necessarily mean the proposed green space got the green light.

"There are many, many steps along the way before any project identified in the park master plan would actually be funded and constructed," Reeves said.

And an ambitious (and expensive) idea like a deck park will face even more hurdles, which makes Reeves think it's something Plano residents won't see for at least another five years or more if it does happen, he said.

"The real issue is the tax payers wouldn't be interested in funding it completely themselves," he said. "It would take others coming to the table to partner on it as well as donations from other big donors to make it happen. Our hope was just to kind of put the idea out there and see if we can get people to see the potential."

The park is just one of many proposed projects, and higher on the city's priority list are measures to improve the existing parks, facilities and trails. But the city council's approval of the plan means Plano is one step closer to making a deck park a reality.

<https://www.bizjournals.com/dallas/news/2018/10/19/plano-legacy-area-deck-park.html>

# Drive.ai self-driving service doubles down

October 20, 2018

By Pete Bigelow

Automotive News

Three months after launching its inaugural self-driving service, Silicon Valley startup Drive.ai has wasted little time finding a second location in which to deploy its bright orange vans.

The company commenced service in Arlington, Texas, on Friday, Oct. 19, deploying three vehicles to serve multiple routes that connect professional sports venues, a neighborhood filled with restaurants and the city's convention center.

Federal grants and the City of Arlington are funding the yearlong project. Though financial terms were not disclosed, Drive.ai CEO Bijit Halder said the deal was a sign that cities and transportation authorities are willing to experiment with — and pay for — autonomous services that give riders options for navigating downtown corridors.

"The revenue component is a real-world proof point that this makes sense for people on the ground," he told Automotive News. "We see our model is comfortable for our partners and very concrete when it comes to our partners' ability and willingness to pay for this service. This shows that collaboration with local partners really works."

## Welcome to Texas

Rather than sell vehicles equipped for self-driving operations to customers, Drive.ai offers turnkey service in which it maintains ownership of its vehicles and handles oversight and maintenance of the fleet. Human safety drivers remain behind the wheel. The company was founded three years ago by members of Stanford University's Artificial Intelligence Lab.

Be they automated shuttles or retrofitted Nissan NV200 vans, such as the ones used by Drive.ai, vehicles that run along fixed routes in geofenced areas are among the first applications of self-driving technology to hit the road in both pilot projects and commercial service. Similar services are offered or planned by competitors including May Mobility and Navya in places such as Detroit, Las Vegas and Columbus, Ohio. These are still the early days, but the race to deploy and scale is intensifying.

Texas is a popular location for pilot projects and initial service. In 2017, state legislators enacted a law that cleared the way for autonomous vehicles on public roads so long as they comply with traffic laws. Since then, the business-friendly state has embraced autonomy.

"I think it comes down to the fact we're growing rapidly, and we have finite resources for transportation infrastructure," said Tom Bamonte, senior program manager for automated vehicles at the North Central Texas Council of Governments, an organization that serves as a matchmaker of sorts between interested communities and autonomous vehicle developers. "We want to be at the forefront of exploring new mobility options. It really is a practical-minded focus on 'Can we supply more mobility for more people at less cost and do it safely?'"

Bamonte was among those who helped entice Drive.ai to start its service in the region, which took off in July in the Dallas suburb of Frisco. There, Drive.ai's vehicles connect workers in a sprawling office park to a nearby restaurant and shopping center. If that single-route project has allowed the company to demonstrate its basic competence, the new one in Arlington will test its mettle.

Operating along multiple routes and navigating near dense crowds of pedestrians emerging from places such as AT&T Stadium, home of the Dallas Cowboys, will make the project more elaborate than Drive.ai's first offering.

"With game-day services, the complexity and nature of the problem is different," said Halder, who joined the company in March and took over as CEO last month as former CEO Sameep Tandon stepped into a tech-focused role in the company.

"In Frisco, our office, we have repeat customers and they know the service intimately," Halder said. "Game-day service, it's a more transitory population. But we can prove our skill. As a company, our goal is to solve problems in the real world, not just showcase the technology. We are solving a problem where people need it."

### **Standing out**

Broadly, such deployments are no longer rare occurrences, with Waymo starting its Early Rider Program in the Phoenix area and Lyft offering autonomous rides to customers of its ride-hailing service in Las Vegas, for two examples. But one of the more unusual aspects of Drive.ai's Arlington deployment is its public-facing nature. Anyone can hail a ride.

Riders can either download the Drive.ai app or use kiosks at five dedicated stops along the routes to request service. They'll know when the Drive.ai vans arrive: While other self-driving companies are taking steps to ensure their vehicles blend into the overall traffic environment, Drive.ai has painted its NV200s a bold orange because executives want the vehicles to command attention, with the idea that others in the traffic environment will grow accustomed to identifying them as self-driving vehicles and adapt to their presence.

### **Changing behavior?**

That position has generated some consternation among competitors working on self-driving technology. In August, Drive.ai board member and artificial-intelligence researcher Andrew Ng told Bloomberg the unpredictability of pedestrian movements could put a crimp in self-driving operations. "What we tell people is, 'Please be lawful and please be considerate,'" Ng said.

Amid an ongoing industry conversation about how self-driving vehicles should best interact with other road users, those remarks have been taken to mean that other users, particularly pedestrians, need to change their behavior, rather than self-driving vehicles needing to seamlessly join the traffic environment.

Halder offered a more detailed version of the company's position.

"When Ford came along with the Model T, we didn't have cars before, so we changed our modality of how we walked down the road," he said. "What I think Andrew meant is that as we change, we're operationally designing toward human comfort, and as people get more comfortable, they'll behave differently than they would around a human."

Whether a similar generational shift lies ahead remains to be seen. But with Drive.ai service now running among prominent venues, Arlington will be among the first to provide insight and answers.

<http://www.autonews.com/article/20181020/MOBILITY/181029960/self-driving-dallas-public-testing>

## How many texters are ticketed?

Even with statewide ban in effect, citations in N. Texas aren't common

Oct. 21, 2018

By ELVIA LIMON Staff Writer [elimon@dallasnews.com](mailto:elimon@dallasnews.com)

Dallas Morning News

Joe Sulc, 63, said he's been more aware of his surroundings — especially while driving in Dallas — since retiring earlier this year. This is why the North Dallas resident said he's been shocked by the number of drivers he's caught texting while on the road.

"You sometimes notice someone using their phone when they're going much slower than anyone else," he said. "That creates a hazard because everyone is going faster and trying to get around them."

He said he has also noticed many of these drivers try to hide their phones under their steering wheel or on their lap, which leads them to look down rather than focus solely on the road. Sulc thinks drivers are doing this because they're fearful they'll be ticketed by police now that Texas has a statewide ban on texting while driving.

That's why he asked Curious Texas: Since the statewide law went into effect, how many tickets have been written for violations?

His question is part of Curious Texas, an ongoing project from The Dallas Morning News, which invites you to join our reporting process. The idea is simple: You have questions, and our journalists are trained to track down answers.

Sulc said he's mostly interested in Dallas numbers, but we also looked at several other Dallas-Fort Worth cities to see how many of these tickets they've given in the past year.

### Texting ban

Texas' statewide texting ban took effect Sept. 1, 2017 after three previous failed attempts to enact similar bans in years past. Supporters of the law have previously said they hoped the ban would make roads safer.

Last year, 449 people were killed in crashes involving distracted driving, according to the Texas Department of Transportation. It was a 2 percent decrease from 2016.

Texas is one of 47 states and the District of Columbia that also have banned motorists from texting while their vehicles are moving.

In Texas, first-time violators could face a misdemeanor charge and a fine between \$25 to \$99. Repeat offenders could receive a penalty of up to \$200.

### Tickets in D-FW

Grand Prairie has issued 95 texting-while-driving tickets since Texas' statewide ban went into effect, according to records obtained by The News.

Fort Worth has given out 89 tickets in the same time span.

Fort Worth police officer Jimmy Pollozani said via email that officers' main priority is to "ensure safety among all of our drivers on roadways," and that they've continued to conduct traffic stops as usual even after the statewide texting ban took effect.

He said it's been difficult to tell if Texas roads have been safer this past year. Although the statewide ban prohibits texting while driving, it still allows motorists to use their phones for other things, such as GPS.

No area cities have issued as many tickets as Grand Prairie or Fort Worth. Records show McKinney has issued only one texting-while-driving ticket in the past year.

In Dallas, only 24 motorists have received one of the tickets since late last year.

Dallas police Senior Cpl. DeMarquis Black said via email that Dallas police officers are not actively looking for motorists who are texting while driving. All of the tickets issued in the past year were handed out after an officer spotted a motorist violating the law.

The city of Plano issued 73 texting-while-driving tickets in the law's first year on the books, according to records obtained by The News. Many of these tickets were issued to drivers who were using a mobile device in a school zone.

Plano also issued 73 tickets before the statewide ban. A majority of those tickets were also given to drivers using a mobile device in a school zone.

Plano police spokesman David Tilley said Plano already had a law against texting in school zones in effect before the statewide texting ban. He said Texas' law expanded Plano's enforcement outside of school zones, but otherwise not much has changed in how they approach the law.

Tilley said the Plano Police Department believes the state law has made roads a bit safer.

"We do believe it has made a difference," he said, but the department is waiting for data to support that belief.

# How a split between Rep. Kay Granger and her son changed Panther Island forever

October 19, 2018  
BY GORDON DICKSON  
FORT WORTH STAR-TELEGRAM

For more than a decade, U.S. Rep. Kay Granger and her son, J.D. Granger, have worked on Panther Island, an ambitious \$1.16 billion project that includes re-routing the Trinity River north of downtown Fort Worth.

But they haven't always seen eye-to-eye.

A key moment in their separate but parallel efforts to build the massive flood control and economic development project — which would feature a mix of high-end housing, restaurants and other attractions in the city's north side — occurred in 2012, a Star-Telegram review of emails shows.

At the time, those working on the Panther Island project were trying to figure out how to build three bridges connecting the new island to the city's downtown.

Kay Granger, the longtime Republican congresswoman from Fort Worth, wanted to accept an offer from the Texas Department of Transportation to build the three bridges just like Fort Worth's West Seventh Street bridge, which features bold, lighted arches. The transportation department pledged to do all the design and construction in-house, get the work done by 2016 and cover any cost overruns beyond the original \$72.5 million estimate.

The bridges at North Main Street, Henderson Street and White Settlement Road were to be built over dry land, to save time and money. Once the bridge work was complete, the Trinity River would then be re-channeled through north Fort Worth and routed under the structures.

The result would be a quicker end to the traffic jams caused by construction on those streets. Also, having the bridges complete might speed up the effort to secure \$580 million in federal funding to re-channel the river. And, it would provide an incentive for private investors to pour their money into development of the area.

But J.D. Granger — who as executive director of the Trinity River Vision Authority bears ultimate responsibility for the Panther Island flood control and economic development project — disagreed with the proposal to use the West Seventh Street bridge design. Instead, he wanted to keep the bridges' original design, which calls for flat-top structures with V-shaped piers — a design that he and others felt would focus more attention on the underside of the bridges, which was important because the bridges would serve to create a river-walk atmosphere along the Trinity River banks.

The difference of opinion displayed in the emails provide a fresh glimpse into the project, which drew headlines earlier this month after the Star-Telegram determined that funding for the project was left out of the 2018 and 2019 federal budgets. The emails were provided to the Star-Telegram by a source who asked not to be identified.

Officials at the Trinity River Vision Authority and its parent agency, the Tarrant Regional Water District, have maintained that they are still on schedule to have the project completed by 2028, potentially opening more than 300 acres of prime island real estate near downtown Fort Worth for high-end residential and commercial development.

Completion of the bridges, although not germane to the Trinity River Vision Authority's quest for federal flood control money, is considered essential because private-sector developers are hesitant to invest in property with questionable access.

## Details of the emails

For the congresswoman, the offer by the state transportation department to take responsibility for the design and construction of the three bridges was a way to ensure they were properly funded and completed on schedule. The transportation department's Fort Worth district engineer, Maribel Chavez, confirmed in a Dec. 10, 2012, email to both Grangers and local, state and federal officials that the work on all three bridges could be completed by 2016. In her email, Chavez explained that her agency could build the three Panther Island bridges (although the name "Panther Island" wasn't yet commonly used to refer to the project) just like the West Seventh Street bridge, which was earning accolades for the agency's in-house, low-cost design.

In the emails, Chavez agrees that the transportation department would cover any construction costs exceeding \$72.5 million, providing cost-certainty for the Trinity River Vision Authority.

Kay Granger wrote in an email to Chavez, her son and other officials that the Trinity River Vision Authority project "has great momentum right now due to JD's efforts and the expected immediate start of the Henderson Bridge effort; however, if the above is being offered with the terms above TRVA should consider it."

But the next day, on Dec. 11, 2012, J.D. Granger wrote an email to his mother and the other officials were expressing concern about allowing the state transportation department to redesign the bridges.

"First, is the offer worthy of consideration? I only say this for all to understand why TRVA is trying to be very careful how we approach the Corps. In the Corps' mind the bridges were a done deal and about to start," he wrote. "Further, the Corps loves the current bridges."

Ultimately, the Trinity River Vision Authority opted to reject the Texas Department of Transportation's offer and keep the V-pier design for the bridges. But since then, the bridge work has been beset by delays, and the bridge construction remains unfinished.

The original cost estimate for bridge construction was expected to be \$65 million, although officials now say that although the final price tag is likely to be higher they don't have a more up-to-date estimate. Freese & Nichols has the contract for the design and engineering of the bridges.

Reached Friday afternoon, J.D. Granger said he and other Trinity River Vision Authority officials initially favored the idea of building the bridges like the West Seventh structure. But he said that after consulting with Army Corps of Engineers officials the group determined the idea could greatly complicate the project and add more years to the construction schedule.

One key factor was that the West Seventh bridge relies upon numerous piers in the water, whereas the V-pier design requires only one section in the water. That's crucial, he said, because the bypass channel needed to have as few obstructions as possible in the center of the water.

"The bypass channel was modeled specifically to accommodate the bridge models you see on the ground now, and that model took seven years to create," he said.

Once those complications surfaced, J.D. Granger said, the idea of using the West Seventh design "started falling apart on its own."

Kay Granger did not immediately return messages seeking comment for this story. Kay Granger is running for re-election Nov. 6. Her opponent is Democratic candidate Vanessa Adia.

<https://www.star-telegram.com/news/business/growth/article220286220.html>



## How many people are getting hurt on electric scooters in Dallas? Hospitals may have the answers

Oct. 24, 2018

Written by Julieta Chiquillo, Dallas County Reporter  
Dallas Morning News

Scary headlines trailed the rental scooters that zipped into Dallas this summer. One tumble over the trolley tracks in Uptown sent a woman to the hospital with two black eyes in July. Less than two months later, a man died after falling off a scooter in Old East Dallas.

Meanwhile, emergency-room doctors in major U.S. cities pointed to a spike in severe accidents following the arrival of motorized scooters.

As more people ditch \$1-an-hour bikes for two tiny wheels and a footboard, should Dallas be worried?

City Hall is not sounding alarm bells. This month, Dallas officials pulled up 911 calls since July and said only four motorized scooter crashes were reported to police — though the officials did not include the accident in Old East Dallas. Those calls were a blip next to 43 bicycle incidents and 5,308 motor vehicles crashes reported over the same time span.

At a recent City Council briefing, officials also recapped Dallas paramedics' records: 13 scooter patients from May to September.

Of course, not everyone injured in a crash or fall calls 911. But getting a fuller picture based on hospital visits is difficult because most Dallas ERs surveyed by The Dallas Morning News don't track scooter injuries.

Parkland Memorial Hospital identified 37 emergency complaints so far this year in which staff members mentioned scooters, though it kept no record on whether they were the electric kind. All but four of those scooter-related ER trips happened since July, according to statistics from the taxpayer-funded hospital. (Bicycle-related reports over the same time period total 61.)

Another local ER that has documented scooter-related injuries is Texas Health Presbyterian Hospital Dallas. It logged a total of six complaints tied to motorized scooters from January to September.

Although Baylor University Medical Center in Dallas doesn't keep scooter statistics, one of its orthopedic trauma surgeons said he and his colleagues had seen at least seven scooter patients who required "major surgical intervention" since July.

"Most of the patients I've seen basically just lost control of the scooter," Dr. Alan Jones said. "Some of them were trying to navigate around things, but the majority have not been struck by a car."

City leaders set some rules when they decided to allow the scooters for a six-month pilot that started in late June. Riders must steer clear of public trails and downtown sidewalks. Per state law, they can travel on streets where the speed limit doesn't exceed 35 mph.

But police are not chasing after rule-breakers. Officers have been instructed to give warnings, not citations. In fact, no ticket tied to the scooter ordinance has been issued since it passed in late June, according to police records.

You have to be at least 18 and have a driver's license to ride a rental scooter in Dallas. The city doesn't demand that riders wear helmets, though the apps ask users to wear them.

In nearly four months since scooters made their debut, Dallasites have racked up many scars, not all of which went on to become a statistic on a city slideshow.

### **What riders say**

Some people skinned their knees. Others broke a body part, or worse.

George Hawkins II said he was riding a Lime scooter home Oct. 6 after picking up dinner from Whole Foods in Uptown when he spotted a pothole on Fairmount Street and swerved to avoid it. He said he hit another one instead, which sent him rolling over the street, tearing his jeans and cutting his knees.

"I probably won't get on one of those for a long time," said Hawkins, 32, who had a paramedic friend look at his injuries.

Olivia Schmitt was also riding home in Uptown on a recent Saturday — but on the sidewalk, which the Bird app warns against (though the city allows it outside of downtown, the Cedars and Deep Ellum). After seeing that her roommate was traveling on the main road, Schmitt decided to join her.

But, Schmitt said, as she zipped onto McKinney Avenue, she hit the trolley tracks and lost control of the scooter, landing on her abdomen on the side of the road. Soon she realized she had chipped her front tooth — an injury that she said ended up requiring a root canal.

"Because it was a Saturday, finding a dentist that was open was nearly impossible," the 23-year-old said.

The trolley tracks also played a role in Kelley Mitchum's headline-making scooter ride in July, which sent her to the ER with scraped arms and knees, a gash on her nose and black eyes.

Many people were puzzled by Jacoby Stoneking's last ride on Munger Boulevard. The 24-year-old reported he had fallen and hurt himself before he was found unconscious by a Lyft driver in September, his rental scooter snapped in half. Stoneking's fatal head injuries were ruled an accident by the medical examiner.

Dallas police have concluded that Stoneking injured himself in the fall but that he wasn't on the scooter when it was run over by an unknown vehicle.

For Jason Marshall, the question is not whether scooters are safe, but how Dallas can be safer for scooter users like him. The 44-year-old Uptown resident has been gliding to work, the movie theater and his local DART station for months.

"I don't own a car by choice, but there's plenty of people who don't own a car in Dallas because they can't afford one or for other reasons," he said. "If we had a protected bike infrastructure

throughout the city, the people who would benefit the most would be lower-income people who can safely ride a bike to transit and bus stops. And that same infrastructure will be used by scooters."

### **What hospital staff say**

Until this summer, scooter-related injuries had been a distant memory for Jones, the Baylor orthopedic surgeon. He said the last time he treated a bunch of them was more than a decade ago, when parents bought their children the popular Razor scooter for Christmas.

What's surprising about scooter injuries is that they can be more severe than those from bicycle accidents, which tend to be collarbone, wrist and shoulder fractures, Jones said.

"We see those things in scooter crashes, but also some very severe fractures of the knee and femur that are really unusual without an automobile ... or something being involved," he said.

Jones pointed to the case of a formerly healthy 38-year-old woman he treated this summer. She was riding an electric scooter on a sidewalk, hit a bump and flew off.

"She had a very severe fracture of her thigh bone — her femur — down into her knee joint, which required both a hospitalization and a major operation and a prolonged recovery period," Jones said.

Sure, no gear will completely protect scooter riders or cyclists from getting hurt, but they should at least wear a helmet, medical professionals say.

"Brain injuries are often something you can't recover from," warns Shelli Stephens-Stidham, director of the Injury Prevention Center of Greater Dallas at Parkland.

Bird, the largest scooter operator in Dallas with 3,000 vehicles, offers to mail free helmets to its customers. The company said in a statement it had given away more than 50,000 of them.

Some places have tried making the helmets immediately available. Vancouver's bike-share program in Canada rents a free helmet with each bike and provides disposable liners that fit like shower caps under the helmets.

But similar efforts closer to Dallas have foundered. Seattle's public bike-share program that offered \$2 helmet rentals went out of business last year. Across the country, Boston's much-publicized helmet vending machines that were installed in 2013 no longer appear listed in the city's bike-share website.

### **What city leaders say**

Dallas council members have signaled that they will extend scooters' stay through June 2019, at least. To illustrate their popularity, city leaders point to data from Lime, which operates both bikes and scooters in Dallas: Scooters racked up 245,700 trips in the span of about three months — about half the number of trips bike-share logged in nearly a year.

But City Council member Adam McGough raised questions about scooter maintenance and complained that two devices he rented locked up in acceleration mode — in one instance forcing him onto the middle of the road, he said.

Michael Rogers, the city's transportation director, told the council during a briefing Oct. 17 that his office has requested maintenance records from rental scooter and bike companies.

"It can be dangerous," McGough told Rogers. "Little cracks all of a sudden appear much bigger when you're on a tiny-tire scooter. It's just important that we stay on top of this. And I'm not feeling comfortable we're staying on top of this."

Bird said in a statement that it has a support team that is available "around the clock" to address safety questions and reports about damaged scooters.

Lime, the second biggest scooter operator in Dallas, didn't return an email seeking comment on its maintenance practices.

Council member Philip Kingston proposed green-lighting scooters for another year. He also encouraged the city's park board to find a responsible way to lift the ban on those devices on public trails, where bicycles that are heavier and faster than scooters are allowed.

"I'm hearing a lot of people claim that they were almost run down on the sidewalk, but I have yet to meet someone who was actually run down on the sidewalk," he said at the council briefing. "What I think I'm hearing is more people being resistant to change than legitimate safety concerns."

<https://www.dallasnews.com/news/dallas/2018/10/24/many-people-getting-hurt-electric-scooters-dallas-hospitals-may-answers>

## Texas values collide in fight over Houston-Dallas high speed rail

A proposed high-speed rail line between the state's two largest urban areas represents the collision of two things Texans hold dear: private property rights and an unrestrained free market

OCT. 24, 2018  
BY BRANDON FORMBY  
TEXAS TRIBUNE

Charlie Calhoun steered his green four-wheeler past the ponds where his 5-year-old boys love to fish, wove around dozens of cattle that lounged beneath pin oaks dotting the 630-acre ranch, and headed back to one of their barns.

His wife's parents own the ranch in lush, rural Grimes County, nestled between Texas A&M University and Sam Houston National Forest — and about two hours northwest of downtown Houston. Charlie and Randa put a mobile home near her parents' house on the ranch and have spent almost a decade saving money to build a house of their own.

They have a spot picked out near the pen barn, where their cattle are picked up by meatpacking companies that eventually turn the cows into beef that's sold across the country.

But those plans are on hold. By the time they'd saved enough, they learned their land was in the path of a proposed high-speed rail line that aims to run America's first bullet trains. Texas Central president Tim Keith told the Tribune in February that trains could start running around 2024.

"City folks look at it differently," Charlie Calhoun said from inside the pen barn. "They just look at it as a piece of land that needs to be plowed through."

Private developer Texas Central Partners LLC plans to build a train that will shuttle people between Dallas and Houston in 90 minutes along a 240-mile route roughly parallel to a highway corridor that normally takes four hours to drive. This new link between two of the largest metropolitan areas in the nation — home to roughly half of the state's 28 million residents — will help create "a super economy" says Holly Reed, Texas Central's managing director of external affairs.

Texas Central sees the line as a mammoth example of a private entity addressing an infrastructure demand that government agencies are increasingly unable to tackle — and a chance to hook Americans on an alternative to highways that's long connected major cities in Asia and Europe.

"There's no doubt once people ride this train, they will want trains like this to go other places," Reed adds.

The company's ambitious vision has arrived just as American cities are starting to grasp the detrimental side effects and financial unsustainability of car-centric infrastructure that's dominated urban planning since the end of World War II.

Texas Central officials say they have raised and spent at least \$125 million, of which at least \$75 million has come from Texas investors and individuals. In September, the company

announced that it secured an additional \$300 million in loans from two Japanese entities. But before Texas Central can create an interstate high-speed network in the United States, it's got to prove high-speed rail is viable in Texas. Even as the company pushes forward with development — and brings on construction and operations partners — it faces daunting hurdles.

The company is embroiled in legal and bureaucratic debates about whether a private company can use eminent domain, a process that allows entities to condemn land it needs for a project and forcibly buy it from owners who aren't willing to sell.

At the state Capitol, the bullet train represents the collision of two things that Republicans — who control Texas government — hold dear: private property rights and an unrestrained free market. And for two legislative sessions in a row, the free market has largely come out on top. The project has emerged relatively unscathed after bills aimed at hamstringing or killing it failed to get much traction.

“Big business is a big deal in the state of Texas,” says Kyle Workman, who heads the grassroots opposition group Texans Against High-Speed Rail, an organization that has galvanized rural Texans to lobby local and state leaders to stop the project. Workman says they'll keep trying when lawmakers reconvene in January.

The political debate is an outgrowth of a larger question confronting a state where most people now live in urban areas: How much should rural residents have to sacrifice to solve problems born in the cities they intentionally avoided or outright fled?

“When those boys are sipping martinis on the weekend, we're working cows,” Charlie Calhoun said.

### **Living off the land**

Randa Calhoun's parents, George and Doretta Finch, became teachers after her dad's career on the rodeo circuit. They raised their two children in La Porte, a bedroom community outside Houston, and spent decades saving enough money to buy land where they could retire and raise cattle.

Charlie and Randa Calhoun met as competitors in high school pig-raising contests and married in 2009. He's a salesman for Pioneer Steel and Pipe. She's a licensed specialist in school psychology. Shortly after their wedding, they moved into the mobile home on the ranch, and since then, both generations have put up barns, cleared pastures and raised livestock.

“It's something that was built with the plan of passing it down and being in our family,” Randa Calhoun said. The Calhouns wanted their two sons, Cainen and Cash, to grow up learning the value of living off their own land and raising the food they ate.

“We always have a calf and a hog in our freezer,” Randa Calhoun said, then nodded toward her husband. “And deer when he hunts.”

Despite the pop culture archetypes of Texas that feature oil men and cattle drives, the Calhouns have become a minority in Texas, which is now home to five of the 15 largest cities in America.

About 150 miles north of the Calhoun's ranch, Dallas-Fort Worth now has 7.4 million residents. About 95 miles south, the Houston area is teeming with 6.8 million people. Each region is expected to have more than 10 million residents by 2050.

With all the growth, the state's transportation budget hasn't kept pace despite the Texas Department of Transportation's biennial budget of more than \$26 billion, the overwhelming majority of which goes to road and highway projects. So state leaders have increasingly turned to private companies for help.

For years, that meant giving controversial contracts to private companies to front the construction costs of highway expansions — the state allows the companies to put tolls on the new lanes and keep much of the profits. But as political support for tolls waned amid public backlash, lawmakers created a welcoming environment for private companies that have made Texas their laboratory for other mobility experiments: The Dallas suburb of Frisco has the nation's first self-driving car network, and Uber picked North Texas to pilot flying vehicles.

And in 2012, a Texas Central entity registered as a foreign limited liability corporation with the Texas secretary of state and declared its plan to "own, develop, build and operate a railroad."

Texas law allows railroads to use eminent domain to take land for projects. But opponents frequently argue that Texas Central doesn't count as a railroad because it's not currently operating any trains. Company officials counter that the \$125 million they've already spent developing, designing, and seeking federal approval constitute operations.

"Private companies have been building infrastructure since the beginning of our country," says Reed, the Texas Central executive.

This specific debate has been at the heart of legal battles for years: Texas Central has sued several landowners who wouldn't agree to let the company survey their properties. It settled more than 20 of those cases and dropped more than a dozen others as the 2017 legislative session was gearing up.

But there's yet to be a definitive ruling that explicitly allows or precludes Texas Central from condemning land. In 2016, Texas Attorney General Ken Paxton declined to weigh in on the matter because of a pending case in Leon County. That's where James Miles sued the company after it sought to survey his property, part of which is in the path of the planned line. Both sides are waiting for a state district judge to either decide the issue or call for a trial. It's become a closely watched case among rural landowners.

### **In Grimes County, neighbors face a choice**

Their boys were still babies when the Calhouns first learned from a neighbor's Facebook post that a train could be coming through Grimes County. Randa Calhoun started researching the project, and, during the 2015 legislative session, went to Austin and heard a Texas Central official testify that the company had been talking to different government agencies about its plans for years.

"There was no communication with us," she says. "That was frustrating in and of itself."

In neighboring Waller County, just to the south of Grimes County, Donovan Maretick found out about Texas Central's plans when a man asked him for permission to survey his land. Maretick

lives in Cypress, northwest of Houston, but bought the rural property so that his son, who has autism, would have a peaceful place to live.

When Maretick wouldn't agree to the survey, the company asked if he'd discuss a land option agreement, in which Texas Central would agree to a sales price — based on factors including market value and the impact on the remaining property — pay a portion up front and only take the land and pay the remaining portion if the project goes through. But Maretick, like many, simply has no interest in selling his property.

“The guy says, you can either do it now or we can go through condemnation,” said Maretick, who is part of the grassroots opposition group. “That’s when I really got into the fight.”

Texas Central says it's only going to need portions of many properties. For the Calhouns, it'll likely be a long strip that runs across a back pasture, right next to a row of power lines that already cuts through their land.

“Having the utility corridor is ugly, but we can still work around it,” Randa Calhoun said. “I understand everybody has to use electricity, but not everybody has to use the train.”

Much of the planned line will be elevated on viaducts or earthen berms because the starts and stops that would come with intersecting roadways and other tracks would impede top train speeds.

The berms, in particular, worry farmers and ranchers because they'll form physical barriers for livestock, tractors and other equipment. They argue that putting a berm through a property will hurt its value by splitting it into two separate tracts.

The Calhouns don't know if Texas Central has berms or viaducts planned for their ranch. That may be because, like many project opponents, they haven't allowed the company to survey their property. Texas Central announced last year that more than 3,000 people and businesses agreed to have their land surveyed, but officials have declined to comment on how many more survey agreements they need.

“The thought of the unknown, of what it looks like when it comes through our property, is just devastating,” Randa Calhoun says.

Reed, the company executive, said they talk extensively with homeowners about how Texas Central can minimize the impacts of the project. For example, it has promised to add pass-through culverts for livestock and farm equipment in portions that will be bermed.

“It's a very personalized conversation because everybody's situation is different,” Reed says. Meanwhile, the company won't specify how much money — out of its \$15 to \$18 billion project costs — it has spent on the land purchase agreements it's already secured, or what percentage of the track length has been procured.

The Calhouns say it doesn't matter what Texas Central promises: They and most of their neighbors aren't budging.

### **In the cities, promises of renewal**



In Dallas and Houston, officials and business leaders have cheered the project and the economic development Texas Central promises to spur with construction of its stations.

The Dallas terminus of the high-speed rail line will sit just south of downtown in a burgeoning neighborhood called The Cedars. Texas Central leaders plan a massive mixed-use development in and around the station that they promise will spur even more growth in the area.

Supporters are hopeful that it will extend downtown's economic center of gravity to the south, toward a corner of downtown where a small handful of owners have large parcels ripe for a massive development project — such as the nationally hyped second headquarters for Amazon, which has named Dallas a finalist city in its search for a new home for 50,000 employees.

“You have tremendous development opportunity there, for both more transit connections and potentially one of these big corporate relocations that we've been looking at,” Kourtny Garrett, president and CEO of Downtown Dallas Inc., told a group of officials and civic leaders last month.

The midpoint station would be near an unincorporated Grimes County crossroads called Roans Prairie, whose major landmarks are a convenience store and a mobile home sales lot. It would be aimed at serving Texas A&M and Sam Houston State universities, both about a 30-minute drive away. Still, Texas Central thinks the station would also be able to support new development.

Randa Calhoun disagrees: “That's a joke.”

Houston's station will be about seven miles northwest of downtown at the site of a partially shuttered shopping mall. Texas Central envisions another mixed-use project there, large enough to draw an influx of other developments into a neighborhood currently dominated by industrial offices and warehouses.

Christof Spieler, an engineer and urban planner who just ended an eight-year term on the board of Houston's transit agency, said the stations are likely to draw the kinds of crowds that keep retail businesses alive. And, he said, it will make areas that seem undesirable now suddenly very attractive.

Dallas and Houston each have public transportation agencies that run buses and light-rail trains across the sprawling regions. The proposed Dallas bullet train station is about a 15-minute walk from two existing downtown light-rail stations, though that requires pedestrians to traverse bridges over a highway that separates downtown from The Cedars.

The Houston bullet train station is about a mile from the closest major bus station. The region's light-rail network doesn't come anywhere near the planned high-speed rail terminus, leaving many project critics skeptical that people will want to ride the trains if there's still another 30 to 60 minutes at the end of the trip. Reed, the Texas Central executive, said the company plans to provide passengers with as many transportation options as possible — from public transit and rental cars to shuttles — once they get off the trains. But details of how that will all work are yet to be finalized.

“We know we need to get you to your ultimate destination seamlessly,” she says.

**Lives on hold**

Just outside Bedias, a new convenience store sells live fishing bait and offers up boiled peanuts kept warm in two crock pots. Off a dirt road not too far away, on a recent Saturday in September, the Calhouns tended to chores on land where the traffic and noise of Houston seem a world apart.

Throughout the day, the boys repeatedly asked if they could stay up late that night. A sow was farrowing — on the cusp of giving birth to piglets — and Cainen and Cash wanted to help.

“We’ve made tons of memories on our land with our boys,” Randa Calhoun says. They wonder how many more memories they’ll be able to create here.

For now, they’re waiting. As Charlie Calhoun puts it, “Who wants to put another \$100,000 in something and see it pissed away?”

<https://www.texastribune.org/2018/10/24/texas-values-collide-fight-over-houston-dallas-bullet-train/>

## Fort Worth may not be just a “pass through” for Trinity River project funding much longer

October 24, 2018  
By Steve Miller  
Texas Monitor

After failing to comply with federal standards for funding, the City of Fort Worth will reevaluate its participation in the \$1.16 billion Trinity River development project, now called Panther Island.

The city’s change in attitude stemmed from the news that the U.S. Army Corps of Engineers had dropped Panther Island from its list of funded projects for 2019. Corps spokespersons attributed that to the lack of an economic analysis on the project that the city and Trinity River Vision Authority have known about – and fought – for years.

Now, some are questioning the status of \$250 million in bond authority approved by local voters in May, to help pay for cost overruns and replace revenue that planners had expected to be provided by natural gas income.

The status of that bond authority is unclear, since the additional tax revenue the project was expected to generate to repay the bonds now appears to be in doubt.

“The city sees that it doesn’t have the development that it thought it would there,” said Steve Hollern, a certified public accountant and longtime critic of the plan. Without enough new tax dollars from development along the river, he said, “the public would be on the hook for the bonds, after being promised that this project would not incur a tax increase.”

A document prepared by management of the Trinity River Vision Authority in advance of the bond proposal, which was approved by 60 percent of voters, showed that the TRVA looked to the city to cover several major holes that had developed in the project funding scheme:

- an \$87 million shortfall in revenue from a special tax district created for the project,
- \$95 million in costs that the Corps of Engineers had been expected to pay for but had “shifted” to local partners,
- \$29 million in something called “newly requested interior development considerations,”
- \$37 million in cost increases and items that “should have been included” in earlier estimates.

Looking to the city to solve the project’s funding problems is in line with expectations that local and state officials have been expressing for years.

The city has been closely involved as a partner on the project, most closely on the three bridges that are being built. But the TRVA considers the city simply a “pass through” for money going toward the project, according to emails obtained by Texas Monitor.

J.D. Granger wrote in a 2012 email he sent to his mother, U.S Rep. Kay Granger; an engineer at the Texas Department of Transportation; and TxDOT Commissioner Bill Meadows that the city was simply a compliant party carrying out directions.

“The city is executing the bridge effort at the direction of TRVA,” he wrote. “TRVA coordinates every partner’s efforts. TRVA manages all the local money. Technically the city has entered into an agreement with TxDOT, but the TRVA blessed the agreement and finances the city’s obligations.”

Meadows, in an email around the same time, promised Kay Granger that while one of the project’s bridges did not comply with state funding criteria, “TxDOT will build [that] bridge, even though it is a city bridge and not on the state system.”

Meadows did not return a call from Texas Monitor.

The bridges, with a cost of \$65.5 million, are funded with a combination of federal and regional funds. TxDOT communications staffers declined to be interviewed for this story.

“TxDOT’s role is limited to overseeing the construction of the three bridges,” spokesman Val Lopez said in an email.

“This type of thing is so typical...” said former state Rep. Lon Burnam, D-Fort Worth. “It’s sweetheart dealing and while I don’t know if it’s against the law, it’s certainly against normal operating procedures.”

With Mayor Betsy Price calling for an audit of the project, Panther Island’s future is in doubt for the first time since its conception in 2003. The three bridges are already under construction and due to be completed in 2020. Several developers, banking on the project’s progress, are working on apartment buildings.

Local, state, and federal officials are all reluctant to talk about the project. J.D. Granger did not return a call seeking comment for this story. Neither did Fort Worth spokeswoman Michelle Gutt. Corps of Engineers officials did not respond last week to requests from The Texas Monitor for comments on the controversies surrounding Panther Island.

<https://texasmonitor.org/fort-worth-may-not-be-just-a-pass-through-for-trinity-river-project-funding-much-longer/>

## When electric isn't good enough

Sacramento is the staging ground for a fight to make drivers spend less time on the road

October 24, 2018  
By Alissa Walker  
Curbed

Within a 15 minutes' drive in any direction from the palm-fringed Greek Revival rotunda of California's State Capitol, the road dead-ends in a verdant field of crops. Virtually every variety of fruit and vegetable consumed in the U.S. is planted here, on land kneaded by farmworkers, crisscrossed by rivers diverted for irrigation.

Sacramento might be ground zero for policy-making bigwigs and high-rolling lobbyists, but as a city it has more in common with farming communities 200 miles to the south. The state's capital is positioned at the northern edge of California's Central Valley, where geography traps a dangerous haze over some of the country's poorest communities. Some of that pollution is from agricultural impacts—the valley produces about one-fifth of the country's food—but much of it is from vehicles. In some parts of the Central Valley, average commuting times are among the longest in the state.

The Central Valley will also bear the brunt of climate change in California, according to the state's fourth annual climate change assessment, prepared in August by the state's natural resources and energy departments. By 2050, the valley's residents will be subjected to a triple-whammy of extreme heat, wildfire risk, and poor air quality. The 6.5 million people living in what is the fastest-growing region of the state will experience increased stress, illness, and mortality “especially in areas with air pollution from transportation and other industrial sources.”

But another report from state agencies released this past summer—during the hottest month in the state's records—offered a glimmer of hope: California had met its climate goals four years early.

It was a remarkable accomplishment. Not only were the state's 2016 greenhouse gas emissions back to below 1990s levels, the data proved that emissions could plummet as the state's wealth increased. While California dramatically reduced its reliance on fossil fuels, its economy had grown by 26 percent since emissions peaked in 2004.

A second part of the announcement didn't receive as much fanfare. During the same period, transportation emissions had actually gone up. And not in the commercial sector, since the push for efficient freight management has cleaned up shipping.

Private, passenger vehicles account for a full 28 percent—the largest single chunk—of California's greenhouse gas emissions.

“People don't understand the impact of the personal car,” says Lezlie Kimura Szeto, manager of the California Air Resources Board (CARB) sustainable communities group.

To help Californians understand how their daily decisions could help the state achieve its climate goals, CARB came up with a metric related to the number of vehicle miles traveled—what transportation planners call VMT. CARB estimates that to get the state back on track toward its 2030 target goals, each Californian would have to reduce their daily VMT by 1.6

miles. “When you put it that way, people can say, what does that mean to me? Does it look like carpooling with someone, or taking one bike trip?” says Kimura.

In her role, Kimura also works with regional transportation groups to track the implementation of SB 375, a 2008 law that requires local planning organizations to reduce emissions through transportation and land-use policy. Ten years in, “we seem to agree that we want a more sustainable transportation system,” she says. “But we don’t know how to get there with the systems we have in place.”

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The bike ride between the State Capitol and Sacramento’s City Hall is a stress-free five minutes, a trip made even easier thanks to protected lanes that connect both centers of government, symbolic and practical reminders of recent transit wins.

Sacramento already had good bones for transportation innovation: a flat grid, a handful of pedestrianized streets, and the densest urban canopy in the nation, which makes getting around the city’s downtown pleasant even on a 90-degree day. Light rail loops through well-preserved Victorian neighborhoods now seeing some vertical infill development. Earlier this year, upon completion of the downtown bike network, the city welcomed hundreds of shared electric Jump bikes—priced at as little as \$1 per ride.

It’s becoming one of those textbook sustainable communities that might have been envisioned by the author of SB 375—the same author who is, in fact, now mayor of Sacramento, and charged with implementing the state law he helped pass.

“It’s the non-sexy bill,” laughs Mayor Darrell Steinberg, when asked about 375. “It isn’t exclusively about new technology or a hot idea, it’s pretty basic. If we’re going to meet our climate change goals, we have to build our communities to allow people to not be in their cars for so long—and certainly not in a single-occupancy car.”

While the Jump bikes have been a bigger hit than the city ever imagined, he admits, an even larger shift is on the way, one that Steinberg thinks will be able to help his constituents achieve their daily needs without owning a car. “People have to change, in some ways, the way we act and the way we think and our norms about what’s acceptable in terms of a commute,” he says. “That’s not on one person or one community—it’s a societal question.”

Sacramento has a \$44 million plan to become the electric vehicle capital of the U.S., a plan underwritten by Electrify America, the initiative formed by Volkswagen’s dieselgate settlement. The idea is to provide a wide range of options for Sacramento residents to access electric car share, electric buses, and charging infrastructure.

Through one car-sharing service, Envoy, electric vehicles (everyone calls them EVs) will be available to rent at 71 properties around the city, many in low-income neighborhoods. Another car-sharing service, Gig, will deploy 260 electric vehicles that can be parked at any legal public parking spot, including metered spaces on downtown streets.

As senior director of marketing and communications at Electrify America’s Green City initiative, Richard Steinberg (no relation to the mayor) says Sacramento was picked because its commuting patterns look like those of a typical American city. “Sacramento is large enough to have demand for car sharing, but small enough to be a test bed,” he says. But the city also

offered the greatest opportunity to change lives. “With 59 percent of the city’s Census tracts low-income or disadvantaged, and the city full of people lacking access to zero-emission technology, we concluded that the societal impact of a Green City initiative in Sacramento would be substantial.”

That’s the hope of Jennifer Venema, Sacramento’s sustainability manager for its Department of Public Works. The city hopes to have 35 percent of the city’s households use EVs, but currently, whether or not a household uses an electric vehicle is largely determined by income. “Right now, the biggest indicator is wealth,” she says. “We want to flip that to make it about access.”

Beyond the car-share programs, she points to a just-launched, on-demand microtransit shuttle (which will soon be electric, thanks to Electrify America) in an underserved South Sacramento neighborhood, where passengers can use an app or call a number to arrange a pickup or dropoff anywhere within the specified zone.

Through a community-based partnership, the city found that lower-income neighborhoods even further from the city’s downtown are home to families with the highest rates of car ownership. And because they are forced to drive more, these families end up paying for and shuffling between multiple cars due to reliability issues. “So here we have high numbers of cars per family fulfilling low-density needs,” says Venema. “We need to make sure the service delivers for these households.”

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It takes less than 15 minutes to walk from the headquarters of the California Air Resources Board to the California Transportation Commission, the two organizations that drive the state’s policy on climate and transportation. Most employees likely walk by each other on their way to lunch.

Yet it took the passing of a new state law by freshman state Assemblymember Sabrina Cervantes for the two agencies to meet. The first meeting was this past June, the kickoff for the two joint sessions they’re now required to hold each year.

“It was strange,” says Melanie Curry, who covered the historic meeting as editor of Streetsblog California. “These people are working on what are really very interconnected issues, and they don’t know each other, and they don’t discuss the issues with each other.”

The disconnect became even more apparent as the meeting progressed and transportation people (CTC) didn’t seem to grasp why the air quality people (CARB) were focusing so heavily on recommendations to reduce vehicle miles traveled (VMT).

At one point, CTC Commissioner Paul Van Konynenburg appeared perplexed by the testimony of Joe Jordan, who had driven a solar-charged electric vehicle to Sacramento from Santa Cruz, picking up meeting attendees along the way.

“We heard a lot of talk today about making a big push to reduce VMT,” said Van Konynenburg. “So if everyone...had a zero-emission vehicle, give me the breakdown of how that wouldn’t...help us meet our greenhouse gas goals?”

It's something that most Californians—even elected and appointed officials—don't understand, says Matthew Baker, policy director for the Planning and Conservation League, who was also at that meeting.

“There is a persistent belief, among both state officials and the public, that clean cars and clean fuels alone can achieve California's climate goals, but this is fundamentally untrue,” he says. “Even if we have 100 percent zero-emission vehicles and 75 percent renewable energy production by 2050—both ambitious goals—we still need a 15 percent reduction of VMT beyond what current regional plans project to achieve.”

Plus EVs are not a public health panacea. “EVs don't relieve congestion, and the dust from brakes and tires are a major source of particulate matter air pollution, which causes respiratory illness,” says Bryn Lindblad, associate director of Climate Resolve. “That last fact doesn't really seem to be on people's radar as they look to EVs to be the solution.”

One obvious way to reduce VMT would be to promote housing density. The other way is by getting people out of cars and into active or shared transportation methods. This is what planners call mode-shift—in this case, moving trips from emissions-generating cars to other zero-emission modes.

In most California cities, the percentages of trips taken by walking, biking, and transit are currently single digits—except for one city famous for achieving what much of the state has not been able to do.

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It is a short 14-minute train ride from downtown Sacramento to the Davis station on the southbound route of Amtrak's Capitol Corridor. The bike racks, well-used in Sacramento, are overflowing in Davis, a jumble of wheels and handlebars. But what's most striking is the people of all ages, including young children—five or six years old—riding unassisted on wide, dedicated bike paths.

Davis is one of the most pedestrian- and bike-friendly cities in the U.S. About 20 percent of Davis residents use bikes to commute, a mode-share that's equal to many European cities. Davis wants to do even better—the city aims to get to 30 percent by 2020.

Naysayers like to point out that Davis is an anomaly—it's small, it's flat, it's home to the University of California, Davis, and of course students ride bikes—but the important thing to know is that it wasn't always like this, says Bob Bowen, the city's longtime public relations manager. Change didn't happen overnight; rather, it was gradual policy shifts that affected culture. In 1967, a group of local politicians worked to get the state law changed so bikes could officially share space with cars on streets, resulting in the first protected bike lane in the U.S.

Now walking and biking are not only included in all the city's transportation and neighborhood planning, they're prioritized. Bowen points to the grade-separated bike tunnel that connects the city beneath the I-80 freeway. “It was the first time, I'm told, an interstate highway was diverted while they built a bike path under it connecting the two communities,” he says.

That's only one of dozens of improvements that the city's senior transportation planner Brian Abbanat shows visitors on a tour of some of the 100 miles of bikeways Davis has built. Some are purpose-built paths, but many are retrofitted arterials—the wide, car-centric streets



ubiquitous in most California cities. “You can put in these facilities for other modes,” he says, “and not affect vehicular driving at all.”

When developers want to build housing in Davis, it comes with high expectations for physically integrating connectivity with the bike network, which developers help pay for, often making the decision to travel without a car easy. When Target wanted to open a new store in Davis on a busier, freeway-adjacent street, the city demanded the retailer build a back entrance accessible by a dedicated bike route.

Similarly, every school has a designated “safe route” that connects local neighborhoods. Because the infrastructure is so safe, students can bike to school without supervision.

When planners from other cities ask him where to start with mode-shift, Abbanat points to the schools. “It’s a trip that’s made every day, you know the destination, it’s easy to figure out what the infrastructure can offer, and you’re building culture,” he says. “Plus, typically in residential neighborhoods, people would like to see traffic slowed down anyway.”

Not every Californian lives in a walkable or bikeable distance from school. But for many, that’s an easy 1.6 miles that most Californians could eliminate from their daily VMT diet—especially if the infrastructure was safe enough for kids to get there themselves.

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The 70-mile trip from Davis to San Francisco takes about two hours in a Lyft Line at rush hour. University of California at Davis professor Daniel Sperling usually rides Amtrak to the Bay Area, but for this mid-September trip he and two of his colleagues were testing features of a shared, long-distance hailed ride on their way to the Global Climate Action Summit, hosted by Governor Brown.

In addition to teaching in UC Davis’s transportation studies department, Sperling is a board member of CARB, and author of a movement known as the 3 Revolutions. He believes that the state’s emissions can be reduced up to 80 percent if most vehicular transportation undergoes three revolutions: becoming electrified, automated, and—most critically—shared. Fewer vehicles will mean more room on streets to prioritize the movement of other modes, like electric scooters, says Sperling. “I like to say our goal is to increase passenger-miles traveled, and decrease vehicle-miles traveled.”

Sperling’s work is part of the reason that Lyft and companies like it—which until recently had been blamed for increasing VMT in U.S. cities—are shifting away from single-passenger rides in cars. Lyft now says it wants 50 percent of all rides to be shared by the end of 2020. It’s paying riders in 35 cities to give up their cars, and adding scooters, bikes, and integration with public transit. And just days before, the ride-hailing giant had announced that it was offsetting all of its emissions to become one of the largest fully carbon-neutral companies.

Lyft’s announcement was prescient. On September 10, right after he signed a bill requiring the state’s energy production to be 100 percent renewable by 2045, Brown surprised the world by signing an executive order for the state to become carbon-neutral by 2045—meaning the state would not only run on clean power, but all other carbon-polluting activities in the state would be eliminated or offset, including private cars.

For transportation advocates, Brown's goal for the planet's fifth-largest economy provides a clear mandate: A moratorium on car-centric infrastructure.

"Every new freeway lane locks us into decades of more pollution," says Carter Rubin, a mobility and climate advocate at the Natural Resources Defense Council. "To get to carbon neutrality, we need to shift from encouraging driving, to investing in walking, biking, public transit, and shared electric vehicles."

California did not invent the car, notes Sperling, but it invented car-centric cities. Now the state can serve as a good example of how to repair this damage, said Matthew Rodriguez, secretary of California's Environmental Protection Agency. "If California can do this, it's something other places can learn from because people are so mindful of our car culture."

It may require even more work than the state has estimated. California's most updated emissions data is from 2016. It doesn't yet include the carbon pollution of two back-to-back years of the largest wildfires in state history. A dire report issued by the United Nations in October 2018 said even if states like California achieve their current climate goals, it is likely not enough to avoid climate change's most devastating impacts.

And in Sacramento, the fact that the governor was in San Francisco hyping the state's two-year-old emissions reductions to a global audience was little comfort to a city experiencing a record-breaking fifteen straight days of air quality deemed so unhealthy that residents were told to stay indoors.

That morning, the I-5 freeway, which slices through the Central Valley, had begun to reopen a 45-mile stretch of road closed for six days after a wildfire straddled the interstate. The Delta fire had moved so quickly that it had forced drivers to abandon their vehicles. The charred trucks created a landscape that was at once both post-apocalyptic and disturbingly of-the-moment—the state's most vital economic corridor paralyzed by smoking skeletons of steel strewn across empty lanes of traffic.

*Alissa Walker is Curbed's Urbanism Editor.*

<https://www.curbed.com/a/texas-california/electric-cars-climate-change-sacramento-california>

## Texas officials secured big money for flood control, just not in Fort Worth

October 26, 2018  
BY ANDREA DRUSCH  
FORT WORTH STAR-TELEGRAM

WASHINGTON – Powerful Texas lawmakers are taking credit for securing billions of dollars for flood control projects across the state this year — but not Fort Worth’s Panther Island.

The flood control and economic development project was quietly budget by an administration that says it’s a low priority for federal funding. Meanwhile a different Trinity River project in Dallas this year received roughly \$275,000 in federal funds designated for “disaster recovery” in the wake of Hurricane Harvey.

Texas’s well-connected lawmakers have remained largely quiet about the project’s future, leaving Fort Worth’s local officials to lobby on its behalf in Washington.

“We are specifically seeking funding for the flood and bypass channels, which provides the largest flood control benefit,” said Fort Worth Mayor Betsy Price.

Price met with Jim Hertz, director of natural resources programs at the the White House Office of Management and Budget, on Sept. 27 and Oct. 11 to discuss the project. Hertz confirmed Panther Island is not in the budget for the 2019 fiscal year, and its eligibility for federal funding is in question, Price told the Star-Telegram Thursday.

“We must find out why the federal government is not fulfilling its commitment to this project and find a way forward,” she added of the project, which Congress approved for up to \$526 million in federal funding in 2016.

In a recent press call about flood control projects in other parts of the state, Texas Sen. John Cornyn directed a Star-Telegram question about Panther Island to his staff, who later said the senator supports the project and “hopes the administration will make it a priority.”Cornyn serves as No. 2 in Senate GOP leadership. His staff declined to provide details about his work on Panther Island.

Texas Sen. Ted Cruz also declined a question from the Star-Telegram about the project’s future this month, despite campaigning hard on his work helping flood recovery efforts in Houston where he lives.

Cruz aggressively touted his close White House connections in a rally for his re-election race with President Donald Trump this week. His office declined to say whether he’d been involved in seeking funding for Panther Island’s flood control elements.

Texas Gov. Greg Abbott, whose office worked with the Army Corps on billion for disaster relief and prevention, did not respond to multiple requests for comment.

“Fort Worth residents have experienced delays, watched as roads have remained torn up and businesses have been negatively impacted,” Price said. “The local taxpayers deserve answers.”

Among the frustrations of those trying to secure funding for Panther Island is Fort Worth Rep. Kay Granger's family connection to the project. Her son, J.D. Granger, receives a public salary to oversee it, creating poor optics in Washington, said a source familiar with the discussions about the project's funding who requested anonymity to speak candidly about the situation.

Granger is a powerful House appropriator who has worked to direct money back home to the project. Granger's office and the Office of Management and Budget did not respond to requests for comment.

Proponents of the project also gripe that its online plans focus too heavily on Panther Island's recreation elements, despite being approved for federal funding as a flood control project in the Army Corps Civil Works program.

"It doesn't look like a flood control, it looks like economic development," said the source.

This week Price called for a full audit of the project, as well as a potential change in scope to focus on the flood control elements.

The water district board will meet at 8:30 a.m. Tuesday to consider a review of the project.

Granger, on the other hand, insists the money will eventually come to continue the project as planned. She's seeking her party's top role on the House Appropriations Committee when GOP chairman Rodney Frelinghuysen retires at the end of the year.

Rep. Pete DeFazio, D-Oregon, one of the project's biggest critics, is also in line for a promotion on the influential House Transportation and Infrastructure Committee, if Democrats take control of the House this fall. DeFazio serves as the highest-ranking Democrat, and could chair the full panel if Democrats flip 23 seats held by Republicans.

DeFazio sought to kill some of Panther Island's recreation elements back in 2016 — by requiring the economic analysis administration officials now cite among their reasons for not to fund the project. Emails obtained by a source and shared with the Star-Telegram show Fort Worth Rep. Marc Veasey, a fellow Democrat, worked to stop DeFazio's provision at the time by testifying against it and hosting one-on-one meetings with fellow lawmakers.

Reached by phone this week Veasey again defended the economic analysis as unnecessary, citing a different study from the University of North Texas. Veasey said he's not involved in lobbying the White House or Army Corps on a project designed to address flood risks in his district.

"Flood control is the main component, but as with any of these flood control projects that you see across the country, there's an economic development [component]," said Veasey. "All of those things need to be worked out."

"[Fort Worth has] lost Radio Shack, [and] XTO moved all of their jobs, virtually, down to Houston after Exxon bought the company," he added. "We need to figure out how we're going to make the city more attractive and bring more jobs in, and there needs to be confidence that taxpayers' money is being fairly spent."

<https://www.star-telegram.com/news/politics-government/article220567235.html>

## Why Panther Island might struggle to get federal funding

October 26, 2018  
BY BILL HANNA AND LUKE RANKER  
FORT WORTH STAR-TELEGRAM

Panther Island will have difficulty getting included in the president's budget because of its inability to meet the U.S. Army Corps of Engineers requirements, a source familiar with the project said.

Roughly 75 percent of the projects studied by the Corps don't meet the benefit-cost ratio that is required to be part of the executive branch's budget.

Panther Island could be built completely with local funding if it obtained the proper Corps permits, said the source, who requested anonymity because his firm doesn't allow its employees to be identified. Last May, voters approved spending up to \$250 million for Panther Island project.

But this week, the Fort Worth City Council said a review should be done before the city considers an extension of a tax increment financing district in the area. Revenue from the district would be used to pay for the bonds.

Mayor Betsy Price also suggested that the project may need to be scaled back to just flood protection in an attempt to secure federal funding.

Tarrant County Judge Glen Whitley also called for a review of the project Thursday, saying there is a need for someone to re-evaluate all phases of the project. Whitley said each detail should be re-examined and costs should be updated.

"At the same time, we should clarify, as best we can, the dollars absolutely committed to the project and if there are any strings attached to those commitments," Whitley said via email. "Once this is done, then the parties should meet and make a new plan. This would include the Corps, the Water Board, the City and the County. As we discussed, I feel that the top priority should be the flood control items, but everyone needs to come to an agreement on how to proceed. Then in the future as more funds become available then other things can be added."

The Tarrant Regional Water District has scheduled a special meeting for 8:30 a.m. Tuesday and is expected to consider a third party review of Panther Island.

The \$1.16 billion flood control and economic development project didn't receive funding for fiscal year 2018. So far, it has received \$62 million from the federal government. Completing the project as planned would require the entire \$526 million that Congress has approved.

In an email response to questions, Army Corps of Engineers spokesman Clay Church said the agency is confident that the project will eventually receive federal funding.

But not being included in the president's budget makes it far more difficult to ever obtain the full \$526 million that has been authorized by Congress. That puts it in the same pool of discretionary funds with other Corps projects that didn't make the president's budget, the source said.

Jim Lane, a member of the Tarrant Regional Water District board of directors, is a long-time supporter of the project. The Trinity River Vision Authority, which oversees Panther Island, is a political subdivision of the water district.

He will support an audit or review of the project, though he questions the necessity for it.

“To me, it’s not an issue,” Lane said. “If they want to have an audit, they need to realize to pay their part of it.”

Matt Oliver, a Trinity River Vision Authority spokesman, said in an email earlier this week that the authority has always been an advocate for third-party reviews related to the project.

Lane said nothing has changed about federal funding for the project despite the mayor and City Council’s concerns.

“We’ve always said that the project relies on federal and state funding and there may be times during the process where it’s slowed down,” Lane said. “If the Corps had to divert funds for hurricane and flood relief this year, then they made the right decision.”

U.S. Rep. Kay Granger, R-Fort Worth, has continued to say the funding will be there for the project, Lane said. Granger has not responded to requests for comment.

A scaled-down version of the project that would only deal with flood protection might look dramatically different.

Under that scenario, anything not considered flood protection would be stripped out of the project, including parks and sewer lines. But it would still include the all-important bypass channel.

“Sit down with the Corps and strip it down to the bare bones,” the source said. “Look for those other amenities in other federal programs and private funding.”

Could a scaled-down project make it into the president’s budget?

“That’s unknown,” the source said. “Depends on the calculation of benefits that arise from having the flood protection in place.”

<https://www.star-telegram.com/news/local/community/fort-worth/article220508245.html>

## **With road sharing increasingly dangerous, North Texas cyclists put faith in developing trail system**

Oct. 25, 2018

Written by Ray Leszcynski, Communities  
Dallas Morning News

RICHARDSON — Bicyclists across North Texas love the regional plan to have 4,000 miles of streets and trails that specifically address their needs.

"Growth has brought in vehicle capacity. When the streets weren't congested, four of five of us could get out," said Bob Whitson of Garland, who now rides with larger numbers as a member of the Plano Bicycle Association. "You have to go up past McKinney to get out in the country now."

He and dozens of others were universal in their approval of plans for regional trails and potential for safer bike trips shared by the Texas Department of Transportation on Wednesday night at the Richardson Civic Center.

As someone who logs 120 miles a week, treks planned from downtown Dallas to Denton, Fort Worth and McKinney are not out of Whitson's physical reach as a cyclist, even as he turns 70 in November.

However, while the White Rock Lake and Katy Trail hike-and-bike trails are so popular that they too are congested, the connections between cities are not yet on the ground. Major gaps in the developed system are keeping North Texas from being a connected region.

Only about 25 percent of the regional veloweb and 10 percent of North Texas' planned urbanized on-street bikeways have been built, according to the North Central Texas Council of Governments' Mobility 2045 report.

"For people that ride once or twice or three times a year, they have enough," said Marlys Armstrong of Dallas, who started the Dallas Pedals and Pints cycling meet-up group a few years ago. "But for people that are using it for transportation or exercise or recreation, it's not. It needs to connect."

### **Fears about street safety**

Kevin Kokes, a transportation planner for the council of governments, said the Dallas-Fort Worth metropolitan area has one of the nation's higher crash rates for cyclists. A survey by his agency of the 12-county region found that more than a third of North Texans would do more bicycling if they felt safer.

Cyclists believe others would share their passion if it weren't for having to use roadways where, regardless of who's at fault, they always lose in a collision.

"I don't feel safe riding my bike on streets," said Dennis Ingram of Dallas, who bought a bicycle a couple of years ago and wants to ride more but is a bit out of practice. "Drivers don't pay that much attention."

The council announced this month that it had approved \$36.7 million for key bicycle and pedestrian connections that have been in its metropolitan transportation plan since 1996.

About \$9 million in federal funds will be used to finish a 53-mile trail connecting downtown Dallas to downtown Fort Worth.

Nearly half of the trail — called the Fort Worth to Dallas Regional Trail Corridor — was unfunded in 2013 when the mayors of Dallas, Irving, Grand Prairie, Arlington and Fort Worth agreed to commit to complete a continuous trail alignment to provide access to rail stations, jobs, schools, neighborhoods and parks.

The corridor has 14 gaps and 27 unbuilt miles. Planned completion is 2023.

Dallas Pedals and Pints has organized weekend Dallas-to-Fort Worth rides, finding travel as a group "safe enough" on existing streets, Armstrong said. "Even then, cycling is not a safe sport in Texas," she added. "But it's so good for you and so much fun when you get started that you say, 'Well, I'm going to fall at some point, but it's worth it anyway.' I just don't want to get killed."

### **Plans for other funding**

The other funding announced by the council of governments will be used to design and build a pedestrian and bike trail that will run alongside Dallas Area Rapid Transit's planned Cotton Belt commuter rail line.

But that 45-mile regional trail from Plano to Fort Worth is not fully funded, nor is any of the Dallas County part of it built yet. September 2019 is the target completion date for areas of Collin County near the University of Texas at Dallas and downtown Plano.

The trail will ultimately connect in Grapevine with the Cotton Belt Trail, which exists through Colleyville and North Richland Hills in Tarrant County and is planned to link to downtown Fort Worth.

Gaps also exist along the 40 miles of the planned Dallas to McKinney trail and the mapped 54-mile Dallas to Denton trail.

Kokes said the plan for the regional veloweb has also been enhanced with an 11-mile trail from Midlothian to Waxahachie. And a study is set next year on a potential 12-mile route between Cedar Hill and Lancaster in southern Dallas County.

Meanwhile, at Wednesday's meeting Bonnie Sherman of TxDOT introduced the state's Bicycle Tourism Trail Study, an 8,318-mile conceptual statewide network. TxDOT hopes to get the aspects of the study into its 2050 state transportation plan but hasn't set aside money for the network.

### **Next meeting**

TxDOT plans another open house on transportation projects that might affect bicycle use at 6 p.m. Monday at 6000 Hawk Ave. in North Richland Hills. Like the session in Richardson, it will include maps and drawings of existing bike facilities and upcoming projects. Public comments will be accepted for official consideration and a formal presentation will be at 7 p.m.

<https://www.dallasnews.com/news/transportation/2018/10/25/road-sharing-increasingly-dangerous-north-texas-cyclists-put-faith-developing-trails-system>



## DCTA trying to get back on track after report on declining ridership numbers

Oct 25, 2018

By Peggy Heinkel-Wolfe Staff Writer  
Denton Record-Chronicle

Overall ridership on DCTA buses and trains declined year over year this September — troubling news since September has historically been the agency's peak month each year with the start of school.

According to reports made to the Denton County Transportation Authority board Thursday, A-train ridership declined nearly 17 percent from September 2017 to September 2018. Bus ridership also slipped as 25 percent fewer North Central Texas College students got on board, offsetting gains in other parts of the system.

Board chairman Charles Emery told fellow members during their monthly work session Thursday that he'd been thinking about the problem quite a bit. He challenged them not to let the agency lose sight of its core function: carrying riders.

"The bottom line is our job is carrying people and we've lost ground," Emery said.

The losses are important because riders depend on the system to get to school or work, and employers depend on a reliable system to recruit and retain workers.

For example, the system grew the most in the past year by serving the Alliance area, thanks to a grant from Toyota.

DCTA staff has said previously that the agency may not implement announced route changes for Lewisville in the crosstown bus system, known as Connect. Lewisville Connect had 20 percent more riders from September 2017 to September 2018.

Meanwhile, Denton Connect buses saw a 9 percent decline in overall ridership in that time frame. Route 7, which circles the University of North Texas as it crosses Denton, saw the biggest decline. If UNT buses picked up that ridership, it doesn't appear in the agency's report: UNT bus ridership dipped 0.75 percent over the past year ending Sept. 30.

DCTA rolled out consultant-recommended changes to Denton's bus routes in August.

"We need to be careful," said board member Connie White, of hiring consultants to make route changes. "We made a whole change in bus service and that wasn't very successful."

On-demand ridership in Frisco and Collin County boosted some of the agency's numbers, but the service is not yet paying for itself. DCTA recently canceled on-demand buses in Highland Village and replaced the service with a contract with Lyft. The ride-hailing service provided just 40 total rides in September, according to the board report.

The board received no report for the agency's nascent bus service to the Denton Enterprise Airport Zone. The app-scheduled, on-demand bus service based at Fouts Field is about one month old. The service circles several major employers next to the airport, including Peterbilt, Aldi, Target and others. DCTA President Ray Suarez said it was too soon to report on the

service. Jim Owen, bus driver and union shop steward, estimated the service has carried fewer than 10 riders since its launch.

Emery urged fellow board member David Kovatch, who chairs the program committee, to keep the committee's focus on boosting ridership. The committee has scheduled a three-hour meeting on the topic next month, Kovatch said.

Kovatch said he was concerned about being put in the position of choosing between one city or another.

The agency receives millions of dollars in grants, most to meet regional needs. But more than half of its funding comes from sales taxes collected in Denton, Lewisville and Highland Village.

And DCTA struggles with some of the same factors that have contributed to declines in other public transit systems, including a growing economy and cheap gasoline.

"How do we buck the industry [trend]?" Kovatch said.

[https://www.dentonrc.com/news/dcta-trying-to-get-back-on-track-after-report-on/article\\_d2364794-ca66-531c-be20-b578370c2c90.html](https://www.dentonrc.com/news/dcta-trying-to-get-back-on-track-after-report-on/article_d2364794-ca66-531c-be20-b578370c2c90.html)

# **Lack Of Engineering Study May Make Hundreds Of North Texas Red-Light Cameras Illegal**

October 26, 2018  
By Brian New, NBC5

As the battle over red-light cameras heads to the Texas Supreme Court next week, the CBS 11 I-Team found hundreds of red-light cameras across North Texas maybe operating illegally.

Nearly half of the North Texas cities with red-light cameras did not do an engineering study before installing their cameras as required by state law.

Senate Bill 1119, passed in 2007, required cities to conduct an engineering study to justify the cameras' use.

Lawmakers wanted to make sure red-light cameras were installed for safety reasons and not as a revenue generator.

City managers and police chiefs told the I-Team they did not have to do an engineering study because they were grandfathered into law.

This is the point of contention among cities and some state lawmakers.

State Representative Jim Murphy, who co-authored SB 1119, said no city was grandfathered in.

"Our intention was not to grandfather cameras in at all," Murphy said. "That's not what it says and I would challenge them (cities) to have that conversation. That's not what we intended at all."

In Chapter 707 of the Texas Transportation Code, it states:

"Before installing a photographic traffic signal enforcement system at an intersection approach, the local authority shall conduct a traffic engineering study of the approach to determine whether, in addition to or as an alternative to the system, a design change to the approach or a change in the signalization of the intersection is likely to reduce the number of red light violations at the intersection."

By the time the law went into effect, several North Texas cities had already entered contracts with red-light camera vendors.

## **North Texas lawyer takes red-light camera case to Texas Supreme Court**

Thousands of drivers every day in North Texas are caught running a red-light by one of the area's hundreds of red-light cameras.

When Russell Bowman received a \$75 ticket in the mail for a red-light camera violation six years ago, he sent the City of Richardson a letter explaining that he was not the driver.

"You would thought, since it's 75 bucks, this is the guy we don't need to mess with," Bowman said. "But they wanted to push it."

So Bowman, who is a lawyer, pushed back. He sued the City of Richardson.

"It's just the principal of it all," Bowman said. "It just really rubs me the wrong way."

The North Texas lawyer is now behind more than a half dozen red-light camera lawsuits, including a class action lawsuit against the City of Willis that has a hearing scheduled for November 1 before the State Supreme Court.

When building his cases, Bowman came across the paragraph in the Texas Transportation Code that states before a red light camera system can be installed, "the local authority shall conduct a traffic engineering study."

When Bowman asked the City of Richardson for its study, the city could not provide it.

"If a city has not done that traffic engineering study, they can't oppose a penalty on anyone," Bowman said.

### **Only 1 of 25 North Texas cities with red-light cameras provided I-Team with study that complies with law**

The I-Team asked the 25 North Texas cities with red light cameras for a copy of its engineering studies for all the red light camera intersections as specified in the Texas Transportation Code.

Twelve cities said they did not do an engineering study because they installed the cameras before there was a law requiring the study. (Fort Worth, Irving, Duncanville, North Richland Hills, Farmers Branch, Burleson, Hurst, Watauga, Cedar Hill, Coppell, Bedford, and University Park)

Representative Murphy said the law requires an engineering study regardless of when the cameras were installed. He also said the law requires the study to be done by an outside professional engineering firm.

When the I-Team requested copies of the engineering studies, ten North Texas cities provided studies or reports that were not done by an outside professional engineering firm.

Dallas refused to answer the I-Team public records request citing pending lawsuits and Richland Hills did not respond to the I-Team's requests.

Only Southlake provided a study that Murphy said complies with the law.

Southlake Assistant Police Chief Ashleigh Douglas said, "We wanted to make sure before they were installed that they would be effective at reducing red light related collisions we had at those intersections."

Murphy said red-light cameras were only to be installed as a last resort to make an intersection safer.

"We wanted an engineering study to help us determine that that was the best answer," Murphy said.

### **North Texas cities say red-light cameras make roadways safer**

Several North Texas cities told the I-Team an engineering study by an outside firm is not needed to prove that the cameras work.

"We've seen a decline in the number of motor vehicle accidents at those intersections with cameras," said Duncanville Police Chief Robert Brown.

In Irving, the city's director of transportation said red-light cameras have reduced accidents at those intersections by 34%.

"It's a safety program," said Transportation Director Dan Vedral. "And all the money is going back into the signal system to improve efficiency."

Bedford Police Chief Jeff Gibson said, despite the popular belief that red-light cameras generate a tremendous amount of money for cities, his department would save money if it got rid of the cameras.

"The purpose is not revenue," Gibson said. "The purpose is the health and safety of the community it serves. Red-light cameras, if removed, are removing a tool from our ability to address health and safety needs in the community."

<https://dfw.cbslocal.com/2018/10/26/ngineering-study-texas-red-light-cameras-illegal/>

## Texas takes its mobility summit to Arlington, home of driverless vans and millions in committed dollars

Oct. 29, 2018

Written by Ray Leszcynski, Communities  
Dallas Morning News

Formed to keep the state at the forefront of mobility and innovation, the Texas Innovation Alliance was drawn to Arlington -- where self-driving vehicles and a robotic pedestrian interacted at its third annual conference.

In placing its Texas Mobility Summit there, the alliance of cities and research institutions finds itself in the heart of the action. The summit is in Arlington's entertainment district, where just last week the city unveiled the area's first free automated shuttle service available to the general public.

At the summit's Demo Day on Sunday, 30 companies and colleges displayed their latest in robotics, scooters, connected signals and other transportation innovations. In one highlight, the driverless vehicles including those Arlington has put into service were live on the streets with Texas A&M University's pedestrian robot.

Just about a mile away is the North Central Texas Council of Governments headquarters, where leaders of the 12-county region earlier this month made NCTCOG the first metropolitan planning organization in the country to commit millions to an automated vehicle program.

"We want to be forward-thinking and proactive in engaging emerging transportation technology and business types, so we can offer the best transportation system to the region," said Tom Bamonte, NCTCOG's senior program manager for automated vehicles.

Lyndsay Mitchell, strategic planning manager for Arlington, said that in addition to its drive.ai autonomous vehicles, the city is excited to show off its on-demand ride-share partnership with Via. It's a groundbreaking arrangement in that the city itself provides the service, qualifies for Federal Transportation Administration funding and has provided over 70,000 rides since its December 2017 kickoff.

"We see ourselves being out in the forefront in mobility solutions," Mitchell said. "Testing things and really being able to learn about technology in a real-world environment."

Formed three years ago, the Texas Innovation Alliance is focused on advancing mobility solutions not for technology's sake, but to address the challenges of its cities.

"We've worked a number of years to determine what would work in each region," said Darran Anderson, director of strategy and innovation for the Texas Department of Transportation. "We've identified specific problems, stated specific challenges, and we're ready to work now to address those. That's a pretty powerful message."

The state's law enabling autonomous vehicles, passed in 2017, has been a catalyst that has attracted the industry and kept the state in front of the conversation, Anderson said.

Texas' variety of climates and urban and rural settings also attract problem-solver companies and research. Anderson likened the potential for autonomous vehicles to water sensors in a

smart grid or telecommunications services that delivered doctors' help to rural outposts in response to Hurricane Harvey.

"Once you show a new capability is safe and reliable, the next step is to show how does it improve quality of life," he said. "How can this make living in a given region better? Don't get fixated on a tool. Focus on the social aspect."

## **AV 2.0**

In what it called Autonomous Vehicles 1.0, the council of governments in 2016 supported the autonomous vehicle deployments in Arlington and Frisco.

The 1.0 program directed other grants to help cities create a more connected traffic signal system and also to encourage cities to put traffic information into the Waze system to help motorists navigate the region's transportation system.

On Oct. 11, the Regional Transportation Council passed AV 2.0, which will help cities deploy automated vehicles as the region attracts more attention for robotaxis and autonomous freight delivery.

The council of governments will distribute up to \$1.5 million for its cities to have planning assistance ahead of autonomous vehicle deployment. Total funding up to \$10 million for the actual programs would follow.

The hope is that by reimbursing local governments for costs incurred in partnerships with AV companies, North Texas will become a regional leader as automated vehicles are deployed. Google, General Motors and Ford are among those planning large-scale AV production over the next few years.

"We don't know how it's going to go, but we do want to be prepared if the technology comes fast," Bamonte said. "And we will be prepared however the technology comes."

There would also be some \$20 million in planning grants for what the council of governments calls "regional priority projects," for support where needs exist, but AV developers in the private sector are less willing to partner with local governments.

<https://www.dallasnews.com/news/transportation/2018/10/29/texas-takes-mobility-summit-arlington-home-driverless-vans-millions-committed-dollars>

# Why American Airlines doesn't want car traffic at its huge new Fort Worth headquarters

October 29, 2018  
BY GORDON DICKSON  
FORT WORTH STAR-TELEGRAM

American Airlines' new headquarters may be the most Silicon Valley-like corporate campus in Fort Worth.

The 300-acre spread, which the airline is tentatively scheduled to begin moving into in May, will feature 90 acres of woodlands, 8.3 miles of paved trails and more than 100 bicycles scattered throughout the premises so the roughly 12,000 workers who could be there on any given day can either stroll or pedal their way between buildings.

The property is bordered by Texas 360 to the east, Texas 183 to the north, Trinity Boulevard to the south and American Boulevard to the west. The area is just southwest of Dallas-Fort Worth Airport.

The \$300 million campus is designed to encourage employees to walk between buildings, spend time in the fresh air and collaborate with co-workers from other departments, said Kirk Hotelling, American Airlines managing director of campus and airport affairs.

Sure, there are plenty of parking spaces (more than 10,000 of them) in garages on the perimeter of the property. But they are meant to be places where employees and guests can park their vehicles and forget about them until their day at the headquarters is done.

"We don't want people getting in their car in the garage to drive from one building to another," Hotelling said. "We're really trying to promote movement between the buildings on campus. We have places for the cars on the perimeter, and it's car-free in between. We will have bikes, golf carts. We're planting 3,500 trees. We will have wi-fi. We want it to be an enjoyable experience."

The trails connecting the various parts of the headquarters, dubbed the Robert L. Crandall Global Support Campus, will include a pedestrian underpass under busy FAA Boulevard, an east-west road that cuts through the property.

The airline has worked with the city of Fort Worth, Texas Department of Transportation and North Central Texas Council of Governments to ensure that traffic signals and other safety features on roads surrounding the campus will be improved by the time the campus is fully open.

Employees will begin moving into the new buildings in May, although the move will be performed in phases and probably won't be completed until roughly October, company officials said.

The new campus will feature four seven-story towers, connecting to several smaller buildings on the property.

The responsibility for upkeep on so much green space, including a small lake (or maybe it's a pond) in the middle of the property is somewhat new for American Airlines, which since the 1980s has operated from a more utilitarian set of buildings on Amon Carter Boulevard east of Texas 360. The company will have to be nimble, and willing to make adjustments on the fly as it learns how to manage a pedestrian-friendly property.

But ultimately, the campus will help American Airlines recruit the best talent, said Jonathan Pierce, American's director of culture and change. Young professionals already show a

preference for work spaces that break out of the traditional walls and cubicles of 20th century office spaces — and that trend is expected to continue.

“As we move into the campus,” Pierce said, “the type of support we need is going to evolve.”

To come up with the concept for American’s new campus, company officials toured many other corporate offices, including the non-traditional Zappos shoe company in Las Vegas, as well as the Plano locations for Liberty Mutual and Capital One.

The campus could become a model, as Fort Worth city leaders strive to make their city a more attractive destination for high-tech, high-paying jobs.

Other amenities include a softball diamond, volleyball court and swimming pool for workers who wish to exercise or play recreational sports. A variety of eateries will be scattered at buildings throughout the property.

A tavern is available for the several hundred employees from other cities, states and countries who visit the airline’s world headquarters on any given day for training or conferences.

To put all the design pieces together, American hired the architectural firm OJB, which is perhaps best known for designing the wildly successful Klyde Warren Park in downtown Dallas.

The area is the former Sabre Holdings headquarters, and also is where American Airlines had its original headquarters after moving to Fort Worth from New York in the 1970s. American’s current headquarters west of Texas 360 consists of buildings that were opened in 1988 and 1990 — and it’s not yet known what will happen to those structures once the airline has moved to its new digs.

The new campus area is already home to American Airlines’ C.R. Smith Museum, the airline’s Flight Academy and Training and Conference Center and its newly-opened \$88 million Integrated Operations Center (the company’s “Mission Control” area.).

The new campus will incorporate those buildings into a layout that includes towering new “Skyview” buildings that will hold employees in a variety of fields, including administration, reservations and other services.

Also adjacent to American’s new campus is the FAA Air Traffic Control Center, which will remain fenced off from the American campus.

Because American Airlines plans to build parking garages at each of the buildings on the property, about 21 acres of surface parking lots are being removed to restore the area to a natural green space.

American Airlines received a \$21.25 million tax incentive package from the city. In June of 2014, the Fort Worth City Council approved a 15-year, \$6.5 million tax incentive from the city for the 149,000-square-foot Integrated Operations Center.

Under terms of the deal, the airline must move into its campus by the end of 2019 and spend \$50 million with Fort Worth companies and minority and women-owned businesses. For the first \$100 million invested in the project, American Airlines receives a 75 percent abatement on its taxes. That climbs to 90 percent if the appraised value exceeds \$300 million.

Even with the incentive, Fort Worth will receive about \$7 million in tax revenue over 15 years, city officials say.

<https://www.star-telegram.com/news/business/growth/article220552535.html>



## Editorial: DCTA board must keep its focus on riders

Oct 28, 2018  
Denton Record-Chronicle

By most accounts, October has been a good month for the Denton County Transportation Authority.

A long-simmering labor dispute appears to be ending after bus drivers announced early in the month they had withdrawn a federal complaint and now are poised to vote on a new contract, almost seven months after the last contract expired. A new leadership team is in place, led by its recently promoted and highly paid new president, Ray Suarez.

Yes, all the pieces appear to be falling into place for DCTA.

The only thing missing is you, the rider.

You see, the DCTA board on Thursday heard some sobering reports showing that ridership is down across most bus and train routes, even during the peak month of September when students return to class.

The entire DCTA system saw a 3 percent decline in ridership, but the individual breakdowns show where the biggest problem areas lie:

- All bus routes: Down 0.45 percent.
- University of North Texas routes: Down 0.75 percent.
- North Central Texas College routes: Down 25 percent.
- North Texas Express (Interstate 35W to Alliance): Up 32 percent.
- Connect Bus (Denton and Lewisville): Down 3 percent.
- Highland Village on-demand bus: Down 2 percent.
- A-train: Down 17 percent.

In response, Board Chairman Charles Emery says he has been thinking about the problem quite a bit. He even challenged the board members not to let the agency lose sight of its core function, saying, “The bottom line is our job is carrying people, and we’ve lost ground.”

Emery is correct. But if the board really wants to figure out a way to move the needle toward positive ridership, the members should approach that core function at eye level, talking to those who do and do not ride the bus and train — and ride, themselves.

Looking at some of the most recent online comments posted on DCTA stories published by the Denton Record-Chronicle, it would appear some of the biggest rider complaints revolve around convenience and reliability.

Take for instance this rider’s experience: “I would love to take the train, but it is too inconvenient to get to Las Colinas. I also don’t feel safe on the trains. Not enough security.”

Or even this one: “Rode the train for a week when my car was in the shop. Of my 10 rides, my train broke down once, we had to wait 10 minutes while the took another broken train off the tracks another time, and the final straw was no air conditioning on a 105-degree day in August. ... Maybe if their staff actually tried treating paying customers like customers and not an inconvenience, people would ride.”

Other letter writers to the newspaper have complained of trains that did not arrive when scheduled and getting stranded or of the inability to have a drink or snack on a long trip into Dallas.

And then there was the experience of Record-Chronicle reporter Peggy Heinkel-Wolfe, who rode the crosstown bus to work each day for a week to witness firsthand the good and bad of relying on DCTA for transportation.

What she found is the cost of taking a bus versus a car is quite the steal, with an annual bus pass costing \$300 instead of the AAA-computed average annual cost of operating a car of \$8,698.

But that savings comes at a price. She often had to walk blocks to the nearest bus stop, the drive time was a bit longer, and twice she opted to drive because she had late assignments and was not confident a bus would be available to take her home.

The DCTA board faces a road of many twists and turns as it looks to steer the transit system back to positive ridership. Given the wide availability of feedback, success in this pursuit will come only if the board keeps its compass centered on that core concern — the rider.

[https://www.dentonrc.com/opinion/editorials/dcta-board-must-keep-its-focus-on-riders/article\\_60b9cde0-1f4b-5fe7-bf7d-41e8c4dda934.html](https://www.dentonrc.com/opinion/editorials/dcta-board-must-keep-its-focus-on-riders/article_60b9cde0-1f4b-5fe7-bf7d-41e8c4dda934.html)

## Texas Bullet Train named top North American infrastructure project

Oct. 30, 2018

By Bill Hethcock – Staff Writer  
Dallas Business Journal

The proposed Texas Bullet Train has been named one of the top North American infrastructure projects by a national infrastructure advocacy group that called the high-speed rail venture a "game changer."

The project will create jobs, spur business growth and provide a reliable transportation option, according to the group, CG/LA, which recognized the train in its Strategic 100 North American Infrastructure Report released last week at a leadership forum in Dallas.

The proposed train connecting Houston and North Texas ranked among four other North Texas projects recognized for their "strategic value" and technological innovation. Other North Texas projects on the list are the the Cotton Belt Regional Rail, the D2 Subway, LBJ East Interstate 635 and the Trinity Lakes TOD Station.

The Strategic 100 report identifies the "most imaginative and transformative" projects across 12 infrastructure sectors. The report is the product of a six-month analysis undertaken annually by CG/LA. This year's list was presented at the 10th North American Infrastructure Leadership Forum in Dallas.

The report called the bullet train "crucial in advancing public and business interests," generating \$36 billion in direct economic impact over 25 years, creating 10,000 jobs each year of construction and 1,500 permanent jobs when operational.

The high-speed train, developed by Dallas-based Texas Central, is an economic catalyst for prosperity and transit-oriented development "set to take advantage of domestic strength in labor, technology and materials ... to contribute to the local and national economy," said Norman F. Anderson, president and CEO of CG/LA Infrastructure Inc., a firm that focuses on infrastructure project development worldwide.

The Texas project — a 200 mph train that will link the nation's fourth- and fifth-largest economies with a midway stop in the Brazos Valley — is led by Texas investors and will not take state or federal grants for construction or operations.

"Texas Central is thrilled about the excitement the high-speed train and its development are generating with the nation's infrastructure landscape, and proud to be recognized as a top project of national significance," said Texas Central CEO Carlos Aguilar.

The bullet train has jumped several hurdles recently, although the project has its critics.

In September, Texas Central announced that it secured an additional \$300 million in loans from two Japanese entities.

Texas Central will use the funds to move ahead on permitting, design and engineering, as well as other preliminary work needed to launch construction during 2019. Officials hope the train will open as soon as 2024.

The project will cost about \$15 billion by Texas Central's estimate. Others say it could cost \$20 billion.

In addition to financing, environmental concerns, property acquisition and other challenges must be overcome for the project to happen.

After the announcement of the \$300 million in funding from the Japanese entities, a French competitor of Texas Central questioned whether Texas Central can build a high-speed rail line without public money. SNCF America Inc., the Maryland-based arm of the French national railway company, released a statement saying, in part, that "nowhere in the world have high-speed rail projects become reality without government participation."

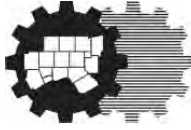
Texas Central is also entangled in debates about whether a private company can use eminent domain, a process that allows entities to forcibly buy land for a project from owners unwilling to sell.

A grassroots opposition group called Texans Against High-Speed Rail is behind an effort in which rural Texans are lobbying state and local leaders to block the project. The group's efforts have largely fallen short in previous legislative sessions, but group leaders have vowed to keep trying to derail the effort when lawmakers reconvene in January.

In an interview with the Dallas Business Journal, Tim Keith, president of Texas Central, called the Dallas-Houston route the "world's best place to deploy high-speed rail" without subsidies. Connecting Houston and Dallas-Fort Worth will create a trillion dollar "super economy," and there's pent-up demand for a faster travel option between the state's two largest metro areas, Keith said.

The bullet train, if it becomes reality, will cut what is now a four-plus hour drive to 90 minutes.

<https://www.bizjournals.com/dallas/news/2018/10/30/texas-bullet-train-top-infrastructure-projects.html>



North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## **NCTCOG to Present Future Performance Measures in October**

Staff seeks public input on various transportation updates

**Oct. 4, 2018** (Arlington, Texas) – The North Central Texas Council of Governments will address potential transportation performance measures and updates to auto-occupancy technology and electric vehicles at this month's public meetings.

Meetings will be held on Oct. 8 (Arlington), Oct. 15 (Richardson) and Oct. 18 (Fort Worth), and NCTCOG staff will be seeking input from the public.

Staff will present potential targets for certain federally required performance measures included in the transportation planning process. The Fixing America's Surface Transportation Act requires NCTCOG to adopt targets for pavement and bridge condition, as well as system performance. These performance measures will be reported annually, along with targets for transit asset management and safety, which the Regional Transportation Council previously approved.

Staff will also seek input on the exploration of auto-occupancy verification technology to be used on the region's TEXpress Lanes. This technology would move away from carpool discounts and shift to a rewards program for TEXpress Lanes. This new approach would use a mobile phone application to verify the number of occupants in a vehicle to determine eligibility for rewards.

Additionally, NCTCOG will address electric vehicles and provide an update on EV incentives available to North Texas residents.

The AirCheckTexas Drive a Clean Machine Program will also be highlighted.

Watch the Arlington meeting live at [www.nctcog.org/video](http://www.nctcog.org/video). For more information on public meetings, visit [www.nctcog.org/input](http://www.nctcog.org/input).

<b>Public Meeting Details</b>		
<b>Monday, Oct. 8, 2018</b> <b>2:30 p.m.</b> North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011	<b>Monday, Oct. 15, 2018</b> <b>6 p.m.</b> Richardson Civic Center 411 W. Arapaho Road Richardson, TX 75080	<b>Thursday, Oct. 18, 2018</b> <b>6 p.m.</b> Fort Worth Central Library 500 W. Third St. Fort Worth, TX 76102

**About the North Central Texas Council of Governments:**

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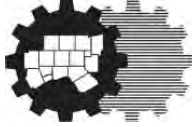
NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

For more news from the NCTCOG Transportation Department, visit [www.nctcog.org/trans/outreach/media](http://www.nctcog.org/trans/outreach/media).

**About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

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North Central Texas  
Council of Governments

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## **RTC Approves \$36.74M for Key Bike-Pedestrian Connections**

Fort Worth-to-Dallas, Cotton Belt trails have been in regional plan since 1996

**Oct. 11, 2018** (Arlington, Texas) – The Regional Transportation Council on Thursday approved \$36.74 million toward significant expansions to the growing network of bicycle-pedestrian trails in Dallas-Fort Worth to improve access to transit, jobs, school and other major destinations. This federal funding will pay for expansion of the Fort Worth-to-Dallas Regional Veloweb Trail and for crucial parts of the Cotton Belt Regional Trail. With the addition of local matching funds, this recent investment in the trails will top \$40 million. Both trail projects have been in the region's Metropolitan Transportation Plan since 1996.

### **Fort Worth-to-Dallas Regional Trail**

There will be \$9.08 million in federal funding for construction of 3.1 miles of the Fort Worth-to-Dallas Regional Veloweb Trail that will complete a continuous 53-mile trail southern alignment connecting Fort Worth, Arlington, Grand Prairie, Irving and Dallas.

The approved section of the Fort Worth-to-Dallas trail will connect the existing Mike Lewis Trail in Grand Prairie to the Trinity Railway Express Centreport/DFW Airport Station in Fort Worth and the River Legacy Trail in Arlington near State Highway 360. This will make it easier for area cyclists and employees to access the rail station. For example, employees at the new American Airlines headquarters will be able to access to the rail station by using the new trail.

The cities of Fort Worth and Grand Prairie will manage the design and construction of the 3.1-mile trail section. All sections of the regional trail southern alignment are anticipated to be complete by 2023, resulting in a continuous trail alignment stretching from downtown Fort Worth to downtown Dallas. In addition to connecting with several rail stations, trail users will be able to access several hundred miles of connecting trails in the five cities. A map and more information about the Fort Worth-to-Dallas Regional Veloweb Trail are provided at [www.nctcog.org/FWtoDALTrail](http://www.nctcog.org/FWtoDALTrail).

The Fort Worth-to-Dallas Regional Veloweb Trail was given a significant boost in 2013, when the mayors of the five cities met to commit to find funding to complete a continuous trail alignment that would provide easier access to rail stations, jobs, schools, neighborhoods and parks in their cities. Five years later, funding commitments are in place.

## **Cotton Belt Regional Trail**

Additionally, the RTC committed \$8.20 million toward the engineering design of a 26-mile Cotton Belt Trail and \$19.46 million toward the construction of 8.5 miles of the trail, including trail bridges over major roadways, as part of the Dallas Area Rapid Transit Cotton Belt commuter rail line project.

The Cotton Belt commuter rail and the parallel regional trail project will extend through seven cities (Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson and Plano) within three counties (Tarrant, Dallas, and Collin counties), from Dallas Fort Worth International Airport to Plano. This regional trail will ultimately connect with the existing Cotton Belt Trail in Grapevine that currently extends westward through several cities in Tarrant County. In addition to the funding approved by the RTC, Dallas County Commissioners Court took action September 4, to approve \$4.94 million toward construction of another 3.3 miles of the Cotton Belt regional trail.

DART will complete the trail's engineering design and construct the funded portions of the trail concurrently with the Cotton Belt commuter rail project, which is anticipated to be complete and open in late 2022. Once completed, the regional trail will better enable residents to walk or ride their bikes to transit stations along the commuter rail line. A map and more information about the Cotton Belt Trail are provided at [www.nctcog.org/CottonBeltTrail](http://www.nctcog.org/CottonBeltTrail).

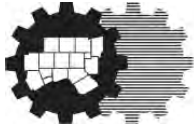
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## Road Rally to Celebrate Benefits of Natural Gas Vehicles

2 events scheduled for Dallas-Fort Worth region as part of coast-to-coast tour

**Oct. 24, 2018** (Arlington, Texas) – Natural gas is a viable alternative to gasoline and continues to contribute to the region's efforts to rely on more sustainable, environmentally friendly forms of fuel.

Last year, natural gas and other alternatives to traditional fuel helped the region save more than 23 million gallons of gasoline equivalent, according to a report of stakeholder progress published annually by the Dallas-Fort Worth Clean Cities Coalition.

Vehicles powered by natural gas accounted for 20 million of those gallons, thanks to the commitment various regional transportation partners continue to show to natural gas. Public- and private-sector fleets are contributing to the progress, including cities, counties, school districts and transit agencies.

One national group has noticed North Texas' embrace of natural gas. NGVAmerica's From Sea to Shining Sea Road Rally will make its first stop in North Texas next month as part of a coast-to-coast series of events recognizing this abundant fuel.

The Texas leg of this national tour is known as the Texas NGV Road Rally. On Nov. 1, US Gain and Independence Fuel Systems will host an open house at its newest station in Dallas. Fleet managers and residents interested in natural gas vehicles are invited to attend to learn more about the benefits of the fuel and see vehicles up close. The Texas NGV Road Rally, sponsored by the Texas Natural Gas Vehicle Alliance, which also features stops in Houston and San Antonio, will culminate with a luncheon on Nov. 2 at the North Central Texas Council of Governments' Arlington offices.

Register by Oct. 29 at [www.eventbrite.com/e/texas-road-rally-october-30-to-november-2-2018-tickets-50714430226](http://www.eventbrite.com/e/texas-road-rally-october-30-to-november-2-2018-tickets-50714430226) to attend either North Texas event. Additionally, the 2018 Lone Star NGV Awards will be presented at each stop.

The rally will highlight work done by transit agencies to embrace natural gas. Dallas Area Rapid Transit and Trinity Metro both have shown growth in their fleets of compressed natural gas buses. DART has 614 CNG vehicles, while Trinity Metro maintains 180 CNG vehicles, according to the DFW Clean Cities 2017 Annual Report.

The savings are mounting, too. DART saved the equivalent of 9.2 million gallons of gas, while Trinity Metro saved about 2.16 million gallons through the use of CNG, according to the report. Among private-sector entities, UPS reported saving over 4 million gallons through the use of 421 natural gas vehicles.

As the region continues to pursue compliance with the federal government's ozone standards, cleaner-burning alternatives to gasoline remain important. Nine counties are in nonattainment of the federal government's most recent ozone standard.

Natural gas stations are being built across the region and are part of the Alternative Fuel Corridors established by the law reauthorizing the federal transportation system. The Federal Highway Administration's goal in establishing these corridors is to provide vehicle owners the confidence to be able to travel longer distances.

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For more information on the Transportation Department, visit [NCTCOG.org/trans](http://NCTCOG.org/trans).

#### **About the Texas Natural Gas Vehicle Alliance:**

Formerly the Greater Houston Natural Gas Vehicle Alliance, the Texas Natural Gas Vehicle Alliance's mission is to develop and expand natural gas transportation markets, technology, and refueling stations in the State of Texas using industry initiatives, government programs, energy education, safety awareness, environmental advocacy and community relations. Members include utilities, public and private fleets, and CNG and LNG industry leaders. The TXNGVA hosts bi-monthly member meetings, educational workshops, and first responder awareness trainings throughout the State of Texas. For more information, visit our website at [www.texasngvalliance.com](http://www.texasngvalliance.com).

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## What Mayors are Saying about Fort Worth-to-Dallas Regional Trail

“I would like to thank the RTC for approving this important bicycle-pedestrian trail segment. The regional trail provides connections to numerous major destinations and employment centers in Fort Worth, including downtown, Panther Island, the emerging Trinity Lakes mixed-use development and more. As an avid cyclist, I also understand the health benefits associated with being active. I appreciate the RTC for providing residents across the region improved access to trails and for recognizing bicycling and walking’s value as a way to connect to jobs, education, transit, mobility and other amenities that make our region great.”

—Mayor Betsy Price, Fort Worth

“In the City of Arlington, one of our truly remarkable assets is River Legacy Park, a 1,300-acre urban oasis with bike trails that are part of this exciting network linking Fort Worth to Dallas. Trail users in River Legacy can view the ecological diversity of North Texas, with access from many nearby rapidly growing residential areas such as Viridian. I was honored, as a member of the RTC, to play a part in the decision to complete the continuous trail connection that will lead to more people across the region having access to our beautiful park and all it offers.”

—Mayor Jeff Williams, Arlington

“This funding decision is a significant milestone for the residents and employers of northern Grand Prairie, who will have direct access to the Trinity Railway Express CentrePort/DFW Station by way of the Mike Lewis and Lone Star trails. This \$9 million decision paves the way for the completion of a bike trail that connects Dallas to Fort Worth. I think “connections” is a key word here. But without the cooperation of the RTC, this would not have happened.”

— Mayor Ron Jensen, Grand Prairie

“Today is about cooperation and the willingness to look beyond the borders of a City for the benefit of the region. The regional trail includes a portion of the Campion Trail, a master-planned 22-mile greenbelt along both the West Fork and Elm Fork of the Trinity River. A connecting trail in Irving along Delaware Creek, once completed, will provide access through many neighborhoods in Irving, connecting numerous schools, community centers and parks. I am grateful to the RTC for recognizing the importance of providing active transportation connections to these and other great assets in Irving and throughout the region.”

—Mayor Rick Stopfer, Irving

“Five years ago, I was joined by the mayors of Fort Worth, Arlington, Grand Prairie and Irving to commit to funding and building a continuous bike trail from Dallas to Fort Worth. Thanks to the hard work of my colleagues and the diligence of the RTC, we’ve identified the money needed to complete the network. Today’s action by the RTC is historic because there is more than a recreational element to a continuous trail through the core of the region. The regional trail will provide a true transportation link to Dallas and surrounding communities.”

—Mayor Mike Rawlings, Dallas

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# Performance Measures Target Setting

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**Regional Transportation Council**

November 8, 2018



# Federal Measures Target Status

Complete	Rulemaking	Number of Measures	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
✓	Transit Asset Management	4	12/27/2017	Annually	Annually
✓	Safety Performance	5	2/27/2018	Annually	Annually
	Pavement and Bridge	6	11/15/2018	Four-Year Performance Periods	Biennially
	System Performance	6	11/15/2018	Four-Year Performance Periods	Biennially



# Proposed Policy Action Statements

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General agreement with TxDOT on statewide targets

Special emphasis on:

- Improving off-system arterial pavement conditions

- Replacing bridges in poor condition

Continue to:

  - Improve reliability on freeways/tollways

  - Reduce congestion on freeways/tollways

  - Increase non-automobile modeshares

  - Improve air quality



# Federal Performance Measures

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## Pavement and Bridge

Interstate Pavement – Good

Interstate Pavement – Poor

Non-Interstate Pavement – Good

Non-Interstate Pavement – Poor

Bridge Condition – Good

Bridge Condition – Poor

## System Performance

Interstate Reliability

Non-Interstate NHS Reliability

Truck Travel Time Reliability Index

Peak Hour Excessive Delay

Percent Non-SOV Mode Share

On-Road Mobile Source Emissions Reduction

Nitrogen Oxide (NO<sub>x</sub>)

Volatile Organic Compound (VOC)





# Proposed RTC Position on Pavement Condition Targets

## Good

NCTCOG Supports TxDOT Statewide 2022 “Good Pavement Condition” Targets for National Highway System Facilities

## Poor

NCTCOG Supports TxDOT Statewide 2022 “Poor Pavement Condition” Targets for National Highway System Facilities

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Pavement Goals will also Include the Following Action: NCTCOG will Work with Local Governments to Focus on Improvement of National Highway System Off-System Arterials in Poor Condition



# Roadway Pavement Condition Targets

Roadway Categories	Total Network	2018 Baseline	2022 Target
<b>STATE of TEXAS</b>			
<b>Good Pavement Condition</b>			
Interstate National Highway System (NHS)	19.19%	66.80%	66.40%
Non-Interstate National Highway System (NHS)	80.81%	54.40%	52.30%
<b>Poor Pavement Condition</b>			
Interstate National Highway System (NHS)	19.19%	0.30%	0.30%
Non-Interstate National Highway System (NHS)	80.81%	13.80%	14.30%
<b>North Central Texas Region</b>			
Interstates (on-system) <sup>1</sup>	25.90% <sup>2</sup>	5.81% <sup>3</sup>	7.99% <sup>3</sup>
Non-Interstate Freeway (on-system) <sup>1</sup>	13.40% <sup>2</sup>	6.76% <sup>3</sup>	8.93% <sup>3</sup>
Toll Roads (off-system)	6.70% <sup>2</sup>	8.43% <sup>3</sup>	9.32% <sup>3</sup>
Arterials (on-system) <sup>1</sup>	30.30% <sup>2</sup>	18.52% <sup>3</sup>	18.39% <sup>3</sup>
Arterials (off-system)	23.80% <sup>2</sup>	73.66% <sup>3</sup>	69.82% <sup>3</sup>

<sup>1</sup> On-system refers to the TxDOT System

<sup>2</sup> Mobility 2045 Plan – 2018 Baseline Network Lane-Miles

<sup>3</sup> Based on 5-year moving average



# Proposed RTC Bridge Condition Targets

NCTCOG Supports TxDOT Statewide 2022 “Good/Poor Condition” Targets for National Highway System Bridges

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Bridge Goals will also Include the Following Action: NCTCOG will Focus on Expedited Programming to Improve National Highway System Bridges in Poor Condition

State of Texas		
Bridges*	2018 Baseline	2022 Target
<b>Good Bridge Condition</b>		
All National Highway System Facilities	50.63%	50.42%
<b>Poor Bridge Condition</b>		
All National Highway System Facilities	0.88%	0.80%

\*Based on total deck area



# Proposed RTC System Performance Targets

Performance Measure		Historical Trend	Baseline (2016/2017)	2020 Target	2022 Target	Target Strategy
Interstate Reliability (% Person Miles Travelled)		Improving	77.3%	78.6%	79.5%	Targets Set to Improve Over Trend
Non-Interstate NHS Reliability (% Person Miles Travelled)		Worsening	71.1%	N/A	71.1%	
Truck Travel Time Reliability Index		Improving	1.74	1.71	1.66	
Peak Hour Excessive Delay (Hours per Capita)*		Worsening	15.5	N/A	16.0	
Percent Non-SOV Mode Share (% Commuter Trips)*		Improving	19.5%	19.9%	20.2%	
On-Road Mobile Source Emissions Reductions (Cumulative)	NOx (kg/day)	Improving	2,410.80	2,892.96	5,062.68	
	VOC (kg/day)	Improving	499.72	599.67	1,079.40	

\*Regional Transportation Council and TxDOT must agree on a single regional target concurrence from TxDOT agreeing to NCTCOG proposed targets has been received



# Recommended RTC Action\*

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Agree to Support TxDOT Statewide Targets for National Highway System Pavement and Bridge Conditions with Focus on:

The Improvement of Regional National Highway System Off-System Arterial Pavements  
National Highway System Bridges in Poor Condition

Adopt Regional Targets as Presented for:

Interstate Reliability

Non-Interstate Reliability

Truck Travel Time Reliability Index

Peak Hour Excessive Delay

Percent Non-SOV Mode Share

Emissions Reductions

**\*STTC Recommended RTC Adoption of Proposed Targets**



**ORIGINAL**

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

October 10, 2018

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

Dear Mr. Morris,

This letter is to acknowledge your September 24, 2018 submittal to the Texas Department of Transportation (TxDOT) for the federal performance targets set by your MPO for the percent of non-single occupancy vehicle travel. We incorporated your approved target as part of our submittal into the federal reporting data base on October 1, 2018. We appreciate the continued collaborative working relationship between the MPO and TxDOT.

Regards,

A handwritten signature in black ink, appearing to read "Peter Smith", is written over the word "Regards,".

Peter Smith, P.E.  
Director, Transportation Planning and Programming

cc: Mohamed Bur, P.E., Dallas, District Engineer, TxDOT  
Loyl C. Bussell, P.E., Fort Worth, District Engineer, TxDOT  
Peggy Thurin, P.E., Transportation Planning and Programming, Interim Deputy Director,  
TxDOT

RECEIVED  
OCT 22 2018

**TRANSPORTATION**

OUR VALUES: People • Accountability • Trust • Honesty

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

An Equal Opportunity Employer

# Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

## Public Participation Plan

February 2015

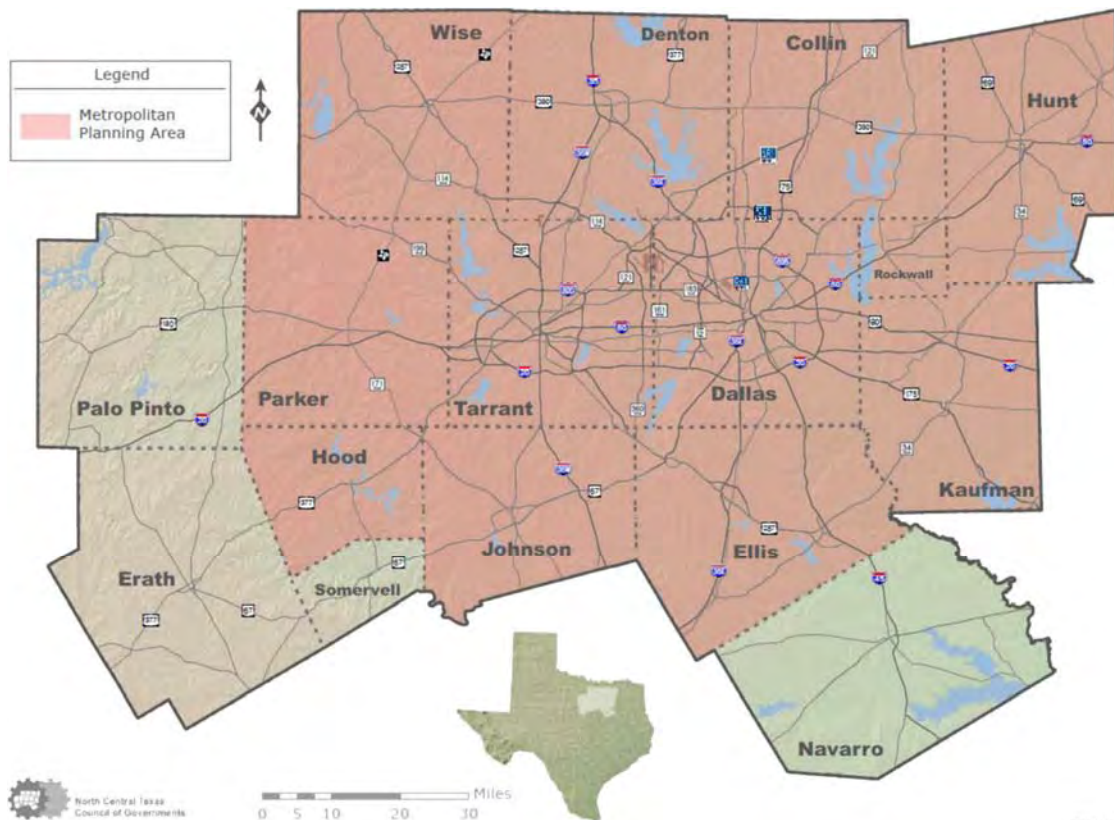


Metropolitan Planning Organization for the Dallas-Fort Worth Area

# 1. About the Metropolitan Planning Organization (MPO)

## ***North Central Texas Council of Governments Transportation Department and Regional Transportation Council***

As the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This is the area expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. About 6.8 million people live in the region today, and that is expected to increase to nearly 10 million by 2035. NCTCOG works with its transportation partners and all levels of government as well as the public to ensure traffic safety and congestion are addressed and choices such as passenger rail and bicycle-pedestrian facilities are part of the multimodal transportation system.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.



## 2. Collaboratively Developing Solutions

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### ***Communication, Coordination Enhance Transportation Plans***

Defining the future of transportation is a collaborative process, and the MPO works with many different individuals and groups to identify the transportation needs and solutions to preserve the quality of life in the region and ensure people and goods can travel safely, efficiently and reliably in the region today and in the future. Additionally, in the Dallas-Fort Worth area, the MPO must ensure transportation plans are consistent with federal goals to improve air quality because 10 Dallas-Fort Worth area counties do not meet the ozone standard set by the Environmental Protection Agency. The MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, it is important to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities. This Public Participation Plan outlines the responsibilities as well as the goals and strategies for engaging the broadest and most diverse audiences possible.

### ***Public Involvement Goals***

NCTCOG will continue to adhere to federal requirements for public involvement, in addition to finding new ways of engaging the public in the transportation planning and programming process. The laws and legislation relevant to public participation and how NCTCOG responds to each are outlined in Appendix A.

To engage diverse audiences in planning for transportation and improving air quality, an integrated communications and outreach plan must be implemented. Making content relevant, removing barriers to participation and stating information simply and visually will facilitate understanding and meaningful input. NCTCOG not only seeks to inform and educate but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, which provides the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive and effective. Public involvement goals and the strategic priorities to accomplish each are outlined below.

#### **Inform and Educate**

- Increase awareness and understanding of the MPO among North Texans.
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process.
- Make information accessible and understandable.
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs.
- Develop visuals to illustrate and enhance communications.
- Ensure transparency as Regional Transportation Council and the standing technical, policy and strategic committee meetings are all open meetings that anyone can attend.
- Provide language translation and alternate formats as requested.

### **Engage Diverse Audiences and Encourage Continued Participation**

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development.
- Encourage input to be submitted in numerous ways, including those that are flexible, creative and innovative.
- Clearly define purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships.
- Eliminate barriers to participation by allowing 24/7 access to information and comment opportunities and hosting public meetings at accessible locations and convenient times but complemented by a video recording that can be viewed as individual schedules permit.
- Document and respond, as needed, to comments received, whether at a public meeting, an outreach event or received by mail, e-mail, website or social media.
- Share public input with technical and policy committees.
- Use input to develop policies, plans and programs, making the final versions easily accessible.

### **Evaluate Public Participation Strategies**

- Incorporate more surveys at events and online.
- Review quantitative and qualitative data for outreach and communications efforts.
- Review how public input influenced transportation decision-making.

### ***Diversity and Inclusiveness***

It is a priority to increase the number and diversity of participants.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Through building new relationships with organizations and communities that serve groups traditionally under represented, NCTCOG will reach far more individuals. Other opportunities to potentially increase the number and diversity of people reached and engaged include, but will not be limited to:

- Media outreach – traditional and non-traditional. Research newspapers and blogs serving areas with considerable numbers of protected populations.
- Paid advertising. Identify opportunities to place paid advertisements in strategically selected media and organization publications to encourage individuals to sign up to be involved in determining transportation plans for the region.
- Language translation.
- Community liaisons. Establish and facilitate a network of community liaisons who can share information and opportunities with those whom they interact with on a regular basis.
- Business outreach. Beginning with focus group-type meetings with chambers of commerce, staff will evaluate how to enhance outreach to the business community. Chambers of commerce, including minority chambers, are included in the public involvement contact list. Staff, however, will consult with chamber and business leaders to identify other opportunities to inform and involve businesses and employees.
- Non-profit coordination. Identify and develop opportunities to coordinate with non-profit organizations already effectively reaching segments of the North Texas population.

### ***Audiences and Stakeholders***

Collaboration and communication help develop the consensus needed for transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals and groups who reside, have interest or do business in the North Texas area and may be affected by transportation and air quality decisions. Individuals especially connected to others, either formally or informally, are important to enhancing communications and outreach, as they can share information, resources and opportunities for public input. Further developing these connections will expand the reach of NCTCOG information and involve more people in transportation decision-making.

### **Groups and Individuals to Inform, Involve**

- Affected public agencies
- Affordable housing groups
- Airport operators
- City/county staff
- Commercial property interests
- Community groups (economic development organizations, neighborhood associations, chambers of commerce and business organizations, bicycle groups, community organizations)
- Community leaders
- Commuters
- Elected officials

- Environmental groups
- Federal and state wildlife, land management and regulatory agencies
- Freight industry (freight shippers, providers of freight transportation services)
- Higher education faculty, staff and students
- Individuals
- Landowners
- Limited English proficient persons
- Local and state emergency response agencies
- Low-income populations
- Media
- Minority populations
- Non-profit organizations
- Organizations focused on aging
- Organizations serving rural area residents
- Organizations serving veterans
- Private providers of transportation
- Professional organizations
- Public health organizations
- Public transit operators
- Public transit users
- Real estate professionals
- Representatives of agencies and organizations serving individuals with disabilities
- Representatives of public transportation employees
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- School district representatives
- Seniors
- Social service organizations
- State and local agencies responsible for growth and economic development
- Transportation advocates
- Transportation partners
- Tribal Governments
- Women's organizations
- Youth

## **Committees**

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council (RTC) is the forum for cooperative decision-making by primarily elected officials of local governments in the Metropolitan Planning Area. The Regional Transportation Council meets regularly on the second Thursday of each month.

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

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. For more on the committees, past and upcoming meetings and other information, visit [www.nctcog.org/trans/committees](http://www.nctcog.org/trans/committees).

### **3. Specific Opportunities for Involvement, Outcomes**

---

#### ***Early and Continuous Public Engagement Complements Focused Efforts for Outcomes, Milestones***

NCTCOG strives to continuously inform and involve the public. North Texans are encouraged to submit comments and questions at anytime. However, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seek to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, non-profits, stakeholders and interested residents who all have a stake in the outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the level of outreach and opportunities for input correlate to the significance of the transportation planning outcomes and milestones.

#### ***Consideration of and Response to Public Comments***

NCTCOG compiles, summarizes and responds to (as appropriate), substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach an informed decision. In the event that more than one public meeting is scheduled, the public comment period begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CST on the date specified as the deadline.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

#### ***Additional Comment Opportunities for Changes to Final Plans***

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes or changes that could have reasonably been foreseen can be made without further opportunities for public involvement. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

#### ***Inclement Weather and Public Comment Periods***

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings,

NCTCOG will first notify the public of the cancelation through e-mail, web page updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at [www.nctcog.org/input](http://www.nctcog.org/input), the deadline for public comments will remain as if weather was not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to [www.nctcog.org/input](http://www.nctcog.org/input) for review, is delayed by inclement weather, staff will communicate by e-mail and social media the delay and again when the information becomes available. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather was not a factor.

### **Public Participation Plan Development and Updates**

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for engaging the broadest and most diverse audiences possible in the transportation planning process. Staff monitor and evaluate communication and outreach strategies and review federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development or update of the Public Participation Plan	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Update to one or more Public Participation Plan appendix or legislative reference in the document	Proposed changes posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> </ul>
Typographic or grammatical correction	None, changes not substantive	Not applicable	Not applicable

**Unified Planning Work Program (UPWP)**

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting that is also video recorded and available online with materials to outline recommendations.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Modifications	Video summary and recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> </ul>

## ***Metropolitan Transportation Plan***

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the Metropolitan Transportation Plan. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to Regional Transportation Council approval consideration. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the Metropolitan Transportation Plan that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update.

An amendment incorporates a significant change to one or more projects included in the Metropolitan Transportation Plan, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects that would require an amendment include, a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

It should be noted that the purpose of the public comment and review period in all cases is to solicit feedback on the recommendations and information documented in the Metropolitan Transportation Plan. As a result, it is sometimes necessary to make minor modifications to the Metropolitan Transportation Plan documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event that these types of changes are necessary during the public comment and review period, revised documentation will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) and the associated Metropolitan Transportation Plan website. Notification of these revisions will be provided to the public involvement contact list and through social media.



Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A series of public meetings shall be held at least 60 days prior to requesting RTC approval. A second series of public meetings will be held at least 30 days prior to RTC approval. Meetings will be throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Update	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## ***Metropolitan Transportation Plan, continued***

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Metropolitan Transportation Plan Amendment	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>

## Transportation Improvement Program

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the Transportation Conformity documentation. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>
Project changes not requiring TIP modification	Not applicable	Not applicable	Not applicable

## Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects are within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity draft related to changes to the transportation system	One or more public meetings at least 30 days prior to RTC approval.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

**Transportation Conformity, continued**

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emission budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity approval by federal partners	None, final approval available at <a href="http://www.nctcog.org/conformity">www.nctcog.org/conformity</a>	Not applicable	<ul style="list-style-type: none"> <li>• News release announcing federal approval</li> </ul>

**Federal Transit Administration Funding**

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access / Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to two percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## **Annual Listing of Obligated Projects**

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at [www.nctcog.org/annual](http://www.nctcog.org/annual).

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Publishing of Annual Listing of Obligated Projects	Review only at <a href="http://www.nctcog.org/annual">www.nctcog.org/annual</a>	Not applicable	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> </ul>

## **Congestion Management Process**

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Congestion Management Process	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## ***Environmental Studies***

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

## **4. Integrated, Comprehensive Outreach and Communications**

### ***Expanding Opportunities to Learn about, Provide Input on Plans***

By offering information in a variety of formats, NCTCOG is able to include far more people in the planning process than relying on a limited number of strategies and opportunities. Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

### ***Websites and Technology***

Advances in technology have made it easier for the public to participate in the planning process on their own free time using a computer or mobile device. An increase in ownership of smart phones is narrowing the digital divide and presents additional opportunities to engage users.

The Internet is a dynamic tool that allows NCTCOG to reach a large cross section of people at times conducive to their schedules. People have access to web-based information 24 hours a day, seven days a week. Websites, e-mail lists, online video, webinars and social media can all be used to inform, educate and start dialogues about transportation planning.

NCTCOG maintains a website, [www.nctcog.org/trans](http://www.nctcog.org/trans), that provides easy access to information about the plans, programs and policies of the MPO. The website includes a calendar of events, committee activities and actions, requests for proposals and requests for qualifications and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words.

When information is released for public review and comment, it will be available at [www.nctcog.org/input](http://www.nctcog.org/input), which will be included on all communications announcing the public review and comment opportunity.

This site includes a Public Involvement web page, [www.nctcog.org/trans/outreach/involve](http://www.nctcog.org/trans/outreach/involve), to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. A printable public notification form for mailing or an online version that can be used via e-mail is available.



Interested parties may also directly access all Transportation Department staff members via e-mail, phone, fax or postal mail.

Finally, website visitors can easily subscribe to receive information from NCTCOG and submit comments and questions. Public information staff can make available to the public items on the website if a person does not have Internet access.

### ***Social Media***

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This includes the use of Facebook, Twitter, Instagram, Vimeo and YouTube. Additional types of social media may be added in the future. NCTCOG staff will post information on the department accounts and monitor and respond to questions and concerns as warranted. Additionally, staff occasionally submit suggested social media content to cities, chambers of commerce and other organizations for inclusion in their communications.

### ***Video***

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings are posted online at [www.nctcog.org/video](http://www.nctcog.org/video). Video recordings of selected other meetings and workshops are also available. Additionally, short, informational videos are posted at [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans) and [www.vimeo.com/NCTCOGtrans](http://www.vimeo.com/NCTCOGtrans). As needed, video will complement materials available for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input). Depending on the length of the video, not only will it be online at [www.nctcog.org/input](http://www.nctcog.org/input), but it will also be available at [www.nctcog.org/video](http://www.nctcog.org/video) or [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans).

### ***Public Meetings, Workshops, Conferences, Forums and Other Events***

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events allow for in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project or study area specific discussions.

As needed, NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders. To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, the meeting(s) will be held in corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print

or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided. Public meeting notices will provide the telephone number and e-mail address to request special arrangements.

- At a minimum, the meeting will be audio taped. Video recording, however, is increasingly offered.

NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings and NCTCOG can assure that information is mailed to citizens upon their request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Translated notices are sent to non-English newspapers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and e-mailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled, to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

### ***Print and Digital Publications***

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and e-mailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submit suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

### ***Stakeholder Interviews***

Meeting with regional transportation stakeholders, such as community and business leaders, non-profit organization representatives and other individuals help staff understand local communities and how to best share relevant information and engage more and increasingly diverse groups of people in the transportation planning process.

### ***Speakers Bureau***

Staff often present to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, businesses and non-profits, among others. To schedule a speaker or for more information, e-mail [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or call 817-695-9240.

### ***Media Relations***

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major television stations and newspapers as well as radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors and providing timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area citizens regarding transportation issues.

### ***Surveys and Keypad Polling***

The NCTCOG Transportation Department may conduct surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on one or two issues, or may be large-scale planning endeavors. They may be in print and/or electronic versions.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated in a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

### ***Visualization***

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications and website content.

## ***Advertising***

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising may be used to complement traditional print advertising.

## ***Mail and E-mail***

The public involvement mail and e-mail lists provide for the most direct forms of communication. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), churches and individuals.

Individuals receive public meeting notices; information about public review and comment opportunities; announcements of workshops or open houses; educational brochures; newsletters; and other material suitable for mass mailings.

The lists are continually maintained and expanded based on requests from the NCTCOG Transportation Department web page (an online form is available for submission), returned mail and requests for additions and deletions from various sources and events.

## ***Community Events***

In an effort to educate the public and increase public awareness of transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, e-mail [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or call 817-695-9240.

## ***Telephone Town Halls***

The NCTCOG Transportation Department will periodically host telephone town hall discussions. Announced through NCTCOG Transportation Department communications, interested individuals can sign up to participate. The format is similar to a radio show, except participants listen in from their phones. Staff provide information on a topic and callers can then ask questions or make comments. Callers can participate on either a landline or mobile phone and polling can be integrated in the discussion, as relevant. An audio recording is captured and posted online.

## ***Connections and Shareable Content***

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. Engagement of NCTCOG committee members and community leaders willing to share NCTCOG information will also help involve new audiences in the planning process.

## 5. Evaluation

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The evaluation structure incorporates both quantitative and qualitative evaluation and aligns the results with desired outcomes for measuring the strategy. Ultimately, staff gain a better understanding of how time and resources devoted to strategies are having an impact on public involvement and the overall transportation planning process.

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Website and Technology</b>	<ul style="list-style-type: none"> <li>• Website visits</li> <li>• Source of web traffic/referring websites</li> <li>• Time spent on web pages</li> <li>• Navigation on web pages</li> <li>• Search terms</li> <li>• Language</li> <li>• Browser/device</li> <li>• Geography</li> </ul>	<ul style="list-style-type: none"> <li>• Identification of trends and changes for website usage over time.</li> <li>• Understanding of how other outreach and communications strategies may influence website use.</li> <li>• Prioritization of and increased accessibility to information and opportunities for input most important to the public.</li> </ul>
<b>Social Media</b>	<ul style="list-style-type: none"> <li>• Interactions and engagement</li> <li>• Audience</li> <li>• Content views</li> <li>• Geography</li> </ul>	<ul style="list-style-type: none"> <li>• Broader distribution of information and public involvement opportunities through shareable content, interactions and engagement.</li> <li>• Increased feedback and public input.</li> </ul>
<b>Video</b>	<ul style="list-style-type: none"> <li>• Views</li> <li>• Average view duration/time spent</li> <li>• Geography (NCTCOG website only)</li> <li>• Information viewed (NCTCOG website only)</li> <li>• Engagement/likes (YouTube only)</li> <li>• Subscribers (YouTube only)</li> </ul>	<ul style="list-style-type: none"> <li>• Access to meetings at anytime from anywhere.</li> <li>• Engaging, visual content to make complex transportation issues more understandable.</li> <li>• Elimination of time constraint and travel/geographic barriers.</li> </ul>

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Public Meetings, Community Workshops, Roundtables, Conferences, Forums and Other Events</b>	<ul style="list-style-type: none"> <li>• Number of events hosted</li> <li>• Attendance</li> <li>• Input received</li> <li>• Type of information distributed and shared</li> <li>• Geographic representation</li> <li>• Demographic information</li> <li>• Regional accessibility to event(s) or information (if applicable)</li> <li>• All events hosted at locations accessible to individuals with disabilities</li> <li>• Notification of how to request language translation or special accommodations at a public meeting</li> <li>• Communications strategies through which people learned about the event</li> <li>• Number of viewers of live or recorded video of the event</li> <li>• Communication strategies used to announce event</li> </ul>	<ul style="list-style-type: none"> <li>• Planned opportunities for the public to interact directly with staff.</li> <li>• Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.</li> <li>• Notification of events through a variety of strategies.</li> <li>• Live and recorded video online complement in-person events, making information more accessible.</li> </ul>
<b>Print and Digital Publications</b>	<ul style="list-style-type: none"> <li>• Quantity of publications distributed</li> <li>• Distribution plan, e.g., accessibility of information in print and online</li> <li>• Website analytics for digital publications</li> <li>• Variety of publication formats</li> </ul>	<ul style="list-style-type: none"> <li>• Information is available in multiple formats and accessible to all communities.</li> <li>• Publication content encourages continued involvement in transportation planning.</li> <li>• Publications enhance understanding of plans, programs and policies.</li> </ul>
<b>Stakeholder Interviews</b>	<ul style="list-style-type: none"> <li>• Geographic representation</li> <li>• Variety of organizations/stakeholders interviewed</li> <li>• Opportunities for ongoing communication, engagement</li> <li>• Information learned to enhance communications, gather public input</li> </ul>	<ul style="list-style-type: none"> <li>• Increased understanding of audiences, region.</li> <li>• Identification of new opportunities to educate and engage new audiences and/or connections for shareable content.</li> </ul>

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Speakers Bureau</b>	<ul style="list-style-type: none"> <li>• Number of presentation requests</li> <li>• Groups reached</li> <li>• Number of people reached</li> <li>• Materials distributed</li> <li>• Input received</li> <li>• Topics of presentations</li> </ul>	<ul style="list-style-type: none"> <li>• Increased awareness of Transportation Department plans, programs and policies.</li> </ul>
<b>Media Relations</b>	<ul style="list-style-type: none"> <li>• Media coverage</li> <li>• Media requests</li> <li>• Number of news releases</li> <li>• Media contact list characteristics, e.g., number of reporters, types of news sources, regional diversity, inclusion of minority news sources</li> </ul>	<ul style="list-style-type: none"> <li>• Proactive media relations and communication of Metropolitan Planning Organization news, policies, programs and opportunities for public involvement.</li> <li>• Understanding of local, regional, statewide and national media coverage of transportation and air quality stories relevant to the Dallas-Fort Worth area.</li> </ul>
<b>Surveys and Keypad Polling</b>	<ul style="list-style-type: none"> <li>• Response rate</li> <li>• Completeness of responses</li> <li>• Percent of respondents who would participate in a public involvement activity again</li> </ul>	<ul style="list-style-type: none"> <li>• Feedback and public input.</li> <li>• Relevant, accessible and simple opportunities to gather feedback and public input.</li> <li>• Information about public understanding, awareness and priorities.</li> <li>• Results facilitate further discussion and inform decisions.</li> </ul>
<b>Visualization</b>	<ul style="list-style-type: none"> <li>• Visualization resources available to staff</li> <li>• Use of visualization in presentations and publications and on the website</li> <li>• Input received</li> <li>• Demonstrated or stated understanding of ideas, concepts, plans, projects or programs among intended audience</li> </ul>	<ul style="list-style-type: none"> <li>• Improved understanding of ideas, concepts, plans, projects and programs.</li> <li>• Informed input.</li> <li>• Facilitates analysis of data.</li> </ul>
<b>Advertising</b>	<ul style="list-style-type: none"> <li>• Impressions/number of people potentially reached</li> <li>• Click throughs of online ads</li> <li>• Comments received noting advertising</li> <li>• Diversity of advertising placements, e.g. minority news sources</li> </ul>	<ul style="list-style-type: none"> <li>• Broad regional distribution of opportunities for public input.</li> </ul>



<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Mail and E-mail</b>	<ul style="list-style-type: none"> <li>• Number of contacts</li> <li>• Number of new contacts</li> <li>• Number of unsubscribes</li> </ul>	<ul style="list-style-type: none"> <li>• All interested individuals, organizations and communities receive regular communication from the department.</li> </ul>
<b>Community Events</b>	<ul style="list-style-type: none"> <li>• Number of events attended</li> <li>• Location of events</li> <li>• Number of events held/attended that provided opportunities for strengthening relationships with environmental justice populations</li> <li>• Event attendance</li> <li>• Interactions</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunity for the public to interact directly with staff in an informal setting.</li> <li>• Makes information accessible where people are already gathering instead of requiring people seek it out.</li> <li>• Attending events throughout the region is important in the large planning area.</li> </ul>
<b>Telephone Town Halls</b>	<ul style="list-style-type: none"> <li>• Number of telephone town halls hosted</li> <li>• Number of registrants</li> <li>• Number of participants</li> <li>• Participation during telephone town hall</li> <li>• Input received</li> <li>• Topics of telephone town halls</li> <li>• Website analytics for registration page</li> </ul>	<ul style="list-style-type: none"> <li>• Elimination of time constraint and travel/geographic barriers.</li> <li>• Planned opportunities for the public to interact directly with staff.</li> <li>• Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.</li> </ul>
<b>Connections and Shareable Content</b>	<ul style="list-style-type: none"> <li>• Article and social media content sent to partners, local governments, community groups and other organizations</li> <li>• Content published by partners, local governments, community groups and other organizations</li> <li>• New audiences reached through established connections</li> </ul>	<ul style="list-style-type: none"> <li>• Extended reach of messaging about transportation and air quality issues and opportunities for public input.</li> <li>• Sustained engagement of connections who influence/conduct outreach.</li> <li>• Communication in a format that facilitates sharing with others.</li> </ul>



### ***Overall Quantitative and Qualitative Evaluation***

Ongoing evaluation of the overall public participation process will consider the following data, and the information will be used to establish priorities and refine efforts.

- Type and quantity of materials distributed
- Translation of materials
- Number of opportunities for specific public input
- Number of public comments
- How comments influence regional transportation plans
- Timely responses to public comments
- Communication about final plans, policies and programs following public input opportunities

### ***Evaluation of Project-specific Outreach***

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to the project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect. How public involvement influences or changes the project will be communicated throughout the project and documented in final reports as applicable.

# Public Participation Plan (February 2015)

## Appendix A

### ***Laws and Legislation Relevant to Public Participation***

#### **Federal Legislation and Executive Orders**

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##### ***Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)***

MAP-21, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, MAP-21 legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) and did not establish any new requirements.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses and chambers of commerce (including minority chambers). NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via e-mail. Interested parties may subscribe to receive topic specific e-mail correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program, Metropolitan Transportation Plan and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or via reference to Transportation Conformity documentation.

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

**23 CFR §450.316 Interested parties, participation, and consultation.**

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

## ***Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs***

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

## ***Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations***

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

## ***Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency***

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

# Public Participation Plan (February 2015)

## Appendix B

### ***Language Assistance Plan (Updated February 2014)***

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

#### Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

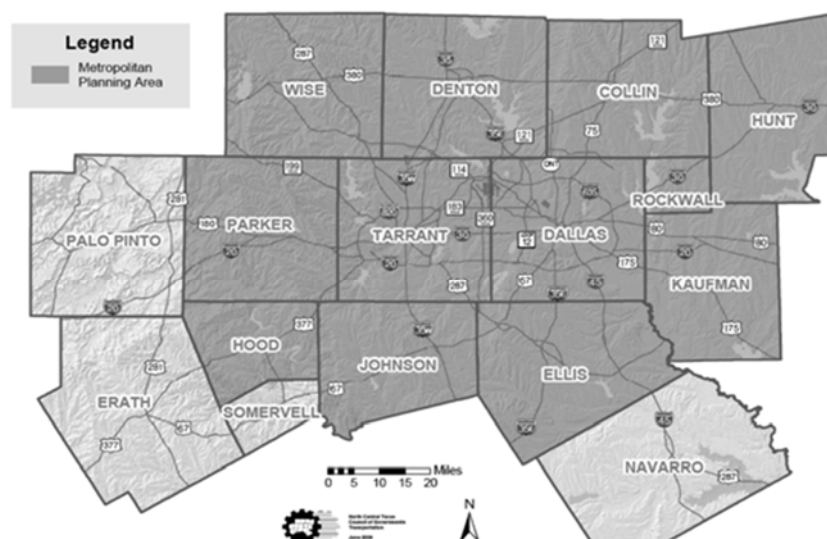
### **Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs**

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

*Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.*

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

### **Limited English Proficiency Service Area**





Data for the 12-county Metropolitan Planning Area was gathered using the 2000 Decennial Census and the 2006-2010 American Community Survey to analyze a ten-year change. Data from the 2008-2012 American Community Survey was also included to show the most recent language statistics available. LEP persons were classified as anyone over the age of five that described their ability to speak English as 'well,' 'not well,' and 'not at all.' Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area.

In 2010, the American Community Survey estimated population over five was 5,698,467 for the 12-county region. The LEP population was 765,371, approximately 13.4 percent of the total population over five. Data from the 2000 Census showed the LEP population to be 596,426; which is a 28.3 percent increase. Spanish was the largest language represented among the LEP population with 11 percent of the total population. Asian languages were the second largest group among the LEP population comprising 1.6 percent of the total population. LEP individuals speaking Indo-European languages and Other languages comprised 0.6 percent and 0.2 percent of the total population, respectively.

**LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area**

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian Languages LEP Population*	% Asian Languages LEP of Total Population	Total MPA Indo-European Languages LEP Population	% Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%	29,705	0.6%	9,451	0.2%
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2000-2010 % Change	19.4%	28.3%		28.5%		34.9%		20.3%		57.6%	
2008-2012 American Community Survey	5,947,648	788,157	13.3%	634,403	10.7%	95,643	1.6%	40,866	0.7%	17,245	0.3%
2010-2012 % Change	4.4%	3.0%		1.5%		6.4%		14.4%		15.8%	

Source: 2000 Census, 2006-2010 and 2008-2012 American Community Survey; www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

\*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2012 include: Vietnamese (0.62%), Chinese (0.35%), Korean (0.25%), Other Asian Languages (0.16%), Laotian (0.06%), Tagalog (0.06%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Thai (0.03%), Other Pacific Island Languages (0.02%) and Hmong (0.001%).

LEP data for individual languages is not available from the 2000 Census.

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size <sup>1</sup>	Percent Lacking Basic Literacy Skills <sup>2</sup>
<b>Texas</b>	<b>15,936,279</b>	<b>19%</b>
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

<sup>1</sup> Estimated population size of persons 16 years and older in households in 2003.

<sup>2</sup> Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how needs of the LEP population in the service area will be addressed, how language services will be made available and how LEP persons will be notified of these services.

*Factor 2: The frequency with which LEP individuals come in contact with the program.*

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public meetings, public outreach events, the MPO Website and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

*Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.*

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on the products outlined above, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some who contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, ten North Texas counties are classified by the U.S. Environmental Protection Agency as moderate nonattainment for eight-hour ozone levels. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties are classified as nonattainment. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies and programs that reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff has encountered the most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. There are currently bilingual staff on the AirCheckTexas program team to assist Spanish speakers that are LEP. Additionally, web content and other materials for the general air quality public awareness campaign are available in English and Spanish.

*Factor 4: The resources available to the recipient and costs.*

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. To date, no translation services requests for public meetings have been received. NCTCOG currently utilizes a translation service and department staff to translate documents. The average cost for outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department Website, allowing information to be available in 80 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used when possible to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance will be provided at no charge to LEP individuals.

### **Guidelines for Making Language Assistance Available**

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the Website. Department reports, newsletters, brochures, other publications and Website information include instructions about how to request information be made available in another format. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address needs of the population in that area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data to be used.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

### **Staff Training for Considering the Needs of and Interacting with LEP Persons**

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees.

## **Notice of Assistance Available for LEP Persons**

Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is also included on publications such as public meeting notices and department publications.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888  
616 Six Flags Drive (76011)  
Arlington, TX 76005-5888  
**Phone:** (817) 695-9240  
**Fax:** (817) 640-3028  
**E-mail:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org)  
**Website:** [www.nctcog.org/trans](http://www.nctcog.org/trans)

## **Monitoring and Updating Plans and Strategies that Address how LEP Individuals have Access to Information and Opportunities for Program Participation**

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

# Public Participation Plan (February 2015)

## Appendix C

### ***Transportation Improvement Program Modification Policy Policies and Procedures to Streamline Project Delivery (Updated March 2013)***

#### **TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery**

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

#### **General Policy Provisions**

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.

3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
  - (a) require a more detailed estimate and explanation,
  - (b) require value engineering,
  - (c) suggest a reduced project scope, or
  - (d) determine that a cost increase will come from local funds, not RTC funds.



13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

### **Project Changes Not Requiring TIP Modification**

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.

10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing	Intersection Improvements
Landscaping	Intelligent Transportation System
Preventive maintenance	Traffic Signal Improvements
Bridge rehabilitation/replacement	
Safety/Maintenance	

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

### **Administrative Amendment Policy**

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- 3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

### **Revision Policy**

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

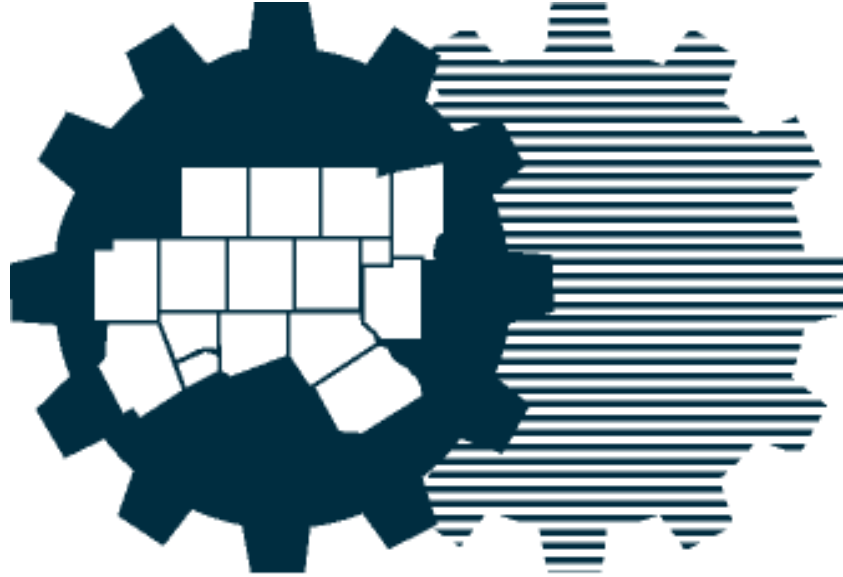
- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

# Public Participation Plan (February 2015)

## Appendix D

### *Title VI Complaint Procedures*



North Central Texas Council of Governments  
Transportation Department

Title VI Complaint Procedures



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## Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

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## **When to File**

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

## **Where to File**

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments  
Transportation Department  
Title VI Specialist  
P.O. Box 5888  
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive  
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

## **Required Elements of a Complaint**

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

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## Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

## Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

## Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

### 1. A complaint is received by NCTCOG:

Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

### 2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.



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### **3. Determine jurisdiction:**

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

### **4. Initial written notice to complainant:**

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

### **5. Investigation of complaint:**

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

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**6. Determination of investigation:**

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

**7. Notification of determination:**

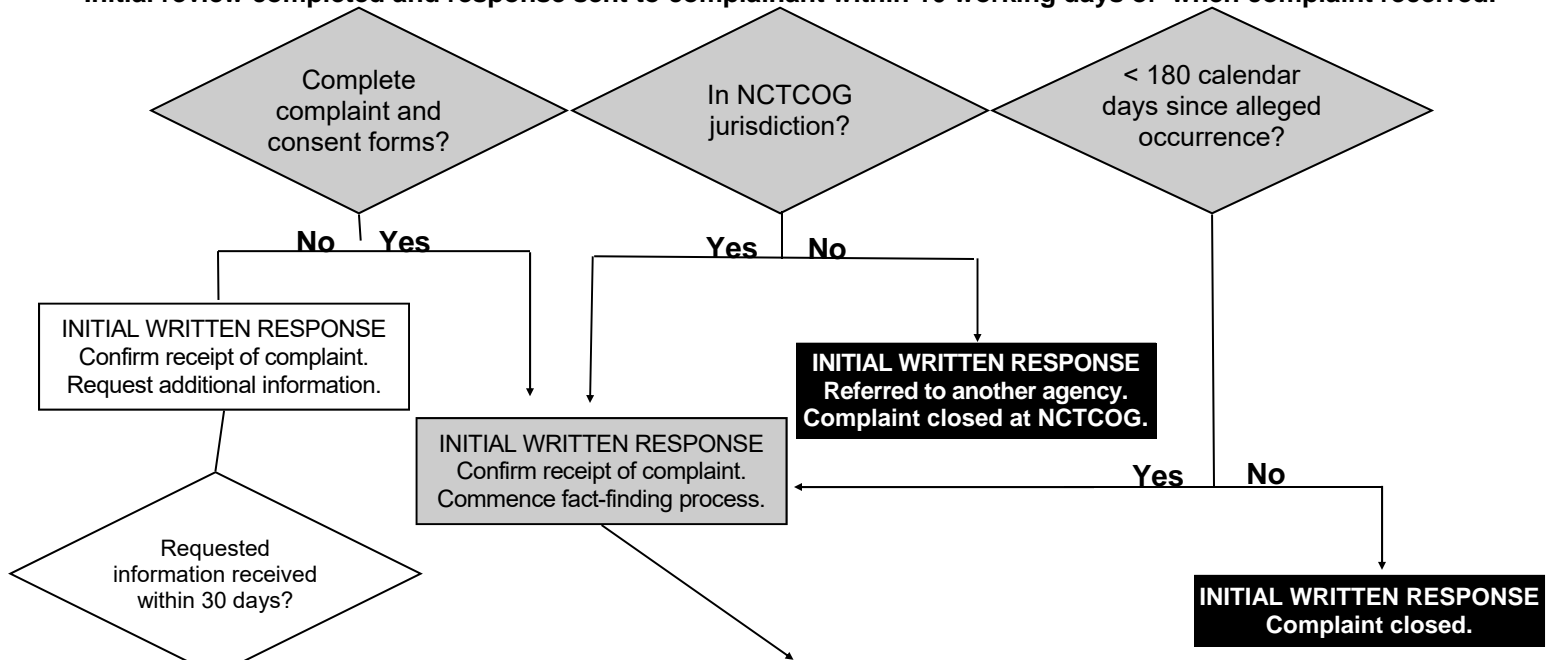
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

## RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

## INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.

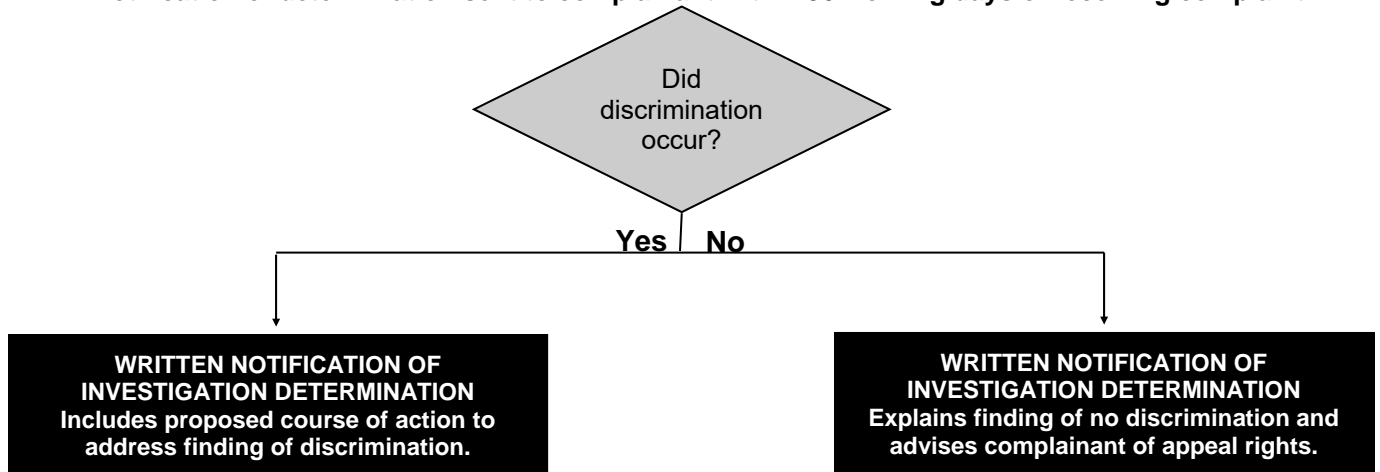


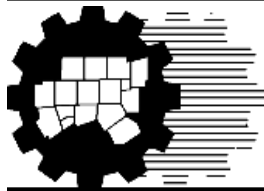
## INVESTIGATION / FACT FINDING

Completed within 60 working days of receiving complaint.  
Findings summarized and report submitted to head of Agency.

## DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

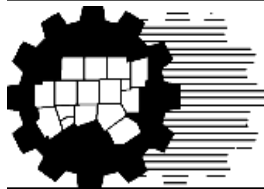
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments  
Transportation Department  
Title VI Specialist,  
P.O. Box 5888  
Arlington, TX 76005-5888

Or in Person at:  
616 Six Flags Drive  
Arlington, TX 76011

If you have any questions or need additional information, please call (817)695-9240 or e-mail [titlevi@nctcog.org](mailto:titlevi@nctcog.org).



## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

### 1

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Street Address City State Zip Code

\_\_\_\_\_  
Telephone Number e-mail Address

### 2 Who do you believe discriminated against you?

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Name of Business/Organization Position/Title

\_\_\_\_\_  
Street Address City State Zip Code

\_\_\_\_\_  
Person's Relationship to You

### 3 When did the alleged act(s) of discrimination occur?

Please list all applicable dates in mm/dd/yyyy format.

\_\_\_\_\_  
Date(s):

Is the alleged discrimination ongoing?  Yes  No

### 4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

\_\_\_\_\_  
Name of Location

### 5 Indicate the basis of your grievance of discrimination.

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Race:            | <input type="checkbox"/> Color:      |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex:        |
| <input type="checkbox"/> Age:             | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> Religion:        |                                      |

**6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

**Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.**

**Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.**

**Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.**

**Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.**

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Please provide any additional information about the alleged discrimination.

---

**7** If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

First Name	MI	Last Name
------------	----	-----------

Name of Business	Position/Title	Telephone Number
------------------	----------------	------------------

Street Address	City	State	Zip Code
----------------	------	-------	----------

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**8** This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

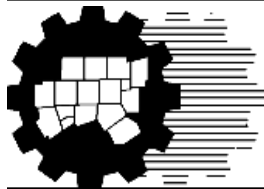
I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

---

Signature

---

Date



## North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

---

First Name	MI	Last Name
------------	----	-----------

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Street Address	City	State	Zip Code
----------------	------	-------	----------

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

**Please Check one:**

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

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Signature

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Date



# Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

**[Month] 2018**



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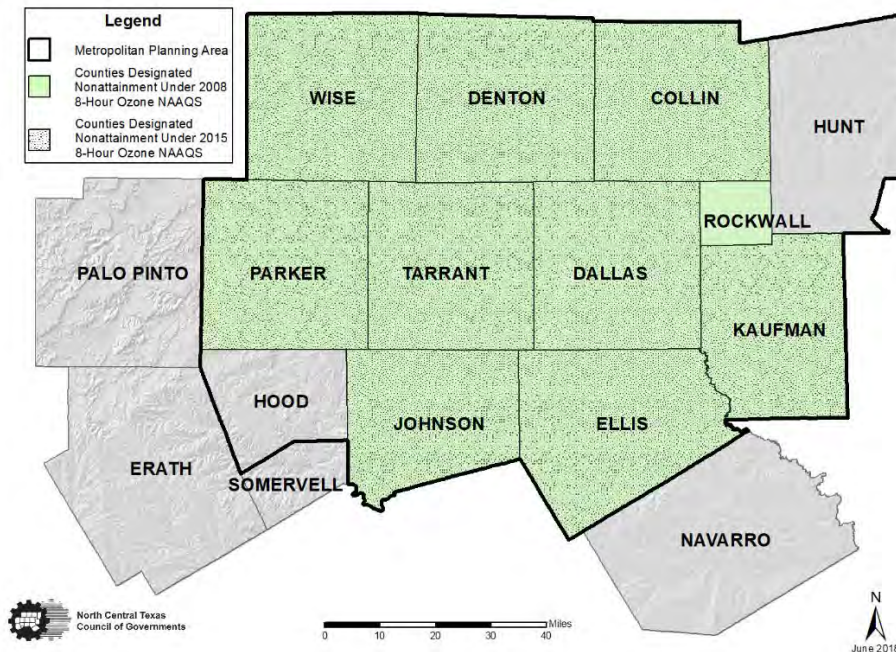
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# 1. About the Metropolitan Planning Organization

## North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 7 million people live in the region today, and that is expected to increase to over 11 million by 2045. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, bus, and bicycle and pedestrian facilities.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

## **2. Guiding Principles for Public Participation**

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This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

### **Consistent and Comprehensive Communication**

Transportation policies and programs affect every individual, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). Appendix B outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

### **Commitment to Diversity and Inclusiveness**

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the diverse individuals and many communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase the number and diversity of participants in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures in Appendix D outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all of the region's communities in the planning process. In particular, the diversity of communities in North Texas means NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve traditionally underrepresented groups. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number and diversity of people reached through the planning process include, but are not limited to:

- **Media Outreach:** Regularly research newspapers, online publications and blogs serving areas with considerable numbers of protected populations and update the media contact database as needed
- **Paid Advertising:** Continue to advertise public input opportunities in minority publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
- **Language Translation:** Advertise public input opportunities in Spanish-language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
- **Community Networks:** Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
- **Business Outreach:** Evaluate how to expand outreach to the business community, including minority chambers of commerce
- **Nonprofit Coordination:** Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

## **Collaboration with Audiences and Stakeholders**

Collaboration with the region's diverse audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and

input from individuals, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

#### **Required for General Public Participation**

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Other interested parties
- Those traditionally underserved by existing transportation systems
  - Low-income households
  - Minority Households

#### **Required for the Metropolitan Transportation Plan and TIP**

- Agencies and officials responsible for other planning activities within the MPA that are affected by transportation
  - State and local planned growth
  - Economic development
  - Tourism
  - Natural disaster risk reduction
  - Environmental protection
  - Airport operations
  - Freight movements
- Indian Tribal governments
- Federal land management agencies, when the MPA includes Federal public lands

### **Required for Metropolitan Transportation Plan**

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

### **Required for Congestion Management Plan (if developed in the future)**

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to low-income individuals

### **Consultation with Committees**

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the Metropolitan Planning Area. The RTC meets on the second Thursday of each month.

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

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit [www.nctcog.org/trans/about/committees](http://www.nctcog.org/trans/about/committees) to learn more about the committees, their members, past and upcoming meetings, and other information.

### 3. Public Participation Goals

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NCTCOG implements an integrated communications and outreach program to engage diverse audiences in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive, effective and transparent, and meet its desired outcomes for its public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

#### **Goal 1: Inform and Educate**

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

#### **Goal 2: Engage Diverse Audiences and Encourage Continued Participation**

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

#### **Goal 3: Evaluate Public Participation Strategies and Efforts**

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting



## **4. Procedures for Public Comments and Specific Plans and Programs**

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NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, nonprofits, stakeholders and interested residents who have a stake in these outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

### **Public Comment Compilation, Consideration and Response**

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline.

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners, and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

### **Additional Comment Opportunities for Changes to Final Plans**

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

### **Inclement Weather and Public Comment Periods**

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings, NCTCOG will first notify the public of the cancelation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at [www.nctcog.org/input](http://www.nctcog.org/input), the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to [www.nctcog.org/input](http://www.nctcog.org/input) for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

## Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging diverse audiences in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development or update of the Public Participation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Typographic or grammatical correction	None	Not applicable	Not applicable

## Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Modifications	Recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## **Metropolitan Transportation Plan (MTP)**

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include

project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>

## Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Administrative Amendments	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>
Project changes not requiring TIP modification (i.e. staff action) and modifications supporting previous RTC action	None	Not applicable	Not applicable



## Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects is within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

*Table continued on following page.*



## Transportation Conformity

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Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity approval by federal partners	None, final approval available at <a href="http://www.nctcog.org/conformity">www.nctcog.org/conformity</a>	Not applicable	<ul style="list-style-type: none"> <li>• News release announcing federal approval</li> </ul>

## Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access/Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at [www.nctcog.org/annual](http://www.nctcog.org/annual).

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Publishing of Annual Listing of Obligated Projects	Review only at <a href="http://www.nctcog.org/annual">www.nctcog.org/annual</a>	Not applicable	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> </ul>

## Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## **Environmental Studies**

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

## 5. Public Participation Strategies

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NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

### **NCTCOG Transportation Department Website**

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains [www.nctcog.org/trans](http://www.nctcog.org/trans), a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review and comment, it will be available at [www.nctcog.org/input](http://www.nctcog.org/input), which will be included on all communications announcing the public review and comment opportunity.

This site includes a Public Involvement webpage, [www.nctcog.org/trans/involve](http://www.nctcog.org/trans/involve), to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

### **Social Media**

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Twitter, Instagram, YouTube, and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

## Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at [www.nctcog.org/video](http://www.nctcog.org/video). Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans) and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input). Depending on the length of the video, not only will it be online at [www.nctcog.org/input](http://www.nctcog.org/input), but it will also be available at [www.nctcog.org/video](http://www.nctcog.org/video) or [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans).

## Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen's Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

## **Public Meetings, Workshops, Roundtables, Forums and Other Events**

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#) website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to

individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinates with public information officers of the cities in which meetings are scheduled to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

## **Community Events**

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or call 817-695-9240.

## **Mail and Email**

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments and individuals.

Individuals receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters, and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website (an online form is available for submission), returned mail, and requests for additions and deletions from various other sources.

## **Advertising**

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Fixing America's Surface Transportation (FAST Act) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

## **Shareable Content**

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, business and community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. NCTCOG committee members and community leaders are encouraged to share information to reach wider and more diverse audiences and help involve new audiences in the planning process.



## **Speaking Opportunities**

Staff often presents to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and involve them more actively in the planning process. To schedule a speaker or for more information, visit [www.nctcog.org/speakers](http://www.nctcog.org/speakers) or call 817-695-9240.

## **Media Relations**

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participates in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts all of its news releases on its website in an online newsroom that is accessible to the public.

## **Visualization**

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications, website and social media content.

## **Surveys and Keypad Polling**

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue, or may be related to large-scale planning endeavors.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

## **Stakeholder Interviews**

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit organization representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to engage more and increasingly diverse groups of people in the transportation planning process.

## **Telephone Town Halls**

The NCTCOG Transportation Department will host telephone town hall discussions as needed. Telephone town halls are announced through NCTCOG Transportation Department communications, and interested individuals can sign up in advance to participate. The format is similar to a radio show, except participants listen in from their landline or mobile phones. Staff provides information on a topic and callers can respond with their questions or comments.

Polling can be integrated into the discussion, as relevant. An audio recording is then posted online and shared with members of the public who were not able to participate.

## **Community Networks**

The population of the Dallas-Fort Worth area is 7.3 million people and growing, and regional demographics are ethnically, linguistically and economically diverse. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience, including groups traditionally underrepresented in the transportation and air quality planning process.

In the coming years, NCTCOG is planning to initiate a grant-funded community-based organization (CBO) pilot program through a Request for Partners or similar initiative. In the program, NCTCOG will engage local CBOs to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to engage individuals in communities that have been traditionally underrepresented in its public involvement process.

## **6. Evaluation of Public Participation**

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The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each, and desired outcomes for public participation.

### **Evaluation of Project-Specific Outreach**

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measurable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.

## Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>NCTCOG Transportation Department Website</b>	Total number of visits Number of unique visitors Webpages with most visits Average time spent on significant webpages Top referring websites/sources of web traffic Most common search terms	Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
<b>Social Media and Video</b>	<i>Facebook</i> Number of total page likes Total reach Average engagement rate per post  <i>Twitter</i> Number of followers Total number of impressions Total number of engagements Average engagement rate per post  <i>YouTube</i> Number of subscribers Number of views Estimated minutes watched	Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
<b>Print and Digital Publications</b>	Available publication formats Number of print copies of each publication distributed Number of unique views for each publication	Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>Public Meetings and Community Events</b>	<p><i>Public Meetings</i></p> <ul style="list-style-type: none"> <li>Number of public meetings</li> <li>Number of online public input opportunities</li> <li>Average attendance per meeting</li> <li>Average online viewers per meeting and online public input opportunity</li> <li>Accessible locations for individuals with disabilities</li> <li>Regional accessibility of information</li> <li>Notification of how to request language translation or special accommodations</li> </ul> <p><i>Public Contacts</i></p> <ul style="list-style-type: none"> <li>Number of contacts receiving public meeting notifications</li> <li>Net change in number of contacts for the year</li> </ul> <p><i>Public Meeting Advertising</i></p> <ul style="list-style-type: none"> <li>Ad placements</li> <li>Average reach for each Facebook ad</li> <li>Average engagement for each Facebook ad</li> </ul> <p><i>Community Events</i></p> <ul style="list-style-type: none"> <li>Number of events attended by staff</li> <li>Number of events distributing NCTCOG Transportation Department information</li> <li>Total estimated attendance for all events</li> <li>Geographic representation in event locations</li> </ul>	<p>Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</p> <p>Greater awareness of policies, programs and projects</p> <p>Timely notification through multiple strategies about opportunities to provide input and engage with staff</p> <p>Increased feedback and public input</p> <p>Planned opportunities for the public to interact directly with staff</p> <p>Increased accessibility of staff to communities and partners</p> <p>Transparency in public involvement efforts and the planning process</p>

<b>Outreach Strategy</b>	<b>Performance Metrics and Reporting</b>	<b>Desired Outcomes</b>
<b>Public Comments</b>	<ul style="list-style-type: none"> <li>Total number of comments received</li> <li>Number of comments from meetings and events</li> <li>Number of comments from email</li> <li>Number of comments from social media</li> <li>Number of comments received via other modes</li> <li>Most common comment topics</li> </ul>	<ul style="list-style-type: none"> <li>Transparency in public involvement efforts and the planning process</li> <li>Identification of trends and changes in public attention and concerns</li> </ul>
<b>Speaking Opportunities</b>	<ul style="list-style-type: none"> <li>Number of presentation requests</li> <li>Number of presentations</li> <li>Number of people reached</li> <li>Types of audiences/groups reached</li> <li>Types of presentation topics</li> </ul>	<ul style="list-style-type: none"> <li>Increased awareness of the planning process and specific plans, programs and projects</li> <li>Increased accessibility of staff to communities and partners</li> <li>Greater participation by communities and organizations in the planning process</li> </ul>
<b>Shareable Content</b>	<ul style="list-style-type: none"> <li>Number of partners that shared content</li> <li>Type of partners that shared content</li> <li>Type of content shared by partners</li> <li>New audiences reached through partners</li> </ul>	<ul style="list-style-type: none"> <li>Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels</li> <li>Extended reach of messaging about transportation, air quality and public input opportunities</li> <li>Increased connections with communities not actively involved in the planning process</li> </ul>
<b>Media Relations</b>	<ul style="list-style-type: none"> <li>Number of news releases</li> <li>Number of media requests</li> <li>Number of media mentions</li> <li><i>Media Contacts List</i> <ul style="list-style-type: none"> <li>Types of news sources</li> <li>Number of news outlets</li> <li>Number of minority news outlets</li> <li>Number of news outlets in each county</li> <li>Number of reporters</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Transparency in public involvement efforts and the planning process</li> <li>Proactive media relations to communicate public input opportunities, policies and programs</li> <li>Diverse list of media contacts to keep the public broadly informed</li> <li>Understanding of local, regional, statewide and national media coverage of transportation and air quality issues</li> <li>Understanding of the NCTCOG Transportation Department's public image</li> </ul>



# 2018 Public Participation Plan

## Appendix A: Laws and Legislation Relevant to Public Participation

### Federal Legislation and Executive Orders

#### **Fixing America's Surface Transportation (FAST) Act**

The FAST Act, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, FAST Act legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU and MAP-21) and did not establish any new requirements. Notably, the FAST Act did add a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers) and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be



included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

**23 CFR §450.316 Interested parties, participation, and consultation.**

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
  - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
  - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
  - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
  - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- (v) Holding any public meetings at convenient and accessible locations and times;
  - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
  - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
  - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
  - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
  - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;

- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
  - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
  - (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
  - (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

**Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs**

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

**Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations**

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

## **Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency**

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must “ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin.”

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

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## **Appendix B: Language Assistance Plan (Updated June 2018)**

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The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

### **Executive Order 13166**

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.

- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and, consequently, the services NCTCOG provides to these communities.

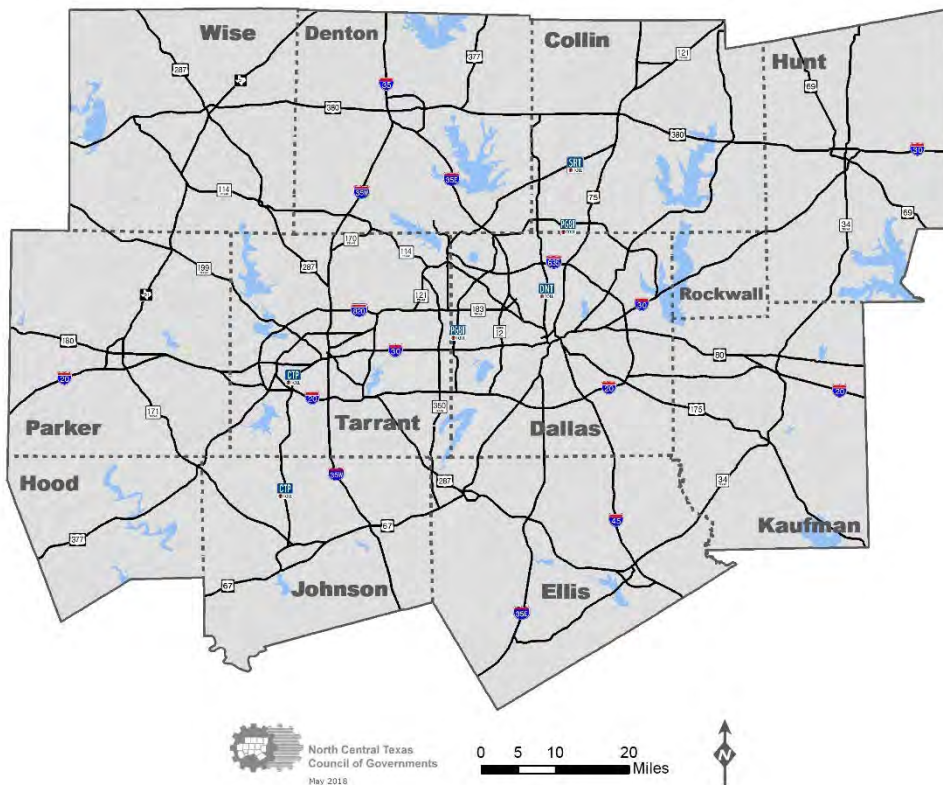
**Identification of LEP Populations and Determination of How These Individuals Are Served or Likely to be Served by NCTCOG Transportation Department Programs**

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

*Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.*

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

**Limited English Proficiency Service Area**



Data for the 12-county Metropolitan Planning Area was gathered using the 2006-2010 and 2012-2016 American Community Survey datasets. LEP persons were classified as anyone over the age of five who described their ability to speak English as less than 'very well' (i.e. 'well,' 'not well,' or 'not at all'). Due to recent changes in the Census Bureau's coding of language data, it is not possible to compare language groups between the two datasets. The aggregate LEP population increased by 14.9% between 2010 and 2016.

In 2010, the American Community Survey estimated population over age five was 5,698,467 for the 12-county region. The total LEP population was 765,371, approximately 13.4 percent of the total population over age five. In 2016, the LEP population was 879,120, 13.6% of the region's 6,446,768 residents over the age of five. In 2016, Spanish was the largest language represented among the LEP population, with 10.8% percent of the total population over age five. Asian and Pacific Island languages were the second largest group among the LEP population, comprising 1.7 percent of the total population over age five. LEP individuals speaking other Indo-European languages or other languages respectively comprised 0.8 percent and 0.4 percent of the total population over age five.

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**LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area**

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian and Pacific Island Languages LEP Population*	% Asian and Pacific Island Languages LEP of Total Population	Total MPA Other Indo-European Languages LEP Population	% Other Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2012-2016 American Community Survey	6,446,768	879,120	13.6%	694,804	10.8%	109,511	1.7%	50,426	0.8%	24,379	0.4%

Source: 2006-2010 and 2012-2016 American Community Survey; [www.census.gov](http://www.census.gov)

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

In 2016, the US Census Bureau changed the way that it codes language data. Consequently, language groupings cannot be compared between the 2006-2010 and 2012-2016 American Community Surveys.

\*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2016 include: Vietnamese (0.64%), Other Asian and Pacific Island Languages (0.41%), Chinese (including Mandarin, Cantonese) (0.36%), Korean (0.21%), and Tagalog (including Filipino) (0.08%).

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size <sup>1</sup>	Percent Lacking Basic Literacy Skills <sup>2</sup>
<b>Texas</b>	<b>15,936,279</b>	<b>19%</b>
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

<sup>1</sup> Estimated population size of persons 16 years and older in households in 2003.

<sup>2</sup> Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how the needs of the LEP population in the service area will be addressed, how language services will be made available, and how LEP persons will be notified of these services.

*Factor 2: The frequency with which LEP individuals come in contact with the program.*

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquires submitted to the MPO, public meetings, public outreach events, the MPO website, and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency, and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 14 languages are represented in this language assistance directory.

*Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.*

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is provided in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, 10 North Texas counties, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise, are classified by the U.S. Environmental Protection Agency as moderate nonattainment for the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS). On April 30, 2018, EPA designated nine of these counties (excluding Rockwall) as marginal nonattainment for the 2015 8-hour ozone NAAQS. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies, and programs to reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff encounters most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. The AirCheckTexas program team currently employs bilingual staff to assist

Spanish speakers that are LEP, and program applications are available in both Spanish and Vietnamese. Additionally, web content and other materials for public awareness campaigns are available in English and Spanish.

*Factor 4: The resources available to the recipient and costs.*

NCTCOG currently has available, if needed, bilingual staff who can assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2013, NCTCOG has received one request for translation at a public meeting and one request for a meeting transcript for a hearing impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 100 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

### **Guidelines for Making Language Assistance Available**

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

### **Staff Training for Interacting with and Considering the Needs of LEP Persons**

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees. In March 2018, a select group of staff (Environmental Justice Liaisons designated by each team in the department) received supplemental training in best practices for engaging LEP populations.

### **Notice of Assistance Available for LEP Persons**

Public meeting notices include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888  
616 Six Flags Drive (76011)  
Arlington, TX 76005-5888  
**Phone:** (817) 695-9240  
**Fax:** (817) 640-3028  
**Email:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org)  
**Website:** [www.nctcog.org/trans/](http://www.nctcog.org/trans/)

### **Monitoring and Updating Plans and Strategies That Address How LEP Individuals Have Access to Information and Opportunities for Program Participation**

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

# 2018 Public Participation Plan

## Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

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### TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

#### **General Policy Provisions**

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.

4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:  
(a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

### **Project Changes Not Requiring TIP Modification**

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.



Examples include, but are not limited to:

Sign refurbishing	Intersection Improvements
Landscaping	Intelligent Transportation System
Preventive maintenance	Traffic Signal Improvements
Bridge rehabilitation/replacement	
Safety/Maintenance	

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc).
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

### **Administrative Amendment Policy**

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.

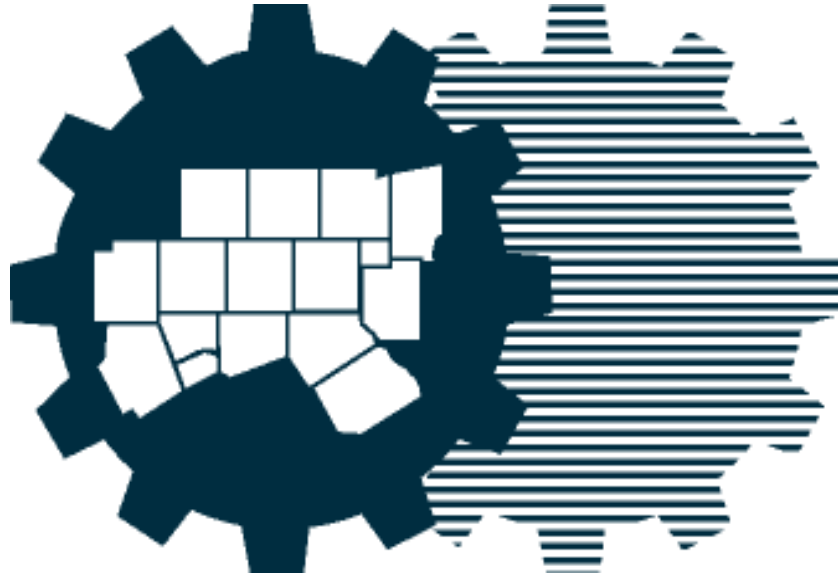
2. **Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
3. **Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

### **Revision Policy**

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

1. **Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
2. **Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
3. **Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
4. **Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
5. **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013



North Central Texas Council of Governments  
Transportation Department

Title VI Complaint Procedures



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## Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

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## **When to File**

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

## **Where to File**

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments  
Transportation Department  
Title VI Specialist  
P.O. Box 5888  
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive  
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

## **Required Elements of a Complaint**

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

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## Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

## Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

## Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

### 1. A complaint is received by NCTCOG:

Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

### 2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

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### **3. Determine jurisdiction:**

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

### **4. Initial written notice to complainant:**

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

### **5. Investigation of complaint:**

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.



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**6. Determination of investigation:**

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

**7. Notification of determination:**

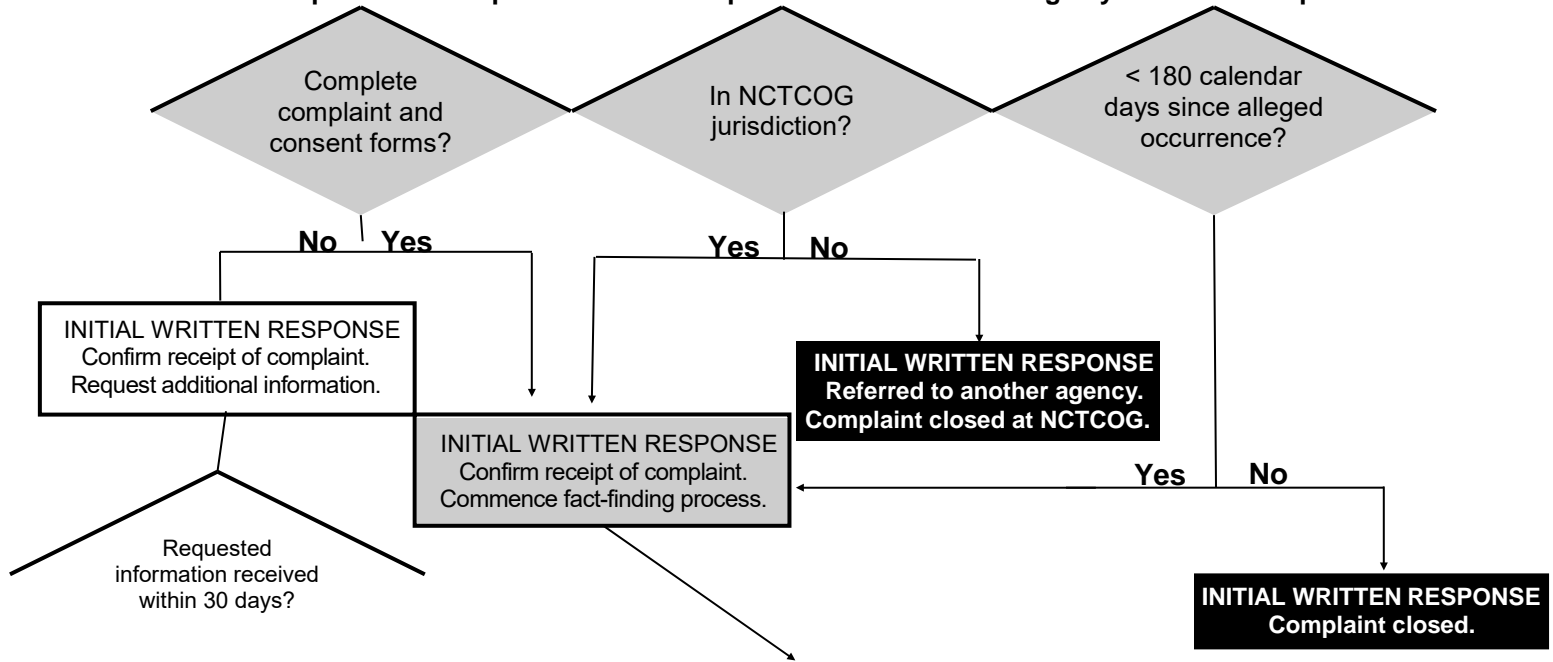
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

## RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

## INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.



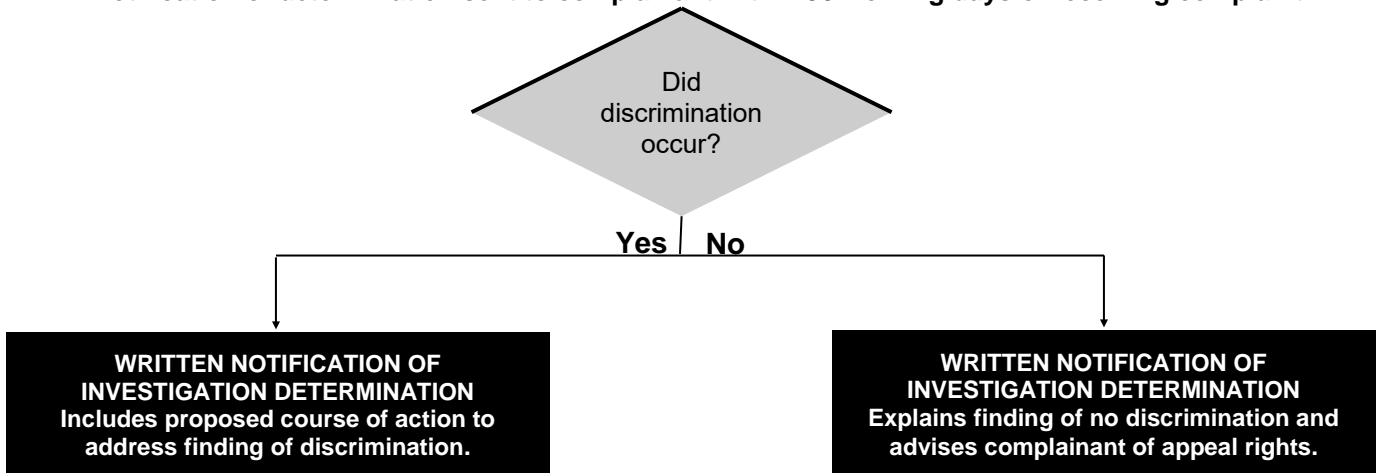
## INVESTIGATION / FACT FINDING

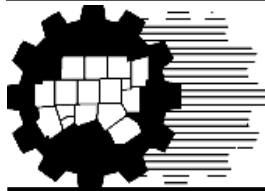
Completed within 60 working days of receiving complaint. Findings summarized and report submitted to head of Agency.

No  
Complaint may be closed.

## DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

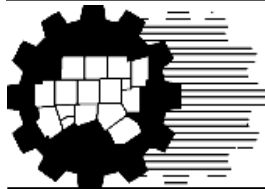
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments  
Transportation Department  
Title VI Specialist,  
P.O. Box 5888  
Arlington, TX 76005-5888

Or in Person at:  
616 Six Flags Drive  
Arlington, TX 76011

If you have any questions or need additional information, please call (817) 695-9240 or e-mail [titlevi@nctcoq.org](mailto:titlevi@nctcoq.org).



## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

### 1

\_\_\_\_\_  
 First Name MI Last Name

\_\_\_\_\_  
 Street Address City State Zip Code

\_\_\_\_\_  
 Telephone Number e-mail Address

### 2 Who do you believe discriminated against you?

\_\_\_\_\_  
 First Name MI Last Name

\_\_\_\_\_  
 Name of Business/Organization Position/Title

\_\_\_\_\_  
 Street Address City State Zip Code

\_\_\_\_\_  
 Person's Relationship to You

### 3 When did the alleged act(s) of discrimination occur? Please list all applicable dates in mm/dd/yyyy format.

\_\_\_\_\_  
 Date(s):

Is the alleged discrimination ongoing?  Yes  No

### 4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

\_\_\_\_\_  
 Name of Location

### 5 Indicate the basis of your grievance of discrimination.

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Race:            | <input type="checkbox"/> Color:      |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex:        |
| <input type="checkbox"/> Age:             | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> Religion:        |                                      |

**6** Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

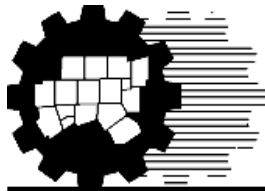
**Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.**

**Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.**

**Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.**

**Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.**





## North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

---

First Name \_\_\_\_\_ MI \_\_\_\_\_ Last Name \_\_\_\_\_

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Street Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

**Please Check one:**

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

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Signature \_\_\_\_\_

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Date \_\_\_\_\_

# 2018 Public Participation Plan Update

**Regional Transportation Council**

**November 8, 2018**

**Amanda Wilson, AICP**



**North Central Texas  
Council of Governments**



# Public Participation Plan

**Fulfills basic public involvement requirements established by federal law**

**Defines public involvement procedures and comment periods**

**Outlines communications and outreach strategies for informing the public**

**Describes measures for diversity and inclusiveness**

**Provides basis for evaluating outreach efforts**

**Last updated in February 2015**

# Legislative Basis

**Public participation requirements are outlined in laws and legislation regarding:**

Transportation funding

Civil rights

Environmental justice

Limited English proficiency

# Ways We Involve People

**Public meetings, online comment opportunities**

**Website, email and social media**

**Publications, newsletters**

**Community events**

**Speaking opportunities**

**Media relations**

**Advertising**



**@NCTCOGtrans**

# Proposed Revisions

- Revised stakeholder list to reflect new federal requirements**
- Increased weight given to local comments**
- Updated Language Assistance Plan with new demographics**
- Refined evaluation measures and reporting**
- More efficient public input opportunities**
- Increased emphasis on livestreaming**
- Outreach to and through community groups**

# Public Comment Policy Update Summary

## **What's Staying the Same**

Length of comment periods

Meetings recorded and posted online

## **What's Changing**

No requirement for multiple public meetings

Meetings livestreamed whenever possible

Recommendations for UPWP modifications posted online  
without video summary

# Schedule

<b>August 9, 2018</b>	<b>RTC Information</b>
<b>August 24, 2018</b>	<b>STTC Information</b>
<b>September 10, 11, 19, 2018</b>	<b>Public meetings</b>
<b>September 10, 2018</b>	<b>Public comment period begins</b>
<b>October 11, 2018</b>	<b>RTC Information</b>
<b>October 24, 2018</b>	<b>Public comment period ends</b>
<b>October 26, 2018</b>	<b>STTC Action</b>
<b>November 8, 2018</b>	<b>RTC Action</b>

# Requested Action

**Approve the revised Public Participation Plan and its attachments**

# Contacts

**Amanda Wilson, AICP**

Program Manager

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**Kyle Roy**

Communications Specialist

kroy@nctcog.org • 817-704-5610

[www.nctcog.org/trans/involve](http://www.nctcog.org/trans/involve)



@NCTCOGtrans

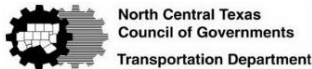


# METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY UPDATE

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Regional Transportation Council

November 8, 2018



# Background

- The Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015.
- Staff identified projects that were funded 10 or more years prior to the policy being approved and had not gone to construction.
- New estimated start dates for projects to go to construction by were established by each implementing agency.
- In April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects (i.e., A project with an estimated start date of June 2017 (FY 2017) would have until the end of FY 2018 to start construction).
- The policy stipulates that if a project does not go to construction by the established deadline, the project's funding will be removed.

# Project Monitoring Efforts

- Projects included on the 2016 Milestone List have been monitored to ensure timely implementation has occurred.
  - Reminder letters were sent to all agencies with a project on the list in December 2016
  - Staff highlighted the projects and their deadlines during 2019-2022 Transportation Improvement Program (TIP) Development process
  - Letters have been sent to agencies with projects that are being proposed for cancellation notifying them of the plan of action

# Outcomes to Date

- Of the 57 projects on the initial list:
  - 4 projects were canceled initially based on input from the implementing agencies
  - 2 projects were canceled as a result of being on the Federal Highway Administration (FHWA) 10-Year Preliminary Engineering Audit list
  - 1 project was canceled and the funding moved to another project
  - 37 projects have let for construction on time or have been completed
  - 5 projects did not meet their deadline and are slated for cancellation based on the policy
  - 7 projects must let before the end of FY 2019 (September 30, 2019)
  - 1 project does not have an established deadline

# Projects Proposed for Cancellation

Agency	Facility/Limits	Scope	Funding to be Removed
Dallas County	Camp Wisdom Road from Carrier Parkway to FM 1382	Widen 2 to 4 lane divided	\$7,200,000
TxDOT Dallas	Northwest Highway (Spur 244) at Jupiter	Traffic signal and pedestrian improvements	\$359,331
TxDOT Dallas	Northwest Highway (Spur 244) at Plano Road	Traffic signal and pedestrian improvements	\$522,500
TxDOT Dallas	SH 78 from IH 635 to Forest Lane	Traffic signals and intersection improvements	\$3,400,000
City of Denton	McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288	Widen 2 lane roadway to 4 lane divided urban	\$17,867,303
<b>TOTAL:</b>			<b>\$29,349,134</b>

# Issues to Consider

- All agencies reset and established their own schedule in 2016 (i.e., neither staff or the RTC set their schedule)
- The RTC approved an additional one year extension to the revised schedule
- Some projects were canceled after implementing agency staff determined that the projects were no longer warranted
- Projects were selected in 1992 (26 years ago), 1999 (19 years ago), and 2005 (13 years ago).
- 37 other projects were prioritized by the implementing agencies and successfully met the deadline
- Agencies with non-compliant projects still think their projects are needed
- Each of the five project schedules have been delayed further in the last 12 months
- STTC has proposed a solution for the remaining 5 projects

# STTC Recommendation

- Extend deadline for all 5 projects to December 2019 for roadway construction letting
- Report back to the Committee with each project's status in April 2019
- If projects miss the December 2019 deadline, there will be no further action or discussion. The projects will be canceled.

# Action Requested

- Options:
  - Option 1 – RTC approval of removing funding from projects that did not meet the deadline,
  - Option 2 – RTC approval of extending the deadline to December 2019 for projects that did not meet the previous deadline (Surface Transportation Technical Committee's recommendation)
- Direct staff to continue monitoring projects that must let by the end of FY 2019
- Direct staff to amend the TIP to incorporate RTC action
- Direct staff to initiate a new round of 10-Year Milestone projects in 2019



# Questions?

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Brian Dell  
Senior Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RECOMMENDATION
<b>PROJECTS PROPOSED FOR CANCELLATION AS PART OF APRIL 2016 ACTION</b>									
1992 CALL FOR PROJECTS	2785	DART	DALLAS	LEMMON AVENUE FROM BLUFFVIEW TO AIRDROME	WIDEN FROM 6 TO 8 LANES DIVIDED URBAN FROM BLUFFVIEW TO UNIVERSITY; RECONSTRUCT FROM 6 TO 6 LANES FROM UNIVERSITY TO AIRDROME	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; DART AND CITY OF DALLAS RECOMMEND CANCELLATION	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT	N/A	PROJECT CANCELED THROUGH 2017-2020 TIP DEVELOPMENT
1992 CALL FOR PROJECTS	2795	DART	DALLAS	HARRY HINES BLVD AT MOCKINGBIRD LANE	INTERSECTION IMPROVEMENTS; INCREASE EB LEFT TURN STORAGE AND NB RAMP IMPROVEMENT	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; DART AND CITY OF DALLAS RECOMMEND CANCELLATION	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT	N/A	PROJECT CANCELED THROUGH 2017-2020 TIP DEVELOPMENT
2001 PARK IN RIDE CALL FOR PROJECTS	11189.5	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	IH 820 AT SH 26 INTERCHANGE	CONSTRUCT 100 SPACE PARK AND RIDE FACILITY IN TXDOT ROW BENEATH FM 1938 RAMPS AT NE MALL INTERCHANGE		CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT	N/A	PROJECT CANCELED THROUGH 2017-2020 TIP DEVELOPMENT
2005-2006 PARTNERSHIP PROGRAM 3	11749	FRISCO	FRISCO	MAIN ST WEST OF DNT	ADD 2 EASTBOUND DEDICATED LEFT TURN LANES ON MAIN STREET WEST OF THE DALLAS NORTH TOLLWAY	CITY REQUESTS CANCELLATION OF PROJECT AND NOTES THAT THIS WORK WILL BE COMPLETED WITH LOCAL PROJECTS	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT	N/A	PROJECT CANCELED THROUGH 2017-2020 TIP DEVELOPMENT
<b>PROJECTS UNDER CONSTRUCTION OR RECENTLY LET AT THE TIME OF APRIL 2016 ACTION</b>									
1999 CALL FOR PROJECTS	11018.2	DALLAS	DALLAS	KATY TRAIL FROM ELLSWORTH AVE TO WORCOLA STREET IN CITY OF DALLAS	CONSTRUCT ELEVATED PEDESTRIAN BRIDGE ON KATY TRAIL - PHASE 6		PROJECT UNDER CONSTRUCTION; CONFIRM FUNDING	N/A	PROJECT LET NOVEMBER 2015
1999 CALL FOR PROJECTS	11153.2	TXDOT FORT WORTH	COLLEYVILLE	SH 26 FROM HALL-JOHNSON ROAD TO BROWN TRAIL	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)		CONFIRM FUNDING AS PROJECT LET IN FEBRUARY 2016	N/A	PROJECT LET FEBRUARY 2016
1999 CALL FOR PROJECTS	11153.3	TXDOT FORT WORTH	COLLEYVILLE	SH 26 FROM JOHN MCCAIN TO HALL-JOHNSON ROAD	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)		CONFIRM FUNDING AS PROJECT LET IN FEBRUARY 2016	N/A	PROJECT LET FEBRUARY 2016
1999 CALL FOR PROJECTS	11197	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	RUFE SNOW DRIVE FROM MID-CITIES BLVD TO 0.02 MILE SOUTH OF RIDGETOP ROAD	WIDEN FROM 4 LANES TO 6 LANES WITH A CONTINUOUS CENTER LEFT-TURN LANE AND ADDITIONAL TURN LANES AT MAJOR INTERSECTIONS (MID-CITIES, HIGHTOWER, AND CHAPMAN)	PROJECT LET IN MARCH 2016	CONFIRM FUNDING AS PROJECT LET IN MARCH 2016	N/A	PROJECT LET MARCH 2016
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11252.2	TXDOT FORT WORTH	FORT WORTH	EAST ROSEDALE STREET FROM WEST OF MILLER TO STALCUP WEST OF IH 820	RECONSTRUCT FOUR LANES TO FOUR LANES DIVIDED WITH A RAISED MEDIAN (PHASE 2)	PROJECT LET IN JANUARY 2016	CONFIRM FUNDING AS PROJECT IS UNDER CONSTRUCTION	N/A	PROJECT LET JANUARY 2016
2002 STRATEGIC PROGRAMMING INITIATIVE	11450	LANCASTER	LANCASTER	DANIELDALE RD FROM IH 35E TO HOUSTON SCHOOL RD	RECON. 2 LN UNDIV TO 2 LN UNDIV URBAN FROM IH 35E NB FR RD TO LONGHORN TRL & RECON. 2 LN UNDIV TO 3 LN UNDIV WITH CONTIN. CNTR TURN LN W/TRANSITION LNS, SIGNALS, & ADD COMBO LNS FOR LT & RT TURN LNS FROM LONGHORN TRL TO HOUSTON SCHOOL RD		CONFIRM FUNDING AS PROJECT BID IN AUGUST 2015	N/A	PROJECT LET AUGUST 2015
2005 PARTNERSHIP PROGRAM 2	11547	FWTA	FORT WORTH/ HURST	TRE CROSSING AT PRECINCT LINE	UPGRADE CROSSING BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	PROJECT COMPLETE AS OF SEPTEMBER 2015	PROJECT COMPLETE; NO ACTION NEEDED	N/A	PROJECT COMPLETED

SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION  
2018 UPDATE

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RECOMMENDATION
2005-2006 PARTNERSHIP PROGRAM 3	11754.1	TXDOT FORT WORTH	HUDSON OAKS	ON LAKESHORE DRIVE AT US 180/IH 20	IMPROVEMENTS AT LAKESHORE DRIVE, US 180, AND IH 20 FRONTAGE ROADS, CONSTRUCT TURNAROUND BRIDGE, AND WIDEN EXISTING LAKESHORE DRIVE BRIDGE TO ACCOMMODATE TURN LANES		CONFIRM FUNDING AS PROJECT HAS LET	N/A	PROJECT LET JULY 2015
2005-2006 PARTNERSHIP PROGRAM 3	11808.1	DALLAS	DALLAS	CITYWIDE SIGNAL RETIMING AND INSTALL ADVANCED VEHICULAR DETECTION EQUIPMENT	TRAFFIC SIGNAL IMPROVEMENT (ON SYSTEM & OFF SYSTEM)	CONSTRUCTION BEGAN IN DECEMBER 2015, TO BE COMPLETED IN DECEMBER 2016	PROJECT UNDER CONSTRUCTION; CONFIRM FUNDING	N/A	PROJECT LET MAY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11847	RICHARDSON	RICHARDSON	SIDEWALKS TO DART RAIL STATIONS - W/IN 1/2 MILE RADIUS OF DART SPRING VALLEY STATION, ARAPAHO STATION, & GALATYN PARK STATION	CONSTRUCT 6/7 FOOT SIDEWALKS ALONG ARTERIAL AND COLLECTOR STREETS (15.5 MI)		CONFIRM FUNDING AS PROJECT LET IN DECEMBER 2015	N/A	PROJECT LET AUGUST 2016; DELAY DUE TO THE NEED TO RE-BID THE PROJECT AFTER NO ACCEPTABLE BIDS WERE RECEIVED INITIALLY
2005-2006 PARTNERSHIP PROGRAM 3	11850	PLANO	PLANO	15TH STREET FROM AVENUE G TO CHISHOLM TRAIL AT 15TH STREET	ENHANCE PEDESTRIAN CROSSING, RECONSTRUCT EXISTING PAVEMENT, IMPROVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALKS AND DRIVEWAY APRONS, BIKE TRAIL, PROVIDE WAY FINDING SIGNAGE, AND LANDSCAPING	PROJECT LET IN SEPTEMBER 2014	CONFIRM FUNDING AS PROJECT IS UNDER CONSTRUCTION	N/A	PROJECT LET SEPTEMBER 2014
<b>PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2016</b>									
1999 CALL FOR PROJECTS	11065	GARLAND	GARLAND	WINTERS PARK/SPRING CREEK GREENBELT TRAIL FROM BRAND ROAD TO RANGER DRIVE	CONSTRUCT NEW 12' WIDE CONCRETE TRAIL AS PART OF VELOWEB; TWO MILES		CONFIRM FUNDING IN FY 2016	2017	PROJECT LET JUNE 2017
2005-2006 PARTNERSHIP PROGRAM 3	11144	ARLINGTON	ARLINGTON	BIKEWAYS CITYWIDE	DEVELOP BIKE LANES AND BIKE ROUTES WITHIN CITY LIMITS		CONFIRM FUNDING AS PROJECT WILL LET IN FY 2016	2017	PROJECT LET MARCH 2016
2002 STRATEGIC PROGRAMMING INITIATIVE	11419	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD	ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS		CONFIRM FUNDING IN FY 2016	2017	PROJECT LET AUGUST 2017
2005 PARTNERSHIP PROGRAM 2	11505	FWTA	IRVING	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2016	2017	PROJECT LET SEPTEMBER 2016
2005 PARTNERSHIP PROGRAM 2	11515	FWTA	GRAPEVINE	SEAMLESS AVIATION CONNECTIONS; DFW INTERNATIONAL AIRPORT TO COTTONBELT RAILWAY	CONSTRUCT NEW RAIL CONNECTION; DFW INTERNATIONAL AIRPORT INTERMODAL CONNECTION TO COTTONBELT	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2016	2017	PROJECT LET SEPTEMBER 2016
2005 PARTNERSHIP PROGRAM 2	11584	DART	IRVING	TRE DOUBLE TRACKING AT VALLEY VIEW (TAR/DAL CL) AND WEST IRVING	CONSTRUCT SECOND TRACK FROM DALLAS/TARRANT COUNTY LINE (AT VALLEY VIEW LN) TO WEST IRVING STATION	FUNDS PREVIOUSLY TRANSFERRED TO DART, CONSTRUCTION SHOULD BE COMPLETED IN FY 2017	DELAY TO FY 2016; DART ANTICIPATES LETTING THE PROJECT IN FY 2016	2017	PROJECT LET SEPTEMBER 2017
2005-2006 PARTNERSHIP PROGRAM 3	11585	TXDOT DALLAS	CARROLLTON	BROADWAY/MAIN FROM BELTLINE/BROADWAY TO BROADWAY NORTH OF CROSBY	CONSTRUCT PEDESTRIAN CONNECTION BETWEEN DART RAIL STATION AND DOWNTOWN CARROLLTON	TO BE CHANGE ORDERED INTO IH 35E PROJECT; NO LOCAL MATCH, TDCS BEING USED	CONFIRM FUNDING IN FY 2016	2017	PROJECT LET SEPTEMBER 2017

SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION  
2018 UPDATE

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RECOMMENDATION
2005-2006 PARTNERSHIP PROGRAM 3	11745	DALLAS COUNTY	COCKRELL HILL/ DALLAS	COCKRELL HILL RD FROM NORTH OF MOLER STREET TO DAVIS STREET	RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES	PROJECT DELAYED FROM FY 2015 TO FY 2016; CONSTRUCTION SLATED TO BEGIN IN MAY 2016	IF CURRENT SCHEDULE IS MAINTAINED, RETAIN FUNDING ON PROJECT IN FY 2016	2017	PROJECT LET SEPTEMBER 2017
2005-2006 PARTNERSHIP PROGRAM 3	11746	DALLAS	DALLAS	CITY OF DALLAS SAFETY PROGRAM	ASSESSMENT AND IMPLEMENTATION OF DALLAS SAFETY PROGRAM TO IMPROVE SAFETY AT INTERSECTIONS	LPAFA EXECUTED; SCOPE CHANGE TO INCLUDE SIGNAL TIMING IMPROVEMENTS AND INSTALLATION OF ADVANCED VEHICLE DETECTION EQUIPMENT; PROJECT LET JANUARY 2016	CHANGE SCOPE TO SIGNAL AND INTERSECTION IMPROVEMENTS; RECONFIRM FUNDING IN FY 2016	2017	PROJECT LET NOVEMBER 2015
<b>PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2017</b>									
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019
1992 CALL FOR PROJECTS	633	DALLAS	DALLAS	HATCHER ST FROM SPRING AVE TO NORTH OF HASKELL AVE/MILITARY PKWY	RECONSTRUCT EXISTING ROADWAY FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH INTERSECTION IMPROVEMENTS AT HASKELL		CONFIRM FUNDING IN FY 2017	2018	FUNDS OBLIGATED AUGUST 2018
1992 CALL FOR PROJECTS	2310.1	DALLAS COUNTY	DALLAS	DENTON DRIVE FROM SOUTH OF WALNUT HILL LANE TO NORTH OF ROYAL LN	RECONSTRUCT DENTON DR FROM 2 LN UNDIVIDED RURAL INTO 3 LN URBAN TRANSIT ORIENTED ROADWAY WITH CENTER TURN LN, BIKE LN, SIDEWALKS, AND SIDEWALK CONNECTION TO HARRY HINES BLVD ALONG BOTH WALNUT HILL LN AND ROYAL LN CONNECTING DART LRT STATION	RTR FUNDS USED FOR ENGINEERING; CONSTRUCTION IS FUNDED WITH LOCAL FUNDS; CITY OF DALLAS IS IN SUPPORT OF THE PROJECT	CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET JANUARY 2018
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019
1999 CALL FOR PROJECTS	11110	PLANO	PLANO	ON SPRING CREEK PARKWAY AT COIT ROAD	EXPAND INTERSECTION TO ADD RIGHT AND LEFT TURN LANES		CONFIRM FUNDING FOR PROJECT IN FY 2017	2018	PROJECT LET FEBRUARY 2018
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217.2 44247	DENTON TXDOT DALLAS	DENTON	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017	2018	REMOVE UNEXPENDED FUNDS; SIDEWALKS LET FOR CONSTRUCTION, BUT MAJORITY OF PROJECT AND FUNDING IS STILL NOT READY TO LET; ESTIMATED LET DATE OF JULY-NOVEMBER 2019
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11263.7	FORT WORTH	FORT WORTH	PEACH STREET AREA FROM PEACH STREET TO LIVE OAK CONNECTOR	CONSTRUCT THE LIVE OAK CONNECTOR; CLOSE PEACH STREET AND EAST 1ST STREET AT UP CROSSING; AND INSTALL FENCES TO RESTRICT PEDESTRIAN ACCESS ACROSS THE RR TRACKS	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2017	2018	PROJECT LET AUGUST 2018

SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION  
2018 UPDATE

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RECOMMENDATION
2004-2005 SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS	11318.1	PLANO	PLANO	PLANO TRANSIT VILLAGE; FROM 12TH TO SH 190/BUSH TURNPIKE	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	ENVIRONMENTALLY CLEARED; DESIGN IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET OCTOBER 2017
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.1	CARROLLTON	CARROLLTON	VARIOUS LOCATIONS IN CITY OF CARROLLTON - OFF-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	PROJECT PREVIOUSLY DELAYED FROM FY 2015 TO FY 2017; LPAFA EXECUTED NOVEMBER 2015	CONFIRM FUNDING FY 2017	2018	PROJECT LET SEPTEMBER 2018
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.2	CARROLLTON	CARROLLTON	VARIOUS LOCATIONS IN CITY OF CARROLLTON ON-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	PROJECT PREVIOUSLY DELAYED FROM FY 2015 TO FY 2016; LPAFA EXECUTED NOVEMBER 2015	CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET SEPTEMBER 2018
2002 STRATEGIC PROGRAMMING INITIATIVE	11461	PLANO	PLANO	SH 289 AT INTERSECTION OF PLANO PARKWAY	INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED	SCHEMATICS UNDER REVIEW BY TXDOT	CONFIRM FUNDING IN FY 2017	2018	PROJECT LET DECEMBER 2017
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD		CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF SPRING 2019
2005-2006 PARTNERSHIP PROGRAM 3	11580	TXDOT DALLAS	CARROLLTON	BICYCLE CONNECTION LINK FOR CARROLLTON TRANSIT DISTRICT	2 BICYCLE TRAIL LINKS EXTENDING NORTHEAST FROM DOWNTOWN CARROLLTON DART STATION; ONE TRAIL PARALLELS HUTTON BRANCH CREEK/BNSF RAIL LINE AND THE OTHER IS PARALLEL TO THE COTTONBELT RAIL LINE		CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET NOVEMBER 2017
2005-2006 PARTNERSHIP PROGRAM 3	11727	DALLAS COUNTY	DALLAS	MEDICAL DISTRICT DR FROM IH 35E TO HARRY HINES BLVD	RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED		CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET MARCH 2018
2005-2006 PARTNERSHIP PROGRAM 3	11763	TXDOT FORT WORTH	FORT WORTH	CHAPEL CREEK BLVD AT IH 30	CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE		CONFIRM FUNDING IN FY 2017; INCREASE FUNDS PER THE PROPOSED MAY 2016 MODIFICATION DUE TO ADDED TURN LANE AND COST INCREASES	2018	PROJECT LET NOVEMBER 2016
2005-2006 PARTNERSHIP PROGRAM 3	11775	FRISCO	FRISCO	FRISCO/NTTA FIBER OPTIC CONNECTION FRISCO TMC TO NTTA - DNT	DESIGN & INSTALLATION OF FIBER OPTIC CONNECTION W/THE REGION FIBER CONNECTION FROM FRISCO TMC TO DNT	ITS ARCHITECTURE STATEMENT NEEDED; LPAFA UNDERWAY	CONFIRM FUNDING AND ADVANCE PROJECT TO FY 2017; CITY MUST SUBMIT AN ITS ARCHITECTURE STATEMENT PRIOR TO LETTING	2018	FUNDING HAS OBLIGATED; ITS ARCHITECTURE STATEMENT HAS BEEN SUBMITTED
2005-2006 PARTNERSHIP PROGRAM 3	11785	FORT WORTH	FORT WORTH	ROSEDALE ST FROM IH 30 TO MILLER ROAD	ACTIVE CORRIDOR MANAGEMENT SYSTEM; REAL TIME TRAVELER INFORMATION WITH HIGH SPEED COMMUNICATIONS	LPAFA EXECUTED	CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET JANUARY 2018
2005-2006 PARTNERSHIP PROGRAM 3	11853.2	<b>ARLINGTON</b> TXDOT FORT- WORTH	ARLINGTON	SH 180/DIVISION FROM COOPER TO COLLINS	DIVISION BICYCLE AND PEDESTRIAN PROJECT; CONSTRUCT NEW BIKE TRAIL, 8- FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	AS OF FEBRUARY 2016 THE CITY REQUESTS A SCOPE REDUCTION TO INCLUDE SIDEWALKS ONLY	CONFIRM FUNDING IN FY 2017; CHANGE PROJECT DESCRIPTION TO INCLUDE ONLY THE SIDEWALKS AS FUNDING IS INSUFFICIENT TO COVER THE ORIGINAL SCOPE	2018	RIGHT-OF-WAY FUNDS OBLIGATED SEPTEMBER 2018; CONSTRUCTION FUNDING MOVED INTO THE ENGINEERING AND RIGHT-OF-WAY PHASES; FUNDS FULLY OBLIGATED BY CITY IN SEPTEMBER 2018

SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION  
2018 UPDATE

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RECOMMENDATION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2018 OR LATER									
1992 CALL FOR PROJECTS	533	DALLAS DART	DALLAS	LEMMON AVENUE AT BLUFFVIEW	INTERSECTION IMPROVEMENTS	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; CITY OF DALLAS RECOMMENDS CANCELLATION	CHANGE SCOPE TO INCLUDE ACCESS IMPROVEMENTS TO LOVE FIELD AND PROVIDE A PEDESTRIAN SAFETY CROSSING OVER LEMMON AVENUE; PROPOSE MOVING PROJECT TO FY 2018; CONFIRM FUNDING IN FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019
1992 CALL FOR PROJECTS	665.2	TXDOT DALLAS	DALLAS	PARK LANE FROM US 75 TO GREENVILLE AVE	WIDEN ROADWAY FROM 4 TO 5 LANES (2 EASTBOUND AND 3 WESTBOUND), AND CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE	CITY AND TXDOT HAVE AGREED TO REDEFINE THE PROJECT SCOPE TO INCLUDE ONLY A RIGHT-TURN LANE ON THE NORTHBOUND CENTRAL EXPRESSWAY SERVICE ROAD TO EASTBOUND PARK LANE; PROJECT COST PENDING; MAY DECREASE FUNDING AND SCOPE	MOVE PROJECT FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ORIGINAL PROJECT CANCELED THROUGH FEBRUARY 2018 TIP MODIFICATION CYCLE (ENGINEERING FUNDING REMOVED BY FHWA AS A RESULT OF THE 10-YEAR PE AUDIT) AND REPLACED BY A NEW PROJECT THAT MUST LET BY DECEMBER 2018
1992 CALL FOR PROJECTS	684	TXDOT DALLAS	DALLAS	VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE AND AUDELIA RD	CITY OF DALLAS IN SUPPORT OF PROJECT	CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ORIGINAL PROJECT CANCELED THROUGH FEBRUARY 2018 TIP MODIFICATION CYCLE (ENGINEERING FUNDING REMOVED BY FHWA AS A RESULT OF THE 10-YEAR PE AUDIT) AND REPLACED BY A NEW PROJECT THAT MUST LET BY DECEMBER 2018
1992 CALL FOR PROJECTS	2998	TXDOT DALLAS	ROCKWALL	SH 276 FROM SH 205 TO FM 549	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	PROJECT DELAYED DUE TO ROW ACQUISITION	IN OCTOBER 2015, THE RTC APPROVED PROPOSITION 1 FUNDS FOR FY 2017 AND REMOVAL OF THE STP-MM FUNDS; DELAY PROJECT TO FY 2018 AND CONFIRM FUNDING	2019	PROJECT LET APRIL 2018
1999 CALL FOR PROJECTS	11116	RICHARDSON	RICHARDSON	DUCK CREEK TRAIL FROM PLANO RD TO CAMPBELL/US 75 IN RICHARDSON	BIKE AND PEDESTRIAN TRAIL	LPAFA IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF DECEMBER 2018; MUST LET BY SEPTEMBER 2019
1999 TEXAS TRANSPORTATION COMMISSION/REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11244.1	TXDOT FORT WORTH	FORT WORTH	FM 156 FROM US 81/287 TO WATAUGA ROAD (MCELROY)	WIDEN 2 TO 4 LANE DIVIDED	PROPOSING FUTURE PROP 1 FUNDING FOR SHORTFALL	CONFIRM EXISTING FUNDING AND MOVE TO FY 2018	2019	PROJECT LET AUGUST 2018
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.6	GRAND PRAIRIE	GRAND PRAIRIE	RR CROSSING RELIABILITY PARTNERSHIP PROGRAM; 19TH STREET SW, BAGDAD RD, SE 14TH STREET, CENTER STREET, SW 2ND STREET, AND SW 23RD STREET AT UPRR	INSTALL MISC. EQUIPMENT, GATES, ADVANCE PREEMPTION, AND FLASHERS	CITY OF GRAND PRAIRIE WORKING WITH UPRR ON PROJECT DETAILS; LPAFA AGREEMENT EXECUTED IN 2013, BUT NEW AGREEMENTS ARE NEEDED DUE TO PROJECT DELAYS	CONFIRM FUNDING AND DELAY TO FY 2018	2019	NON-LETTING PROJECT; CONSTRUCTION BEGAN AUGUST 2018
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.9	DALLAS	DALLAS	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD, BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	DELAYED DUE TO LOCAL MATCH UNAVAILABILITY; CITY IS SLATED FOR THE 2017 BOND PROGRAM; IF NOT INCLUDED IN THE BOND PROGRAM THE CITY UNDERSTANDS THAT THE PROJECT WILL BE CANCELLED	CONFIRM FUNDING IN FY 2018; CANCEL PROJECT IF LOCAL MATCH NOT APPROVED IN THE 2017 DALLAS BOND PROGRAM	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019
2001 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11265	TXDOT DALLAS	DUNCANVILLE	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	RECEIVED LETTER OF SUPPORT FROM DUNCANVILLE	CONFIRM FUNDING IN FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF DECEMBER 2018; MUST LET BY SEPTEMBER 2019



SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION  
2018 UPDATE

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RECOMMENDATION
2004 PARTNERSHIP PROGRAM 1	11527	TXDOT DALLAS	IRVING	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	CONSTRUCTION NOT FUNDED; HOWEVER TXDOT PAYING FOR PE AND ROW	CONFIRM PROJECT NEED; \$15.1M OF TXDOT ROW FUNDS AND TXDOT PE FUNDS; CONSTRUCTION REMAINS UNFUNDED; KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF THE TIP)	N/A	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF AUGUST 2023; 10-YEAR PLAN PROJECT
2005-2006 PARTNERSHIP PROGRAM 3	11747	DALLAS COUNTY	VARIOUS	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK TO DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES		CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019
2005-2006 PARTNERSHIP PROGRAM 3	11757	GRAPEVINE	GRAPEVINE	MUSTANG DR AT WILLIAM D TATE AVE	ADD ADDITIONAL EASTBOUND LEFT TURN LANE	PART OF A DEFEDERALIZATION PACKAGE WITH GRAPEVINE; PROJECT DELAYED DUE TO DFW CONNECTOR AND NEW RAMP AT SH 121/SH 360	MAINTAIN COMMITMENT BY THE CITY; CITY TO BUILD BY FY 2018 - FY 2019	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF MAY 2019; MUST LET BY SEPTEMBER 2019
2005-2006 PARTNERSHIP PROGRAM 3	11794.2	RICHARDSON	RICHARDSON	CAMPBELL RD FROM COLLINS TO US 75	EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS		CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF AUGUST 2019; MUST LET BY SEPTEMBER 2019
2005-2006 PARTNERSHIP PROGRAM 3	11853.1	ARLINGTON	ARLINGTON	ABRAM STREET HIKE AND BIKE TRAIL; FIELDER ON THE WEST, ABRAM ON THE SOUTH, STADIUM ON THE EAST AND RIGHT UP TO, BUT NOT INCLUDING DIVISION ON THE NORTH	ABRAM-AREA BICYCLE AND PEDESTRIAN DISTRICT: CONSTRUCT NEW BIKE TRAIL, SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	CURRENTLY UNDER DESIGN	CONFIRM FUNDING AND MOVE PROJECT TO FY 2018	2019	FUNDING REMOVED AND TRANSFERRED TO TIP 11853.2 THROUGH THE 2019-2022 TIP DEVELOPMENT PROCESS

10-YEAR MILESTONE POLICY UPDATE:  
PROJECTS PROPOSED FOR CANCELLATION

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	FUNDING CATEGORY	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 RECOMMENDATION/COMMENTS	PROPOSED AMOUNT OF FUNDING TO BE REMOVED
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	CMAQ; TXDOT PE	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019	\$359,331
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	CMAQ; TXDOT PE	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019	\$522,500
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	CMAQ; TXDOT PE	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019	\$3,400,000
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217.2	DENTON	DENTON	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	STP-MM; RTR	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017	2018	REMOVE UNEXPENDED FUNDS; SIDEWALKS LET FOR CONSTRUCTION, BUT MAJORITY OF PROJECT AND FUNDING IS STILL NOT READY TO LET; ESTIMATED LET DATE OF JULY-NOVEMBER 2019	\$17,867,303
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD	RTR; LOCAL		CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF SPRING 2019	\$7,200,000





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

December 21, 2016

Mr. Darryl Martin  
County Administrator  
Dallas County  
411 Elm Street, 2<sup>nd</sup> Floor  
Dallas, TX 75202-3301

Dear Mr. Martin:

In September 2015, your office received correspondence regarding the Project Milestone Policy that was approved by the Regional Transportation Council (RTC). As a reminder, this policy mandated that projects that have not begun construction after receiving funding more than 10 years ago were to be canceled if appropriate documentation was not provided to either demonstrate continued support and viability of the projects or notify the North Central Texas Council of Governments (NCTCOG) of their cancellation. This policy was designed to ensure that funds are available for projects that are ready to move forward.

After receiving such documentation from your agency, NCTCOG staff moved and/or confirmed several projects through our most recent Transportation Improvement Program (TIP) development effort. The complete listing of these projects is enclosed at the end of this letter.

In order to prevent future cancellation of any reapproved projects, your agency has one additional year from the end of the specified fiscal year to commence construction on each project. We will continue to monitor these projects to ensure that adequate progress is being made. For additional information, please contact Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org) or Adam Beckom at 817-608-2344 or [abeckom@nctcog.org](mailto:abeckom@nctcog.org).

Sincerely,

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

Michael Morris, P.E.  
Director of Transportation

BD:tw

Enclosure

cc: The Honorable Clay Lewis Jenkins, County Judge, Dallas County and RTC Primary Member  
The Honorable Mike Cantrell, Commissioner, Dallas County and RTC Primary Member  
The Honorable Elba Garcia, DDS, Commissioner, Dallas County and RTC Alternate Member  
Alberta Blair, P.E., Director of Public Works, Dallas County  
Antoinette Bacchus, P.E., Assistant Director of Public Works, Dallas County  
Micah Baker, Senior Transportation Planner, Dallas County  
Kelly Selman, P.E., District Engineer, Texas Department of Transportation, Dallas District and  
RTC Primary Member

**MILESTONE POLICY PROJECTS – DALLAS COUNTY**

TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FISCAL YEAR IN WHICH THE PROJECT CAN PROCEED	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED
11745	0918-47-035	COCKRELL HILL RD FROM NORTH OF MOLER STREET TO DAVIS STREET	RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES	2016	2017
2310.1	0918-47-057	DENTON DRIVE FROM SOUTH OF WALNUT HILL LANE TO NORTH OF ROYAL LANE	RECONSTRUCT DENTON DR FROM 2 LN UNDIVIDED RURAL INTO 3 LN URBAN TRANSIT ORIENTED ROADWAY WITH CENTER TURN LN, BIKE LN, SIDEWALKS, AND SIDEWALK CONNECTION TO HARRY HINES BLVD ALONG BOTH WALNUT HILL LN AND ROYAL LN CONNECTING DART LRT STATION	2017	2018
11536	0918-47-006	CAMP WISDOM ROAD FROM WEST OF CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED	2017	2018
11727	0918-45-884	MEDICAL DISTRICT DR FROM IH 35E TO HARRY HINES BLVD	RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED	2017	2018
11747	0918-47-015	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK AND DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES	2018	2019

\*As approved in April and May 2016 by the Regional Transportation Council



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

October 1, 2018

Ms. Alberta Blair, P.E.  
Director of Public Works  
Dallas County  
411 Elm Street, 2<sup>nd</sup> Floor  
Dallas, TX 75202-3301

Dear Ms. Blair:

In December 2016, Dallas County received correspondence regarding the Regional Transportation Council's (RTC) Metropolitan Planning Organization (MPO) Milestone Policy. As a reminder, this policy pertains to projects that were funded 10 or more years prior to the time of the policy approval that had not proceeded to construction. After these projects were identified, the implementing agency had to provide proof of local support, provide a realistic implementation schedule, and affirm that local matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy Project List. The list detailed each project's status at the time, along with recommendations based upon the information provided by implementing agencies. The RTC also approved staff's recommendation to give each agency one additional fiscal year from the new estimated start or let date to begin construction. Staff was directed to remove funding from any project that does not meet the deadlines set forth.

Since that April 2016 RTC action, North Central Texas Council of Governments (NCTCOG) staff have monitored projects on the list to ensure timely implementation. The aforementioned letter was sent to all agencies in December 2016. And, in the summer/fall of 2017, during the 2019-2022 Transportation Improvement Program (TIP) Development process, staff reminded implementing agencies of their deadlines to let projects. An update on the status of projects on the list will be provided to the Surface Transportation Technical Committee (STTC) in October 2018 and the RTC in November 2018. Several projects across the region have been identified as having missed the agreed upon deadline for starting construction.

One of the projects identified is TIP 11536/CSJ 0918-47-006, Camp Wisdom Road from Carrier Parkway to FM 1382, widen 2 to 4 lanes divided. The project had until the end of fiscal year 2018 to begin construction. However, we were informed by Dallas County staff that this project would not begin construction before September 30, 2018. Therefore, staff will propose to STTC and the RTC that the funding be removed from this project per the approved policy.

Ms. Alberta Blair, P.E.  
Page Two

October 1, 2018

If you have any questions or additional details we should share with STTC or the RTC about this project, please contact me at 817-608-2338 or cgotti@nctcog.org or Brian Dell at 817-704-5694 or bdell@nctcog.org.

Sincerely,



Christie Gotti  
Senior Program Manager

BD:tw

cc: The Honorable Clay Lewis Jenkins, County Judge, Dallas County and RTC Primary Member  
The Honorable Mike Cantrell, Commissioner, Dallas County and RTC Primary Member  
The Honorable Elba Garcia, DDS, Commissioner, Dallas County and RTC Alternate Member  
Antoinette Bacchus, P.E., Assistant Director of Public Works, Dallas County  
Micah Baker, Senior Transportation Planner, Dallas County  
Mo Bur, P.E., District Engineer, Texas Department of Transportation, Dallas District and RTC Primary Member



**DALLAS COUNTY  
PUBLIC WORKS**

October 12, 2018

Mr. Michael Morris  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive, Suite 200, Centerpoint Two  
P.O. Box 5888  
Arlington, TX 76005-5888

**Re: TIP 11536/CSJ 0918-47-006 (Camp Wisdom Road from West of Carrier to FM 1382)**

Dear Mr. Morris,

This letter is in response to the letter we received from the RTC dated October 1, 2018 regarding the Dallas County led Camp Wisdom Rd project. As noted in the letter from RTC this project is listed on the MPO Milestone Policy Project List and was approved for a FY 2018 let date based on NCTCOG staff's recommendation in 2016. Since then Dallas County has been working diligently with the Cities of Grand Prairie and Dallas to secure local funds and to advance design of this project in order to meet the September 30th 2018 deadline.

In order to deliver a project appropriate for the needs of each City and their citizens, it was imperative to secure bond funds from both cities to complete the project. Therefore bond funding was secured through a Project Specific Agreement with the City of Grand Prairie on October 6, 2015 and from the City of Dallas on August 15, 2017 and the project is now within a few months of bidding. Dallas County considers that the delay caused by including all appropriate stakeholders is definitely supported by the ability to satisfy the needs of the traveling public and provide a safe and comprehensive transportation solution for the citizens of these two cities.

Now that we have secured the appropriate support from our partner agencies we are quickly moving toward bidding this \$19 M project in early 2019. Dallas County received the 90% design submittal during the first week of October and anticipates having the 100% drawings and specs by November 30<sup>th</sup>. Working with our Purchasing and SBE departments, we are scheduled to advertise after the first of the year which will allow us to award this project in the Spring of 2019.

Dallas County in partnership with both the City of Grand Prairie and the City of Dallas would like to use this opportunity to assure the RTC and NCTCOG that this project is of very high priority. We have a reputation of working with our partner agencies and NCTCOG to deliver multi-dimensional projects with RTR funds in the past, in which it has been illustrated that all efforts have been made to deliver these projects within ten years of receiving funding. Attached is a summary of RTR funded regional projects that have been completed or are currently under construction by Dallas County.



If you have any questions or need any additional information, please contact myself Alberta Blair at Alberta.Blair@dallascounty.org and/or Antoinette Bacchus at Antoinette.Bacchus@dallascounty.org.

Sincerely,



Alberta Blair, P.E., Director of Public Works, Dallas County

Cc: Clay Lewis Jenkins, County Judge, Dallas County  
Dr. Elba Garcia, District 4 Commissioner, Dallas County  
Mike Cantrell, District 2 Commissioner, Dallas County  
Brooks Love, District 4 Chief of Staff, Dallas County  
Ron Jensen, Mayor of Grand Prairie, City of Grand Prairie  
Mike Del Bosque, City Councilman District 3, City of Grand Prairie  
Tom Hart, City Manager, City of Grand Prairie  
Walter Shumac, P.E., Director of Transportation Services, City of Grand Prairie  
Romin Khavari, P.E., City Engineer, City of Grand Prairie  
Michael Rawlings, Mayor of Dallas, City of Dallas  
Casey Thomas, City Councilman District 3, City of Dallas  
T.C. Broadnax, City Manager, City of Dallas  
Majed Al-Ghafry, Assistant City Manager, City of Dallas  
Michael Rogers, Director of the Department of Transportation, City of Dallas  
Mo Bur, P.E., District Engineer, Texas Department of Transportation  
Christie Gotti, Senior Program Manager, North Central Texas Council of Governments  
Brian Dell, Transportation Planner III, North Central Texas Council of Governments  
Antoinette Bacchus, P.E., Assistant Director of Transportation & Planning, Dallas County  
John Mears, P.E., Assistant Director of Engineering and Construction, Dallas County  
Jonathan Toffer, Assistant Director of Program and Engineering, Dallas County  
Ray Banks, P.E., Project Manager, Dallas County  
Micah Baker, Senior Transportation Planner, Dallas County

Attachment: Dallas County RTR Projects Status



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

December 21, 2016

Mr. Howard Martin  
Interim City Manager  
City of Denton  
215 East McKinney  
Denton, TX 76201

Dear Mr. Martin:

In April 2016, the Regional Transportation Council (RTC) approved funding for FM 426 from west of Loop 288 to east of Loop 288 in Denton. This project is part of the Project Milestone Policy, which mandated that projects that had not begun construction after receiving funding more than 10 years ago were to be canceled if appropriate documentation was not provided to either demonstrate continued support and viability of the projects or notify the North Central Texas Council of Governments (NCTCOG) of their cancellation. This policy was designed to ensure that funds are available for projects that are ready to move forward.

After receiving documentation from the Texas Department of Transportation (TxDOT) and the City of Denton, NCTCOG staff moved the project to FY 2017 through our most recent Transportation Improvement Program (TIP) development effort. You are receiving this letter because the City of Denton was designated as the new project sponsor as a result of the transfer of FM 426 from TxDOT to the City via Texas Transportation Commission (TTC) Minute Order #114635. This roadway has been taken off-system and the federal funds were converted to Regional Toll Revenue (RTR) funds. Both actions should enable the city of Denton to implement this project in a timely fashion.

In order to prevent future cancellation of this reapproved project, your agency has until the end of FY 2018 to commence construction on the project. We will continue to monitor this project to ensure that adequate progress is being made. For additional information, please contact Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org) or Adam Beckom at 817-608-2344 or [abeckom@nctcog.org](mailto:abeckom@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads 'Michael Morris'. The signature is written in a cursive style with a large, prominent 'M' and 'M'.

Michael Morris, P.E.  
Director of Transportation

BD:tw

Enclosure

cc: Kevin Roden, Mayor Pro Tem, City of Denton and RTC Primary Member  
Sara Bagheri, Councilmember, City of Denton and RTC Primary Member  
Mark Nelson, P.E., Director of Transportation, City of Denton  
Kelly Selman, P.E., District Engineer, Texas Department of Transportation, Dallas District and  
RTC Primary Member

**MILESTONE POLICY PROJECTS – DENTON**

TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FISCAL YEAR IN WHICH THE PROJECT CAN PROCEED	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED
11217	0081-11-012	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	2017	2018

\*As approved in April and May 2016 by the Regional Transportation Council





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

October 9, 2018

Mr. Todd Hileman  
City Manager  
City of Denton  
215 East McKinney  
Denton, TX 76201

Dear Mr. Hileman:

In December 2016, the City of Denton received correspondence regarding the Regional Transportation Council's (RTC) Metropolitan Planning Organization (MPO) Milestone Policy. As a reminder, this policy pertains to projects that were funded 10 or more years prior to the time of the policy approval that had not proceeded to construction. After these projects were identified, the implementing agency had to provide proof of local support, provide a realistic implementation schedule, and affirm that local matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy Project List. The list detailed each project's status at the time, along with recommendations based upon the information provided by implementing agencies. The RTC also approved staff's recommendation to give each agency one additional fiscal year from the new estimated start or let date to begin construction. Staff was directed to remove funding from any project that does not meet the deadlines set forth.

Since that April 2016 RTC action, North Central Texas Council of Governments (NCTCOG) staff has monitored projects on the list to ensure timely implementation. The aforementioned letter was sent to all agencies in December 2016. And, in the summer/fall of 2017, during the 2019-2022 Transportation Improvement Program (TIP) Development process, staff reminded implementing agencies of their deadlines to let projects. An update on the status of projects on the list will be provided to the Surface Transportation Technical Committee (STTC) in October 2018 and the RTC in November 2018. Several projects across the region have been identified as having missed the agreed upon deadline for starting construction.

One of the projects identified is TIP 11217.2/CSJ 0918-46-298, McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288, widen 2 lane roadway to 4 lane divided urban. This project was selected for funding in 1999. It had until the end of fiscal year 2018 to begin construction. We were informed by City staff that sidewalk construction, as part of Phase 1 of this project, had been completed, but the construction of the remainder (majority) of the project has not commenced and is not slated to begin until mid- to late 2019. Therefore, staff

Mr. Todd Hileman  
Page Two

October 9, 2018

will propose to STTC and the RTC that the unexpended funding be removed from this project per the approved policy.

If you have any questions or additional details we should share with STTC or the RTC about this project, please contact me at 817-608-2338 or [cgotti@nctcog.org](mailto:cgotti@nctcog.org) or Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org).

Sincerely,



Christie Gotti  
Senior Program Manager

BD:tw

cc: The Honorable John Ryan, Councilmember, City of Denton and RTC Primary Member  
Mark Nelson, P.E., Director of Transportation, City of Denton  
Mo Bur, P.E., District Engineer, Texas Department of Transportation, Dallas District and  
RTC Primary Member



Oct. 15, 2018

Christie Gotti  
Senior Program Manager  
Transportation Project Programming  
North Central Texas Council of Governments  
P.O. Box 5888, Arlington, TX 76005-5888

Subject: FM 426 / McKinney Street

Dear Christie Gotti:

The Regional Transportation Council (RTC) began the Regional Toll Revenue (RTR) initiative in April of 2007. By August 2008, the RTC had identified and approved all projects that would receive funds from the RTR account. Some were cost overruns and others were new projects. FM 426/McKinney Street was among those projects selected for funding. It was submitted by TxDOT and supported by Denton County and the City of Denton.

The implementing agency was TxDOT and through the following years, this project fell down the state's priority list for various reasons. Additionally, several years back, action was taken by COG, TxDOT and Denton County to remove RTR funds from FM 426 and replace them with federal funds, thereby increasing the regulatory burden on this job to include federal environmental clearance processes. It wasn't until recently that COG replaced the RTR funds on FM 426.

In 2016, the City of Denton began the process to take FM 426 off system. The Local Project Advanced Funding Agreement was fully executed January 5, 2017, with the RTR funds associated with this project being sent to the City in February 2017. It cannot be too strongly stated that the City of Denton would not have taken FM 426 off system in its current condition. The only reason we agreed to take it was because it had \$18 million in RTR funds available for its reconstruction and widening.

While the City of Denton understands that COG has established milestone dates for the use of RTR funds, it must realize that the city has had "possession" of the project for less than two

years. The majority of the delay associated with this project, occurred prior to the City becoming the implementing agency.

City staff is working diligently to not only widen McKinney but to incorporate active transportation and safety components along this corridor that sees hundreds of kids per week traversing this corridor to and from Ryan High School. This roadway is very unsafe for the volume of pedestrians it sees on a daily basis. We have had children hit by vehicles on a too regular basis not to do something to improve this facility. In order to move as quickly as possible to improve safety for school children within the corridor, in August of this year we finished building a construction phase sidewalk along McKinney Street from Loop 288 east to beyond Ryan High School at an approximate cost of \$400,000. This sidewalk will remain in place throughout construction of the McKinney Street Widening project prior to being replaced by a permanent sidewalk after the road is widened.

If the NCTCOG were to remove the funds from McKinney, it would not only be patently unfair to the City because it just took over the project less than two years ago, it would also continue to place the kids that walk to and from Ryan High School in danger due to a lack of pedestrian facilities.

Attached is the current schedule for getting McKinney under construction. The City of Denton will continue to take any action necessary to expedite the completion of this project at every opportunity.

For these reasons, the City respectfully requests that the RTC reaffirm the funding for McKinney Street.

Sincerely,



Mario Canizares  
Assistant City Manager

CC:

Mayor Pro Tem John Ryan

Michael Morris, NCTCOG Transportation Director

Brian Dell, Senior Transportation Planner

**OUR CORE VALUES**

Integrity • Fiscal Responsibility • Transparency • Outstanding Customer Service

ID	Task Name	Duration	Start	Finish	2019		2020											
					Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4				
1																		
2	Preliminary Design			Mon 11/5/18		▲												
3	City Council Contract Approval	1 day	Tue 11/6/18	Tue 11/6/18		◆												
4	Stakeholder Meeting 1	1 day	Wed 11/14/18	Wed 11/14/18		◆												
5	W & WW Design Package	44 days	Wed 11/7/18	Mon 1/7/19		■												
6	Franchise Utility Relocation	84 days	Tue 1/8/19	Fri 5/3/19			■											
7	W & WW Bid/Award	85 days	Mon 1/21/19	Fri 5/17/19			■											
8	W & WW Construction	125 days	Mon 5/20/19	Fri 11/8/19				■										
9	Stakeholder Meeting 2	1 day	Wed 2/20/19	Wed 2/20/19			◆											
10	Paving/Design Package	119 days	Tue 1/8/19	Fri 6/21/19		■												
11	Paving/Drainage Bid/Award	89 days	Tue 7/9/19	Fri 11/8/19				■										
12	Paving/Drainage Construction	261 days	Mon 11/11/19	Mon 11/9/20							■							
13	City Acceptance			Mon 12/7/20														★



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

December 21, 2016

Mr. Kelly Selman, P.E.  
District Engineer  
Texas Department of Transportation  
Dallas District  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

Dear Mr. Selman:

In September 2015, your office received correspondence regarding the Project Milestone Policy that was approved by the Regional Transportation Council (RTC). As a reminder, this policy mandated that projects that have not begun construction after receiving funding more than 10 years ago were to be canceled if appropriate documentation was not provided to either demonstrate continued support and viability of the projects or notify the North Central Texas Council of Governments (NCTCOG) of their cancellation. This policy was designed to ensure that funds are available for projects that are ready to move forward.

After receiving such documentation from your agency, NCTCOG staff moved and/or confirmed several projects through our most recent Transportation Improvement Program (TIP) development effort. The complete listing of these projects is enclosed at the end of this letter.

In order to prevent future cancellation of any reapproved projects, your agency has one additional year from the end of the specified fiscal year to commence construction on each project. We will continue to monitor these projects to ensure that adequate progress is being made. For additional information, please contact Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org) or Adam Beckom at 817-608-2344 or [abeckom@nctcog.org](mailto:abeckom@nctcog.org).

Sincerely,

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

Michael Morris, P.E.  
Director of Transportation

BD:tw

Enclosure

cc: Mykol Woodruff, P.E., Deputy District Engineer, Texas Department of Transportation, Dallas District and RTC Alternate Member  
Mohamed Bur, P.E., Director of Transportation Planning & Development, Texas Department of Transportation, Dallas District  
Tamelia Spillman, Transportation Planner, Texas Department of Transportation, Dallas District

**MILESTONE POLICY PROJECTS – TXDOT DALLAS DISTRICT**

TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FISCAL YEAR IN WHICH THE PROJECT CAN PROCEED	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED
11585	0918-47-071	BROADWAY/MAIN FROM BELTLINE/BROADWAY TO BROADWAY NORTH OF CROSBY	CONSTRUCT PEDESTRIAN CONNECTION BETWEEN DART RAIL STATION AND DOWNTOWN CARROLLTON	2016	2017
11580	0918-47-070	BICYCLE CONNECTION LINK FOR CARROLLTON TRANSIT DISTRICT	2 BICYCLE TRAIL LINKS EXTENDING NORTHEAST FROM DOWNTOWN CARROLLTON DART STATION; ONE TRAIL PARALLELS HUTTON BRANCH CREEK/BNSF RAIL LINE AND THE OTHER IS PARALLEL TO THE COTTON BELT RAIL LINE	2017	2018
535	0353-05-090	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	TRAFFIC SIGNAL AND PEDESTRIAN IMPROVEMENTS	2017	2018
537	0353-05-089	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	TRAFFIC SIGNAL AND PEDESTRIAN IMPROVEMENTS	2017	2018
2810	0009-02-040	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	2017	2018
665.2	0918-45-381	PARK LANE FROM US 75 TO GREENVILLE AVE	CONSTRUCT RIGHT TURN LANE ON NB 75 FRONTAGE ROAD TO PARK LANE	2018	2019
684	0918-45-374	VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE AND AUDELIA RD	2018	2019
2998	1290-02-017	SH 276 FROM SH 205 TO FM 549	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	2018	2019
11265	2374-04-060	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	2018	2019
11527	0581-02-124	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	N/A (APPENDIX D OF TIP)	N/A (APPENDIX D OF TIP)

\*As approved in April and May 2016 by the Regional Transportation Council





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

October 9, 2018

Ms. Lacey Rodgers, P.E.  
Director of Transportation Planning and Development  
Texas Department of Transportation - Dallas District  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

Dear Ms. Rodgers:

In December 2016, TxDOT Dallas received correspondence regarding the Regional Transportation Council's (RTC) Metropolitan Planning Organization (MPO) Milestone Policy. As a reminder, this policy pertains to projects that were funded 10 or more years prior to the time of the policy approval that had not proceeded to construction. After these projects were identified, the implementing agency had to provide proof of local/state support, provide a realistic implementation schedule, and affirm that local/state matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy Project List. The list detailed each project's status at the time, along with recommendations based upon the information provided by implementing agencies. The RTC also approved staff's recommendation to give each agency one additional fiscal year from the new estimated start or let date to begin construction. Staff was directed to remove funding from any project that does not meet the deadlines set forth.

Since that April 2016 RTC action, North Central Texas Council of Governments (NCTCOG) staff has monitored projects on the list to ensure timely implementation. The aforementioned letter was sent to all agencies in December 2016. And, in the summer/fall of 2017, during the 2019-2022 Transportation Improvement Program (TIP) Development process, staff reminded implementing agencies of their deadlines to let projects. An update on the status of projects on the list will be provided to the Surface Transportation Technical Committee (STTC) in October 2018 and the RTC in November 2018. Several projects across the region have been identified as having missed the agreed upon deadline for starting construction.

Among the projects identified are:

- TIP 535/CSJ 0353-05-090, Northwest Highway (Spur 244) at Jupiter, dual left turn lanes on all approaches
- TIP 537/CSJ 0353-05-089, Northwest Highway (Spur 244) at Plano Road, add turn lanes and traffic signal improvements
- TIP 2810/CSJ 0009-02-040, SH 78 from IH 635 to Forest Lane, traffic signals and intersection improvements.



October 9, 2018

The projects had until the end of fiscal year 2018 to begin construction. However, we were informed by TxDOT Dallas staff that these projects would not begin construction before September 30, 2018. Therefore, staff will propose to STTC and the RTC that the funding be removed from these projects per the approved policy.

If you have any questions or additional details we should share with STTC or the RTC about these projects, please contact me at 817-608-2338 or [cgotti@nctcog.org](mailto:cgotti@nctcog.org) or Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org).

Sincerely,



Christie Gotti  
Senior Program Manager

BD:tw

cc: Mo Bur, P.E., District Engineer, Texas Department of Transportation, Dallas District  
Ceason Clemens, P.E., Deputy District Engineer, Texas Department of Transportation, Dallas District  
Tamelia Spillman, Advanced Transportation Planning Director, Texas Department of Transportation, Dallas District  
The Honorable Tennell Atkins, Councilmember, City of Dallas and RTC Member  
The Honorable Rickey Callahan, Councilmember, City of Dallas and RTC Member  
The Honorable Sandy Greyson, Councilmember, City of Dallas and RTC Member  
The Honorable Lee Kleinman, Councilmember, City of Dallas and RTC Member  
The Honorable B. Adam McGough, Councilmember, City of Dallas and RTC Member  
Michael Rogers, Director of Transportation, City of Dallas  
Chelsea St. Louis, Chief Transportation Planner, City of Dallas  
The Honorable Richard E. Aubin, Councilmember, City of Garland and RTC Member  
Paul Luedtke, P.E., Director of Transportation, City of Garland



4777 East US Highway 80, Mesquite, TEXAS 75150-6643 | 214.320.6200 | WWW.TXDOT.GOV

October 15, 2018

Mrs. Christie Gotti  
Senior Program Manager  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, Texas 76005-5888

Dear Mrs. Gotti:

In response to your letter dated October 9, 2018 we would like to provide you with some additional information on this project.

The SP 244 and SH 78 projects are on target for construction letting in March of 2019. Below is the current schedule:

Plans: 100% Complete

Environmental: Cleared


ROW: Complete November 2018

Utilities: Complete March 2019

Both ROW acquisition and utility relocations are progressing along according to schedule with federal/state and local funding. We will continue to move forward with this project and respectfully request the RTC to allow this project to proceed to construction with CMAQ funds.

Should you have any questions, please contact me at 214-320-6146 or [Lacey.Rodgers@txdot.gov](mailto:Lacey.Rodgers@txdot.gov).

Sincerely,

DocuSigned by:  
  
80A927DB6957410...

Lacey Rodgers, P.E.  
Director of Transportation Planning and Development

cc: Mohamed K. Bur, P.E., Dallas District Engineer, TxDOT  
Ceason Clemens, P.E. Dallas Deputy District Engineer, TxDOT  
Tamelia Spillman, Advanced Transportation Planning Director, TxDOT  
The Honorable Tennell Atkins, Councilmember, City of Dallas and RTC Member  
The Honorable Rickey Callahan, Councilmember, City of Dallas and RTC Member  
The Honorable Sandy Greyson, Councilmember, City of Dallas and RTC Member  
The Honorable Lee Kleinman, Councilmember, City of Dallas and RTC Member  
The Honorable B. Adam McGough, Councilmember, City of Dallas and RTC Member  
Michael Rogers, Director of Transportation, City of Dallas  
Chelsea St. Louis, Chief Transportation Planner, City of Dallas  
The Honorable Richard E. Aubin, Councilmember, City of Garland and RTC Member  
Paul Luedtke, P.E., Director of Transportation, City of Garland

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

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

An Equal Opportunity Employer



# GARLAND

TEXAS MADE HERE

October 16, 2018

Mrs. Christie Gotti  
Senior Program Manager  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, TX 76005-5888

Re: Request for extension of funding for SH 78 Project

Dear Ms Gotti,

In response to your letter dated October 9, 2018 to Ms. Lacey Rogers, P.E. TxDOT Director of Transportation Planning and Development, the City of Garland in coordination with TxDOT requests that the funding for this project on SH 78 and SP 244 be extended to allow for the start of construction to begin in March 2019.

The City of Garland has worked closely with TxDOT since the RTC Milestone policy was enacted in April 2016 to advance this project as quickly as possible. Through the exceptional efforts of TxDOT to move this project forward, the project plans are 100% complete and ready for bidding, the project is environmentally cleared, all ROW purchase will be complete within a month and the utility relocations have begun and will be complete no later than March 2019.

The City of Garland has been and continues to be supportive of the RTC Milestone Policy. In fact, we are thankful for the milestone policy in that it brought the agencies together with a urgent focus to complete the project. It is self-evident simply by being on the milestone list that this project has had many challenges in being implemented. There have been several times over the years that this project was advancing to completion only to stall due to outside forces such as changing standards or metric conversion. It would be yet another blow to a project besieged by misfortune if this project, which is so close to finally becoming a reality, were shelved once again at this last moment. A great amount of effort and funding has been expended on this project. We believe canceling this project at this late date would not be in the best interest of the taxpayers.

Therefore, we respectfully request the Regional Transportation Council extend the availability of these funds so that this project can move to construction and completion so that the citizens can finally receive the congestion relief they have been promised for far too long.

Sincerely,  
City of Garland

*Paul Luedtke*

Paul Luedtke, P.E.  
Director of Transportation

Cc: Mohamed K. Bur, P.E., Dallas District Engineer, TxDOT  
Ceason Clemens, P.E. Dallas Deputy District Engineer, TxDOT  
Lacey Rodgers, P.E. Director of Transportation Planning and Development, TxDOT  
Tamelia Spillman, Advanced Transportation Planning Director, TxDOT  
The Honorable Tennell Atkins, Councilmember, City of Dallas and RTC Member  
The Honorable Rickey Callahan, Councilmember, City of Dallas and RTC Member  
The Honorable Sandy Greyson, Councilmember, City of Dallas and RTC Member  
The Honorable Lee Kleinman, Councilmember, City of Dallas and RTC Member  
The Honorable B. Adam McGough, Councilmember, City of Dallas and RTC Member  
Michael Rogers, Director of Transportation, City of Dallas  
Chelsea St. Louis, Chief Transportation Planner, City of Dallas  
The Honorable Richard E. Aubin, Councilmember, City of Garland and RTC Member

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects

DRAFT

Shaded projects are proposed for funding

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total
City of Burleson or TxDOT Fort Worth	SH 174	From Elk Drive to Hulen Street	Widen from 4 to 6 lanes with sidewalks	2018	ENG	\$0	\$0	\$0	\$1,100,000	\$0	-	\$1,100,000	10	20	25	30	10	95	Strategic Partnerships	TxDOT to pay for match to on-system components; City of Burleson to fund the engineering and right-of-way phases
				2019	ROW	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000								
				2023	CON	\$590,000	\$4,130,000	\$1,180,000	\$0	\$0	-	\$5,900,000								
City of Garland	Shiloh Road	From Kingsley Road to Miller Road	Widen from 4 to 6 lanes with sidewalks	2023	CON	\$1,000,000	\$13,100,000	\$0	\$400,000	\$0	2,500,000	\$14,500,000	10	15	20	30	10	85	MTP Policy Bundle TDCs	City of Garland to utilize MTP Policy Bundle TDCs in lieu of a local cash match, but given project cost has to contribute an additional \$400k local
City of Arlington	Collins Street	From Mayfield Road to IH 20	Widen from 4 to 6 lanes		ENG	\$0	\$0	\$0	\$349,590	\$0	-	\$349,590	10	15	20	30	10	85	MTP Policy Bundle TDCs	Engineering phase funded by the City of Arlington
				2020	ROW	\$0	\$45,000	\$0	\$0	\$0	9,000	\$45,000								
				2023	CON	\$0	\$4,100,000	\$0	\$0	\$0	820,000	\$4,100,000								
City of Fort Worth	Las Vegas Trail	From IH 820 to Shoreview	Widen from 2 to 4 lanes with new sidewalks	2023	CON	\$800,000	\$4,000,000	\$0	\$1,200,000	\$0	-	\$6,000,000	10	10	15	30	10	75	Strategic Partnerships	Local funding is being contributed by the City of White Settlement and the City of Fort Worth (shares to be determined); Tarrant County may contribute and if so, would reduce the RTC share
City of Grand Prairie or TxDOT Fort Worth	Great Southwest Parkway	From eastbound IH 20 frontage road to westbound IH 20 frontage road	Widen roadway from 4 to 6 lanes with sidewalks		ENG	\$0	\$0	\$0	\$330,300	\$0	-	\$330,300	10	20	15	20	10	75	Strategic Partnerships	City of Grand Prairie to fund engineering, right-of-way, and utility phases; TxDOT to provide state match for construction
					ROW	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000								
					UTIL	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000								
	2021	CON	\$375,200	\$1,751,200	\$531,600	\$0	\$0	-	\$2,658,000											
City of Grapevine	Fairway Drive	From Marina Drive to SH 26	Widen from 2 to 3 lanes with new 10' shared use path	2021	ENG	\$0	\$338,940	\$0	\$0	\$0	67,788	\$338,940	10	10	10	30	10	70	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$117,500	\$2,448,760	\$0	\$0	\$0	513,252	\$2,566,260								
City of Grapevine	Eules-Grapevine Road	From SH 360 to Hughes Road	Widen from 2 to 4 lanes with new sidewalks and install new traffic signal at the intersection of SH 360 frontage road and Eules-Grapevine Road	2021	ENG	\$0	\$224,560	\$0	\$0	\$0	44,912	\$224,560	10	10	10	30	10	70	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$323,000	\$1,377,240	\$0	\$0	\$0	340,048	\$1,700,240								
<b>Total Non-Loan Funding</b>						<b>\$3,205,700</b>	<b>\$31,515,700</b>	<b>\$1,711,600</b>	<b>\$3,679,890</b>	<b>\$0</b>	<b>4,295,000</b>	<b>\$40,112,890</b>								
City of Fort Worth	Precinct Line Road	From Trinity Blvd. to Riverfalls Drive	Widen from 2 to 4 lane divided		ENG	\$0	\$0	\$0	\$0	\$1,000,000	-	\$1,000,000	10	10	15	30	10	75	Strategic Partnerships	City of Fort Worth may wish to use MTP Policy Bundle TDCs in lieu of a local cash match; Due to the economic development nature of this project, it is proposed for funding as an RTC Loan
				2023	CON	\$0	\$4,240,000	\$0	\$1,060,000	\$0	-	\$5,300,000								
City of Fort Worth	Trinity Boulevard	From IH 820 to Salado Trail	Reconstruct 4 lane undivided to 4 lane divided context sensitive roadway, including 10' and 12' sidewalks		ENG	\$0	\$0	\$0	\$1,100,000	\$100,000	-	\$1,200,000	10	10	15	20	10	65	Strategic Partnerships	City of Fort Worth may wish to use MTP Policy Bundle TDCs in lieu of a local cash match; Due to the economic development nature of this project, it is proposed for funding as an RTC Loan
					UTIL	\$0	\$0	\$0	\$1,000,000	\$0	-	\$1,000,000								
				2021	CON	\$1,000,000	\$8,920,000	\$0	\$2,480,000	\$0	-	\$12,400,000								
City of Fort Worth	Trinity Boulevard	From Salado Trail to Precinct Line Road	Reconstruct 4 lane undivided to 4 lane divided, including 10' and 12' sidewalks	2023	CON	\$600,000	\$3,000,000	\$0	\$900,000	\$0	-	\$4,500,000	10	10	15	20	10	65	Strategic Partnerships	City of Fort Worth may wish to use MTP Policy Bundle TDCs in lieu of a local cash match; Due to the economic development nature of this project, it is proposed for funding as an RTC Loan
<b>Total Loan Funding</b>						<b>\$1,600,000</b>	<b>\$16,160,000</b>	<b>\$0</b>	<b>\$6,540,000</b>	<b>\$1,100,000</b>	<b>0</b>	<b>\$25,400,000</b>								

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Roadway Projects**

**DRAFT**

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total
City of Arlington	Sublett Road	From Joplin Road to City Limits	Widen from 2 to 3/4 lanes with bicycle lanes and sidewalks	2018	ENG	\$0	\$0	\$0	\$647,000	\$0	-	\$647,000	10	10	10	20	10	60	MTP Policy Bundle TDCs	
				2020	ROW	\$0	\$2,533,000	\$0	\$0	\$0	506,600	\$2,533,000								
				2021	CON	\$1,750,000	\$6,254,000	\$0	\$0	\$0	1,600,800	\$8,004,000								
City of Arlington	Turner Warnell Road	From Business 287 to US 287	Widen from 2 to 4 lanes with sidewalk improvements; Construct roundabout at Russell Curry Road intersection	2021	ENG	\$81,500	\$1,599,000	\$0	\$0	\$0	336,100	\$1,680,500	10	10	10	20	10	60	MTP Policy Bundle TDCs	
				2022	ROW	\$619,000	\$2,077,000	\$0	\$0	\$0	539,200	\$2,696,000								
				2023	CON	\$3,047,000	\$9,547,000	\$0	\$0	\$0	2,518,800	\$12,594,000								
City of Grapevine	SW Grapevine Parkway	From SH 26 to Mustang Drive	Construct 0 to 4 lane divided roadway with new sidewalks and new traffic signal at the intersection of Mustang and SW Grapevine Pkwy	2020	ENG	\$0	\$511,500	\$0	\$0	\$0	102,300	\$511,500	10	0	10	30	10	60	MTP Policy Bundle TDCs	
				2021	ROW	\$0	\$443,700	\$0	\$0	\$0	88,740	\$443,700								
				2021	CON	\$390,000	\$3,748,500	\$0	\$0	\$0	827,700	\$4,138,500								
City of Grapevine	Eules-Grapevine Road	From Hughes Road to Glade Road	Widen 2 lanes undivided to 3 lanes undivided with sidewalk improvements	2020	ENG	\$0	\$407,000	\$0	\$0	\$0	81,400	\$407,000	10	10	10	20	10	60	MTP Policy Bundle TDCs	
				2021	CON	\$117,500	\$3,175,500	\$0	\$0	\$0	658,600	\$3,293,000								
City of McKinney	Silverado Trail	From Custer Road to Rowlett Creek	Widen from 2 lanes to 4 lanes divided with sidewalks; Construct bridge over Rowlett Creek	2020	ENG	\$0	\$250,000	\$0	\$0	\$0	50,000	\$250,000	10	10	10	10	N/A	40	MTP Policy Bundle TDCs	
				2021	CON	\$375,000	\$1,125,000	\$0	\$0	\$0	300,000	\$1,500,000								
City of Arlington	Pleasant Ridge Road	From Plumwood Drive to Enchanted Bay Boulevard	Construct 0 to 3 lane roadway with new sidewalks and a side path	2020	ENG	\$0	\$0	\$0	\$1,200,000	\$0	-	\$1,200,000	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2022	CON	\$1,425,000	\$7,107,000	\$0	\$0	\$0	1,706,400	\$8,532,000								
City of McKinney	Laud Howell Parkway	From FM 1461/Lake Forest Drive to Hardin Blvd.	Construct 0 to 2 lane roadway including a bridge over Honey Creek	2018	ENG	\$0	\$0	\$0	\$0	\$0	-	\$0	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2020	ROW	\$0	\$2,000,000	\$0	\$0	\$0	400,000	\$2,000,000								
				2021	CON	\$0	\$20,000,000	\$0	\$0	\$0	4,000,000	\$20,000,000								
City of McKinney	Wilmeth Road	From Custer Road to Ridge Road	Construct 0 to 2 lane roadway, including intersection improvements at Custer and Wilmeth	2020	ENG	\$0	\$500,000	\$0	\$0	\$0	100,000	\$500,000	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2020	ROW	\$0	\$1,500,000	\$0	\$0	\$0	300,000	\$1,500,000								
				2021	CON	\$500,000	\$7,500,000	\$0	\$0	\$0	1,600,000	\$8,000,000								
TxDOT Dallas	IH 35E	From Manana Drive to Royal Lane	Construct 0 to 2 lane frontage road	2025	CON	\$0	\$12,687,896	\$3,171,974	\$0	\$0	-	\$15,859,870	10	0	10	10	0	30	Strategic Partnerships	
TxDOT Dallas	FM 6	From SH 78 to County Line	Widen shoulders and construct other safety enhancements										N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project is not ready at this time (specific scope has not been determined), so removed from consideration

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects**

**DRAFT**

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total
City of Dallas	University Hills	From IH 20 to Camp Wisdom				\$0	\$500,000	\$0	\$0		-	\$500,000	N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project will be included in the existing Wheatland Rd project scope (TIP 25025/CSJ 0918-47-992)
City of Dallas	Lancaster Avenue	From Mentor Avenue to 52nd Street											N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project is not ready at this time (specific scope has not been determined), so removed from consideration by the City of Dallas

Notes:  
Maximum of 100 points available



**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Intersection Improvement Projects**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Project Scoring						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	State	Local	TDCs	Total	Safety	AQ Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Volumes	Level of Service	Total		
TxDOT Dallas	FM 544	At FM 1378 (Country Club Road)	Construct a left turn lane (from eastbound FM 544 to northbound FM 1378)	2021	CON	\$1,320,000	\$0	\$330,000	\$0	-	\$1,650,000	15	10	20	25	20	90	Intersection Improvements	
TxDOT Dallas	US 80	At SH 205/FM 148	Construct intersection improvements (sidewalks and turn lanes)	2021	CON	\$7,152,486	\$0	\$1,788,122	\$0	-	\$8,940,608	15	5	15	25	15	75	Intersection Improvements	
TxDOT Dallas	FM 1378	From North of FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	2022	CON	\$941,778	\$0	\$235,445	\$0	-	\$1,177,223	15	5	20	10	25	75	Intersection Improvements	
City of Ennis	IH 45	At SH 34/Ennis Avenue	Construct Texas U-turns along with dedicated left turn lanes and traffic signal improvements/retiming	2021	CON	\$4,320,000	\$0	\$1,080,000	\$0	-	\$5,400,000	15	5	15	15	20	70	Strategic Partnerships	
City of Colleyville	Glade Road	At Bluebonnet Drive	Lower Bluebonnet Drive to eliminate a 3-way stop		ENG	\$0	\$0	\$0	\$150,000	-	\$150,000	5	10	20	5	25	65	Intersection Improvements	City of Colleyville to pay for engineering, right-of-way, and utility phases
					ROW	\$0	\$0	\$0	\$90,000	-	\$90,000								
					UTIL	\$0	\$0	\$0	\$150,000	-	\$150,000								
				2021	CON	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000								
TxDOT Dallas	SH 34 Partnership with Kaufman County	At Kings Creek Drive or other project(s) along SH 34	Construct left and right turn lanes	2019	CON	\$1,000,000	\$0	\$250,000	\$0	-	\$1,250,000	5	5	15	10	25	60	Intersection Improvements	Staff to coordinate with Kaufman County and TxDOT regarding next increment of projects/funding on SH 34
City of Fort Worth	Business 287/ North Main Street	At North Hangar entrance	Add right turn lanes for southbound traffic	2020	ENG	\$10,400	\$0	\$0	\$0	10,400	\$10,400	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Funding for this project (\$224,800 CMAQ) initially awarded through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects program; City of Fort Worth is requesting to use TDCs in lieu of a local cash match; Extra funding needed to make project 100% federally funded
				2021	UTIL	\$7,000	\$0	\$0	\$0	7,000	\$7,000								
				2021	CON	\$38,800	\$0	\$0	\$0	38,800	\$38,800								
City of Fort Worth	Business 287/ North Main Street	At North Hangar entrance	Add right turn lane for southbound traffic into airport's northern entrance (main entrance for jet fuel trucks)	2020	ENG	\$10,400	\$0	\$0	\$0	10,400	\$10,400	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Funding for this project (\$192,000 CMAQ) initially awarded through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects program; City of Fort Worth is requesting to use TDCs in lieu of a local cash match; Extra funding needed to make project 100% federally funded
				2021	UTIL	\$2,000	\$0	\$0	\$0	2,000	\$2,000								
				2021	CON	\$35,600	\$0	\$0	\$0	35,600	\$35,600								
<b>Total</b>						<b>\$16,038,464</b>	<b>\$0</b>	<b>\$3,683,566</b>	<b>\$690,000</b>	<b>104,200</b>	<b>\$20,412,030</b>								
City of Colleyville	Cheek-Sparger Road	At Bedford Road	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$150,000	-	\$150,000	5	5	20	10	25	65	Intersection Improvements	Need updated policy position regarding Cheek-Sparger from the City of Colleyville before considering funding for this roadway
					UTIL	\$0	\$0	\$0	\$60,000	-	\$60,000								
				2021	CON	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000								
City of Colleyville	Glade Road	At Riverwalk Drive	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$200,000	-	\$200,000	5	5	15	10	25	60	Intersection Improvements	
					ROW	\$0	\$0	\$0	\$120,000	-	\$120,000								
					UTIL	\$0	\$0	\$0	\$210,000	-	\$210,000								
				2020	CON	\$1,680,000	\$0	\$0	\$420,000	-	\$2,100,000								
City of Colleyville	McDonwell School Road	At Westcoat Drive	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$110,000	-	\$110,000	5	5	20	5	20	55	Intersection Improvements	
					ROW	\$0	\$0	\$0	\$35,000	-	\$35,000								
					UTIL	\$0	\$0	\$0	\$110,000	-	\$110,000								
				2020	CON	\$880,000	\$0	\$0	\$220,000	-	\$1,100,000								



**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Intersection Improvement Projects**

**DRAFT**

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Project Scoring						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	State	Local	TDCs	Total	Safety	AQ Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Volumes	Level of Service	Total		
City of Dallas	Jefferson	At Van Buren	Construct pedestrian improvements including crosswalks, ADA ramps, and new traffic signal	2020	ENG	\$26,500	\$0	\$0	\$0	5,300	\$26,500	10	5	20	5	15	55	MTP Policy Bundle TDCs	
				2021	CON	\$238,500	\$0	\$0	\$0	47,700	\$238,500								
City of Dallas, Dallas County, UP	SL 12	At Carbondale Street	Construct improvements to the Loop 12 and Carbondale entrance/exit including new sidewalks		ENG	\$0	\$265,320	\$66,330	\$0	-	\$331,650	5	5	10	5	25	50	MTP Policy Bundle TDCs	On hold; Awaiting community decisions
					CON	\$0	\$622,440	\$155,610	\$0	-	\$778,050								
City of Fort Worth	Heritage Trace Parkway	At Waterbend South	Construct grade separation	2020	ENG	\$0	\$3,799,500	\$0	\$0	759,900	\$3,799,500	0	0	10	5	25	40	MTP Policy Bundle TDCs	On hold; Project will be considered as part of a larger program that addresses the railroad system in the future
				2021	CON	\$0	\$33,734,000	\$0	\$0	6,746,800	\$33,734,000								
City of Garland	Bass Pro Drive	At IH 30	Widen from 2 lane undivided to 4 lane divided including a 12 foot wide bike/pedestrian trail between Zion Road and Chaha Road, reconfigure the Frontage roads as a conventional diamond interchange, and remove the jug handle ramps		CON	\$0	\$0	\$0	\$0	1,000,000	\$60,000,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Garland
City of Garland	Rosehill Road	At IH 30	Reconstruct 4 lane undivided to 4 lane divided roadway including a 12 ft. wide bike/ped trail from 1,200 ft. north of the IH 30 centerline to 750 ft. south of the IH 30 centerline, reconfigure the Frontage roads as a conventional diamond interchange, remove jug handle ramps, and grade reversals		CON	\$0	\$0	\$0	\$0	1,000,000	\$84,000,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Garland
TxDOT Dallas	IH 35E	At Bear Creek	Construct U-turn lanes	2022	CON	\$1,440,000	\$0	\$360,000	\$0	-	\$1,800,000	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project removed from consideration by TxDOT Dallas
TxDOT Dallas	IH 45	At Dowdy Ferry Road	Intersection improvements (sidewalks and turn lanes)	2019	CON	\$1,024,954	\$0	\$256,238	\$0	-	\$1,281,192	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project not far enough in design process to determine specific scope
TxDOT Dallas	US 67	At Lake Ridge Parkway	Construct interchange	2021	CON	\$16,000,000	\$0	\$2,000,000	\$2,000,000	-	\$20,000,000	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project to be considered through 10 Year Plan with Category 2 funds
City of Fort Worth	West Long Avenue	At Lincoln Avenue	Construct left and right turn lanes		CON	\$682,000	\$0	\$0	\$0	136,400	\$682,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project previously evaluated through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects Program and was not recommended for funding

Notes:  
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Bicycle/Pedestrian Projects**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding				Project Scoring							Program	Comments
						CMAQ Federal Amount	Local	TDCs	Total	Does the Project Provide a Safety Benefit?	User Forecasts (Projected Bicycle and Pedestrian Users)	Air Quality Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Does Project Provide or Improve Access to Transit?	Does the Project Implement the Mobility Plan?	Total		
City of Dallas	SOPAC Trail	From intersection of Greenville Avenue and Meadow to Northaven Trail	Construct shared use path	2020	ENG	\$400,000	\$0	80,000	\$400,000	10	20	15	20	15	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	CON	\$3,600,000	\$0	720,000	\$3,600,000									
City of Dallas	KCS Trail Connector	From LBJ/Skillman DART Station to Richardson City Limits	Construct shared use path	2020	ENG	\$400,000	\$0	80,000	\$400,000	10	15	15	20	15	20	95	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match; Need an agreement with KCS Railroad within 12 months of RTC approval
				2022	CON	\$3,600,000	\$0	720,000	\$3,600,000									
City of Richardson	US 75 Northbound Frontage Road	From Renner Road to W. City Line Drive	Widen US 75 southbound frontage road bridge over Spring Creek to construct 10' trail	2021	ENG	\$450,000	\$0	90,000	\$450,000	10	15	10	20	15	20	90	MTP Policy Bundle TDCs	City of Richardson to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	ROW	\$25,000	\$0	5,000	\$25,000									
				2023	CON	\$2,500,000	\$0	500,000	\$2,500,000									
City of Richardson	US 75 Southbound Frontage Road	From Renner Road to PGBT	Widen US 75 southbound frontage road bridge over Spring Creek to construct 10' trail	2021	ENG	\$450,000	\$0	90,000	\$450,000	10	15	10	20	15	20	90	MTP Policy Bundle TDCs	City of Richardson to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	ROW	\$25,000	\$0	5,000	\$25,000									
				2023	CON	\$2,500,000	\$0	500,000	\$2,500,000									
City of Farmers Branch	Westside Art Trail	From Campion Trail to Mercer Parkway and from Emerald Street to Denton Drive	Construct 12' shared use path	2021	CON	\$4,545,725	\$0	909,145	\$4,545,725	10	15	15	15	15	20	90	MTP Policy Bundle TDCs	City of Farmers Branch to utilize MTP Policy Bundle TDCs in lieu of a local cash match
<b>Total</b>						<b>\$18,495,725</b>	<b>\$0</b>	<b>3,699,145</b>	<b>18,495,725</b>									
City of Fort Worth	CentrePort Trail	From CentrePort Station to City limits	Construct 12' shared use path	2020	ENG	\$127,973	\$0	25,595	\$127,973	10	10	10	10	15	20	75	MTP Policy Bundle TDCs	Project funded by the RTC separately on 10/11/18 in order to complete the Dallas to Fort Worth Trail; City of Fort Worth is utilizing MTP Policy Bundle TDCs in lieu of a local cash match
					ROW	\$165,200	\$0	33,040	\$165,200									
					CON	\$5,118,938	\$0	1,023,788	\$5,118,938									
City of Grapevine	Cotton Belt Trail	From Texan Trail to west of DFW North Station	Construct 12' shared use path	2020	ENG	\$247,066	\$0	-	\$247,066	10	10	5	10	15	20	70	MTP Policy Bundle TDCs	
				2021	CON	\$1,530,800	\$0	306,160	\$1,530,800									
City of Lewisville	DCTA Trail	From College Parkway to Mill Street	Construct 12' shared use path with wayfinding signage	2021	CON	\$1,600,000	\$0	320,000	\$1,600,000	10	10	5	10	15	20	70	MTP Policy Bundle TDCs	
City of Plano	Plano Transit Village Veloweb	At Plano Parkway	Signalize existing path in rail right-of-way road crossing at Plano Parkway	2019	ENG	\$0	\$150,946	-	\$150,946	10	20	N/A	N/A	15	20	65	MTP Policy Bundle TDCs	
				2020	CON	\$754,730	\$0	150,946	\$754,730									
City of Plano	Preston Ridge Trail	From Park Blvd. to McDermott Road	Signalize existing path/6 lane divided arterials with HAWK signals	2019	ENG	\$0	\$268,371	-	\$268,371	10	20	N/A	N/A	15	20	65	MTP Policy Bundle TDCs	
				2020	CON	\$1,341,855	\$0	267,371	\$1,341,855									
City of Colleyville	Glade Road	From SH 26 to Pool Road	Construct 10' trail along north side of Glade Rd and connect various existing, but separated short trail segments		ENG	\$0	\$100,000	-	\$100,000	0	10	5	15	0	20	50	Strategic Partnerships	
					ROW	\$0	\$65,000	-	\$65,000									
					UTIL	\$0	\$100,000	-	\$100,000									
				2020	CON	\$800,000	\$200,000	-	\$1,000,000									
City of Arlington	Division Street	From Collins Street to Cooper Street	Construct new sidewalks	2020	CON	\$2,100,000	\$0	420,000	\$2,100,000	10	10	5	10	0	10	45	MTP Policy Bundle TDCs	Need a comprehensive vision for Division before considering
<b>Cotton Belt Projects in Eastern Subregion Being Considered for State Funding, so Not Evaluated in this Program</b>																		
City of Dallas	Cotton Belt Trail	From Richardson City Limits to Addison City Limits	Construct shared use path		ENG	\$157,085	\$0	31,417	\$157,085								MTP Policy Bundle TDCs	
					CON	\$1,270,964	\$0	254,193	\$1,270,964									
City of Richardson	Cotton Belt Trail	Segment CBT24	Construct shared use path		ENG	\$100,000	\$0	20,000	\$100,000								MTP Policy Bundle TDCs	
					ROW	\$150,000	\$0	30,000	\$150,000									
					CON	\$2,392,775	\$0	478,555	\$2,392,775									
City of Plano	Cotton Belt Trail	From 12th Street to Shiloh Road	Construct new 12' shared use path in rail right-of-way with signalized crossings	2020	CON	\$3,865,268	\$0	773,054	\$3,865,268							MTP Policy Bundle TDCs		

Notes:  
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Complete Streets/Context-Sensitive Design Projects**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Project Scoring										Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	Local	TDCs	Total	Pedestrian Friendly Streetscape	Context Sensitive Design	Planning	Public Engagement	Redevelopment Opportunities	Transit Connection Opportunities	Zoning	Mixed Use	Safety	Total		
City of Dallas	West Commerce	From Fort Worth Avenue to Riverfront	Reduce from 6 to 4 lanes with sidewalk improvements and bicycle lanes	2020	ENG	\$570,000	\$0	\$0	114,000	\$570,000	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$2,700,000	\$5,000,000	\$0	1,540,000	\$7,700,000												
City of Fort Worth	Horne Street	From Vickery Blvd. to Camp Bowie Blvd.	Widen from 2 to 3 lanes with bicycle lanes, pedestrian/sidewalk improvements, and traffic signal improvements	2022	ENG	\$0	\$1,613,179	\$0	322,636	\$1,613,179	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$2,127,635	\$4,075,480	\$0	1,240,623	\$6,203,115												
City of Dallas	Park Lane	From Greenville Avenue to Hemlock Avenue; Park Lane at Greenville Avenue	Reconstruct roadway to accommodate bicycle lane and sidewalks from Greenville Ave to Hemlock Ave; Intersection improvements at Shady Brook and 5-Point intersections; Restripe pavement to accommodate 4 through lanes with left turn lanes and bicycle lanes	2020	ENG	\$559,390	\$0	\$0	111,878	\$559,390	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match; Staff proposes to fund part of this project
				2022	CON	\$7,662,535	\$0	\$0	1,532,507	\$7,662,535												
City of Fort Worth	University Drive	From Trail Drive to Rosedale Bridge	Pedestrian improvements including new and widened sidewalks, crosswalks, wayfinding signage, and traffic signals	2020	ENG	\$984,655	\$0	\$0	196,931	\$984,655	10	10	10	10	0	10	0	0	20	70	MTP Policy Bundle TDCs	City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	CON	\$7,098,940	\$0	\$0	1,419,788	\$7,098,940												
City of McKinney	East Louisiana Street	From SH 5 to Throckmorton Street	Reconstruct from 2 to 2 lanes including on-street parking, roundabout at the intersection of East Louisiana and Greenville St, & sidewalk improvements	2021	ENG	\$0	\$180,000	\$0	36,000	\$180,000	10	10	10	10	10	0	10	0	10	70	MTP Policy Bundle TDCs	City of McKinney to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	UTIL	\$0	\$0	\$100,000	-	\$100,000												
				2023	CON	\$1,735,000	\$1,765,000	\$0	700,000	\$3,500,000												
<b>Total</b>						<b>\$23,438,155</b>	<b>\$12,633,659</b>	<b>\$100,000</b>	<b>7,214,363</b>	<b>\$36,171,814</b>												
City of Dallas	Abrams	From Mockingbird to Gaston	Reconstruct from 4 to 4 lanes with bicycle lanes and new/widened sidewalks	2020	ENG	\$800,000	\$0	\$0	160,000	\$800,000	10	10	10	0	0	10	0	0	20	60	MTP Policy Bundle TDCs	
				2021	CON	\$7,200,000	\$0	\$0	1,440,000	\$7,200,000												
City of Dallas	Lake June	From West of US 175 to East of US 175	Reconstruct and widen bridge from 2 to 4 lanes with bicycle lane and new sidewalks	2020	ENG	\$0	\$1,000,000	\$0	200,000	\$1,000,000	10	10	10	0	10	10	10	0	0	60	MTP Policy Bundle TDCs	
				2021	CON	\$0	\$9,000,000	\$0	1,800,000	\$9,000,000												
City of Dallas	Camp Wisdom	From Mountain Creek to Eagle Ford	Widen 2 to 4 lane roadway with sidewalks and a shared use path	2020	ENG	\$440,000	\$0	\$0	88,000	\$440,000	10	10	10	0	0	0	0	0	10	40	MTP Policy Bundle TDCs	
				2021	CON	\$3,960,000	\$0	\$0	792,000	\$3,960,000												
City of Dallas	Meadowcreek	From Arapaho to IH 635	"Complete Streets project" with widened sidewalks	2020	ENG	\$0	\$650,000	\$0	130,000	\$650,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Dallas
				2021	CON	\$0	\$5,850,000	\$0	1,170,000	\$5,850,000												

Notes:  
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Strategic Partnerships**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	RTR	Local	Private/Other	Total		
City of Dallas/TxDOT Dallas	Klyde Warren Park Expansion	From St. Paul to Akard	Construct extension of existing deck park	2019	ENG	\$0	\$0	\$0	\$2,438,000	\$7,437,000	\$9,875,000	Strategic Partnerships	RTC funds to pay for deck structure only; RTC to be paid back \$10,000,000 over time from sources to be determined by the City of Dallas and private sector partners; City of Dallas will implement the utility improvements, and TxDOT will implement the deck improvements; <i>The City of Dallas and the private sector are also contributing \$32,639,775 for non-transportation improvements to the park</i>
				2021	UTIL	\$0	\$0	\$0	\$3,850,000	\$0	\$3,850,000		
				2022, 2023, 2024	CON	\$0	\$30,000,000	\$0	\$3,362,000	\$2,837,100	\$36,199,100		
DART	Southern Dallas County TMA	N/A	Create a Transportation Management Association (TMA) that reduces demand for an over capacity network; Reduce single occupancy trips by implementing TMA programs	2019, 2020	IMP	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000	Strategic Partnerships	
City of Denton	Bonnie Brae Street	From Windsor Dr to US 77	Widen from 2/4 lanes to 4 lanes divided with sidewalks and 10' shared use path		ENG	\$0	\$0	\$0	\$1,455,882	\$0	\$1,455,882	Strategic Partnerships	City of Denton is funding engineering phase; Denton County to contribute funding (assuming at least \$2,000,000 in addition to local match)
				2019	ROW	\$0	\$1,589,200	\$0	\$397,300	\$0	\$1,986,500		
				2022	CON	\$360,000	\$9,111,600	\$0	\$4,867,900	\$0	\$14,339,500		
City of Fort Worth	TRE Station	At Trinity Lakes	Construct transit station and associated park-and-ride	2020	CON	\$4,500,000	\$0	\$0	\$3,000,000	\$0	\$7,500,000	Strategic Partnerships	Local funding to be contributed by Trinity Metro for the construction of the TRE Station
City of Fort Worth	Trinity Trail	From Trinity Blvd to Trinity Lakes Station	Construct shared use path	2019	ENG	\$32,214	\$0	\$0	\$8,053	\$0	\$40,267	Strategic Partnerships	City of Fort Worth may wish to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2021	CON	\$297,974	\$0	\$0	\$74,493	\$0	\$372,467		
City of North Richland Hills	Smithfield Transit-Oriented Development Project	On Cardinal Lane from TEXRail Station to FM 1938; On Center Street from Main Street to Railroad tracks; On Main Street from Smithfield Rd to FM 1938; On Snider Street from Main St to Railroad tracks; FM 1938 at Northeast Pkwy; On FM 1938 from Main St to Odell St and along north side of DART ROW; On Smithfield Rd from Railroad tracks to Arthur	Construct 0 to 2 lane roadway with on-street parking and new sidewalks; Construct 2 lane roadway with on-street parking and sidewalks; Reconstruct from 2 to 2 lanes with on-street parking and widened sidewalks; Construct 2 lane roadway with on-street parking and sidewalks; Install traffic signal; Construct 8' sidewalk on west side of Davis Blvd; Construct 0 to 3 lane roadway	2019	ENG	\$0	\$0	\$311,852	\$77,963	\$0	\$389,815	Strategic Partnerships	Project to be funded with RTR-121 DA2 funds as part of a swap between the Eastern and Western subregions
				2020	ROW	\$0	\$0	\$374,222	\$93,555	\$0	\$467,777		
				2021	CON	\$0	\$0	\$3,118,516	\$779,629	\$0	\$3,898,145		
City of North Richland Hills	Smithfield Rd	Smithfield Rd, Main St, Center St, Railroad	Landbanking	2019	IMP	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000	Strategic Partnerships	RTC funds to be paid back over time
<b>Total</b>						<b>\$6,190,188</b>	<b>\$40,700,800</b>	<b>\$5,804,590</b>	<b>\$21,154,775</b>	<b>\$10,274,100</b>	<b>\$84,124,453</b>		

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Strategic Partnerships**

**DRAFT**

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	RTR	Local	Private/Other	Total		
City of Arlington	General Motors Freight Mover					\$0	\$0	\$0	\$0	-	\$0		Awaiting City of Arlington's feedback
City of Dallas	SM Wright		Before and after air quality monitoring study for SM Wright Project		IMP	\$0	\$500,000	\$0	\$0	100,000	\$500,000		Not enough information available to review the project at this time
City of Dallas	Zaragosa Elementary Safe Routes to School		Implement recommendations from the 2017 SRTS Plan for Zaragosa Elementary		CON	\$345,175	\$0	\$0	\$0	69,035	\$345,175	MTP Policy Bundle TDCs	Project may be funded through another program
City of Denton	Bonnie Brae Street	From US 380 to Windsor Drive	Reconstruct from 4 lanes undivided to 4 lanes divided with sidewalks and 10' shared use path		ENG	\$0	\$0	\$0	\$926,470	\$0	-	Strategic Partnerships	
					ROW	\$0	\$1,000,784	\$0	\$250,196	\$0	-		
					CON	\$45,000	\$7,251,000	\$0	\$1,824,000	\$0	-		
City of Denton	Bonnie Brae Street	From Scripture St to US 380	Reconstruct from 4 lanes undivided to 4 lanes divided with sidewalks and 10' shared use path		ENG	\$0	\$0	\$0	\$960,000	\$0	-	Strategic Partnerships	
					ROW	\$0	\$1,508,000	\$0	\$0	\$0	-		
					CON	\$375,000	\$7,769,000	\$0	\$2,036,000	\$0	-		
City of Denton	Bonnie Brae Street	From US 77 to US 288	Construct 0 to 4 lane divided roadway with sidewalks and 10' shared use path		ENG	\$254,118	\$0	\$0	\$63,529	\$0	-	Strategic Partnerships	
					ROW	\$0	\$329,280	\$0	\$82,320	\$0	-		
					CON	\$2,507,840	\$0	\$0	\$626,960	\$0	-		

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Intelligent Transportation System/Traffic Signal Projects**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding				Total Score	Program	Comments
						CMAQ Federal Amount	Local	TDCs	Total			
City of Grapevine	Northwest Highway and SH 26	From West SH 114 to SH 121	Installation of ITS fiber and ITS equipment	2020	ENG	\$141,820	\$0	28,364	\$141,820	60	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2021	CON	\$1,078,180	\$0	215,636	\$1,078,180			
<b>Total</b>						<b>\$1,220,000</b>	<b>\$0</b>	<b>244,000</b>	<b>\$1,220,000</b>			
City of Grapevine	Northwest Hwy and SH 26	From Park Blvd to Grapevine Mills Trl	Signal and Pedestrian Modifications	2020	ENG	\$863,940	\$0	172,788	\$863,940	N/A	MTP Policy Bundle TDCs	Project not recommended for funding; Signals proposed for reconstruction are still functional
				2021	CON	\$6,626,060	\$0	1,325,212	\$6,626,060			
City of Grapevine	Southlake Blvd	From E. State Hwy 114 to W. State Hwy 114	Detection Upgrade	2020	ENG	\$7,760	\$0	1,552	\$7,760	N/A	MTP Policy Bundle TDCs	Project not recommended for funding; Project includes locations that have an Adaptive system with a 15-year lifespan that was installed in 2012
				2021	CON	\$62,300	\$0	12,460	\$62,300			
City of Cedar Hill	ITS/Signal Monitoring Program		Implement ITS/Signal Monitoring program		IMP	\$860,000	\$90,000	100,000	\$950,000	N/A	MTP Policy Bundle TDCs	Not enough information provided to review project at this time; ITS Master Plan set to be completed Spring 2019; Project can be re-submitted for consideration at that time

Notes:  
Maximum of 100 points available



**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects**

Safety (# of crashes from 2013-2017)	Air Quality Benefits (NOx reduction in lbs/day)	Level of Service	Are Additional Lanes Warranted?	Eligible for Federal Funds (Major Collector or higher on FFCS)?
≥ 101 = 20	≥ 40,000 = 30	F = 30	Yes = 10	Yes = 10
51-100 = 15	30,000-39,999 = 25	DE = 20	No = 0	No = 0
1-50 = 10	20,000-29,999 = 20	ABC = 10		
	10,000-19,999 = 15			
	≤ 9,999 = 10			

**Notes:**

Projects may receive a maximum possible score of 100.

FFCS = Federal Functional Classification System

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Intersection Projects**

Safety (# of crashes from 2013-2017)	Air Quality Benefits (NOx reduction in lbs/day)	Cost Effectiveness (Cost/lb of NOx reduced over project life)	Traffic Volumes	Level of Service
≥ 45 = 15	> 2 lbs/day = 15	≤ \$999 = 20	≥ 40,000 = 25	F = 25
21-44 = 10	1.01-2 lbs/day = 10	\$1,000-\$4,999 = 15	30,000-39,999 = 20	DE = 20
1-20 = 5	0.01-1.0 lbs/day = 5	≥ \$5,000 = 10	20,000-29,999 = 15	ABC = 15
			10,000-19,999 = 10	
			≤ 9,999 = 5	

Notes:

Projects may receive a maximum possible score of 100.

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation



**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Bicycle/Pedestrian Projects**

Does the Project Provide a Safety Benefit?	Implementation of the MTP/Regional Veloweb	Cost Effectiveness (Cost/lb of NOx reduced over project life)	User Forecasts	Does the Project Provide or Improve Access to Transit?	Air Quality Benefits (NOx reduction in lbs/day)
Yes = 10	Regional Veloweb Connection = 20	≤ \$50 = 20	≥ 10,000 = 20	Yes = 15	> 10 lbs/day = 15
No = 0	Implements MTP Policies/Programs = 10	\$51-\$100 = 15	5,001-9,999 = 15	No = 0	5.01-9.99 lbs/day = 10
		≥ \$100 = 10	≤ 5,000 = 10		0.01-5.00 lbs/day = 5

**Notes:**

Projects may receive a maximum possible score of 100.

MTP = Metropolitan Transportation Plan

NOx = Nitrogen Oxides

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Complete Streets Projects**

Pedestrian Friendly Streetscape	Context Sensitive Design	Planning	Public Engagement	Redevelopment Opportunities	Transit Connection Opportunities	Zoning	Mixed Use	Safety (# of crashes from 2013-2017)
Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	≥ 151 = 20
No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	51-150 = 15
								≤ 50 = 10

Notes:

Projects may receive a maximum possible score of 100.

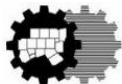
Source of crash data: Texas Department of Transportation

# **2017-2018 CMAQ/STBG\* FUNDING: STRATEGIC PARTNERSHIPS ROUND 3, INTERSECTION IMPROVEMENTS, AND METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM**

Regional Transportation Council

November 8, 2018

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



North Central Texas  
Council of Governments  
Transportation Department

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

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

= Project Selection Completed    = Program Partially Completed    = Pending STTC/RTC Approval

# STRATEGIC PARTNERSHIPS ROUND 3

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

# INTERSECTION IMPROVEMENTS

- Purpose
  - Coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements
- Selection criteria considered:
  - Project addresses a safety issue (history of vehicle crashes)
  - Air quality benefits
  - Cost effectiveness
  - Current volumes
  - Level of service

# MTP POLICY BUNDLE TDC PROGRAM

- Purpose
  - Provide agencies with an opportunity to use MTP Policy Bundle TDCs on federally eligible local projects
- Eligibility criteria considered:
  - New project
  - Project must be eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of United States Code
- Selection criteria considered (more details can be found in the Council mail out):
  - Current Volumes
  - Air Quality benefits the project yields
  - Cost effectiveness
  - Are additional lanes warranted?
  - Level of Service
  - Project addresses a safety issue (history of vehicle crashes)

# PROJECT REVIEW PROCESS

- Projects were divided into project types and evaluated against each other.
- Project types:
  - Roadways
  - Intersections
  - Bicycle/Pedestrian
  - Complete Streets/Context-Sensitive Design
  - Intelligent Transportation Systems (ITS)/Traffic Signals
  - Strategic Partnerships



# PROPOSED FUNDING TARGETS

PROJECT CATEGORY	PROPOSED TARGET <sup>1</sup>
Roadways	\$50,000,000
Intersections	\$15,000,000
Bicycle/Pedestrian	\$20,000,000
Complete Streets	\$35,000,000
Strategic Partnerships	\$50,000,000
ITS/Traffic Signals	\$1,000,000
<b>TOTAL</b>	<b>\$171,000,000<sup>2</sup></b>

1: Federal amounts only

2: With these targets, there is still \$191M of CMAQ and \$84M of STBG funds remaining to be programmed in FY 2019-2023

# EAST/WEST FUNDING DISTRIBUTION

<b>CATEGORY</b>	<b>WESTERN SUBREGION</b>	<b>EASTERN SUBREGION</b>
<b>CMAQ</b>	<b>\$21,371,318</b>	<b>\$48,816,914</b>
<b>Funding Share</b>	<b>30.5%</b>	<b>69.5%</b>

<b>CATEGORY</b>	<b>WESTERN SUBREGION</b>	<b>EASTERN SUBREGION</b>
<b>STBG</b>	<b>\$40,264,359</b>	<b>\$60,745,800</b>
<b>Funding Share</b>	<b>39.9%</b>	<b>60.1%</b>

Staff also proposes to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall East/West Equity; Staff proposes to move Dallas County RTR funds to Tarrant County

# SUMMARY OF PROPOSED FUNDING RECOMMENDATION

PROJECT TYPE	PROPOSED CMAQ FUNDS	PROPOSED STBG FUNDS	PROPOSED RTR FUNDS	PROPOSED NON-RTC FUNDING	TDCs	TOTAL
Roadways	\$4,805,700	\$47,675,700	\$0	\$13,031,490	4,295,000	<b>\$65,512,890</b>
Intersections	\$16,038,464	\$0	\$0	\$4,373,566	104,200	<b>\$20,412,030</b>
Bicycle/Pedestrian	\$18,495,725	\$0	\$0	\$0	3,699,145	<b>\$18,495,725</b>
Complete Streets	\$23,438,155	\$12,633,659	\$0	\$100,000	7,214,363	<b>\$36,171,814</b>
Strategic Partnerships	\$6,190,188	\$40,700,800	\$5,804,590	<b>\$31,428,875</b>	0	<b>\$84,124,453</b>
ITS/Traffic Signals	\$1,220,000	\$0	\$0	\$0	244,000	<b>\$1,220,000</b>
<b>TOTAL</b>	<b>\$70,188,232</b>	<b>\$101,010,159</b>	<b>\$5,804,590</b>	<b>\$48,933,931</b>	<b>15,556,708</b>	<b>\$225,936,912</b>

Blue text indicates changes since the October 2018 STTC meeting

# APPROVAL TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
STTC Information	October 26, 2018
<b>RTC Information</b>	<b>November 8, 2018</b>
Public Meetings	November 2018
STTC Action	December 7, 2018
RTC Action	December 13, 2018

Please send any questions or comments to staff early in the timeline, so they can be resolved in a timely manner.

# QUESTIONS?

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**WORKING DRAFT – TRANSPORTATION LEGISLATIVE PRINCIPLES UNDER DISCUSSION  
EXPECTED RTC ACTION IN DECEMBER**

**REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM  
86<sup>TH</sup> TEXAS LEGISLATURE**

**Actively Seek and Support Legislation to Meet Transportation and Air Quality Needs**

- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions through a local decision-making process of the MPO, County Commissioners Courts and City Councils; ensure fair-share allocation of funds to metropolitan regions.
- Define toll road in statute to clarify the difference between toll roads and tolled managed lanes and allow Proposition 1 and 7 revenue on non-tolled portions of projects with managed lanes.
- Authorize the use of a Comprehensive Development Agreement for specific needed projects.
- Identify additional revenue for transportation. Options include, but are not limited to:
  - Allow counties in the Dallas-Fort Worth region the ability to adopt the \$10 optional registration fee allowed in various other counties across the state.
  - Implement a temporary local transportation revenue source to be voter approved.
  - Study the increase in alternative fuels vehicles and the effects on the gas tax.
  - Implement a vehicle miles traveled fee collection pilot program.
  - Support the Texas Legacy Fund concept as a use for the Economic Stabilization Fund and allow investments in an infrastructure bank.
  - Index the motor fuels tax to fuel efficiency.
  - Examine regional or corridor transportation reinvestment zones.
  - Reinstate making repayments of general obligation bonds issued for transportation from the General Revenue Fund, rather than TxDOT revenues.
- Reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements.
- Appropriate LIRAP's residual balance of previously collected funds; modernize and increase flexibility in LIP.
- Reinstate and protect TERP revenue; ensure funds are utilized for projects that meet the intent of the program and provide equity among fuel types.
- Give transportation agencies the authority to make property available and receive compensation for use in building out next generation communications networks that will support transportation systems and provide broadband coverage.
- Authorize technology to disable use of a driver's cell phones, tablets and in-vehicle infotainment systems for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.

**Support Progress Made Toward Improving Transportation and Air Quality During Recent Legislative Sessions**

- Support full appropriation of Proposition 1 and Proposition 7 revenues to fund transportation.

- Oppose any attempt to backslide from the ending of diversions. Consider a constitutional amendment to protect revenues for transportation uses.
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, roadways and trails.
- Support efforts to utilize performance-based planning to select high-quality transportation projects and continue to recognize that different areas of the state have different needs and solutions to improving transportation and maintaining critical assets.

### **Provide Support for Other Transportation Topics to be Addressed in Legislation**

- Plan, fund and support the implementation of all modes of transportation, including transit
- Improve air quality
- Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle and pedestrian safety
- Relieve congestion
- Maintain local and regional decision-making
- Utilize innovative technology in transit, high-speed rail, and autonomous vehicles
- Support the collaboration between local governments, the military, the State and FAA to advance regulations for the safe operations of unmanned aircraft vehicles
- Support land use and transportation connections
- Maintain active operations and management of the system; ensure continuing state of good repair for the transportation system; increase resiliency due to extreme weather
- Enable transportation data sharing and accessibility with appropriate privacy protection
- Plan for shared mobility solutions
- Encourage compatible development around military installations and training areas

**2019 Regional Transportation Council  
Principles for the Federal Surface Transportation Authorization**

**Adequately Fund the Transportation System**

- Pass a long-term bill (6 years) to provide stability for transportation planning
- Increase traditional revenue – Identify additional revenue to maintain and improve the system and address the solvency of the Highway Trust Fund
- Allow flexibility in traditional funding and collect revenue smarter – update outdated allocation formulas, resolve the donor state issue
- Provide adequate funding for air quality, congestion mitigation programs and all modes of transportation
- Allow for the use of innovative funding, such as toll roads, TIFIA and infrastructure banks, and seek opportunities to leverage funds
- Implement a vehicle miles traveled fee pilot program

**Define a National Transportation Vision**

- Continue to implement regional, state and national goods movement policies and programs along with a multimodal freight network with highways, freight rail, seaports, inland ports and airports
- Expand the MPO role in the freight decision making process
- Preserve and renew transportation assets

**Increase Efficiency**

- Continue to support environmental and project delivery streamlining
- Give greater funding and responsibilities to large MPOs
- Encourage partnerships between federal agencies to break silos and solve multiple problems simultaneously
- Streamline and simplify the air quality regulatory process
- Continue support for performance-based planning

**Expand Options**

- Maximize transit-oriented developments and promote transit ridership
- Connect land use and transportation decisions and promote the availability of transit and bicycle-pedestrian options
- Support public and private shared mobility solutions
- Improve air quality; ensure eligibility clean vehicle and technology programs and congestion relief projects and programs eligible for federal highway funding

**Pursue Innovation, Technology and Safety**

- Support innovation and technology to improve the transportation system; increase safety and relieve congestion
- Support the development and deployment of advanced-technology and alternative-fuel vehicles
- Encourage high-speed rail development and expansion in Texas
- Support a safe, consistent implementation of technological advances, such as autonomous vehicles, data sharing and unmanned aircraft systems, through dialogue and collaboration of Federal, State and local governments
- Authorize technology to disable use of a driver's cell phones, tablets and in-vehicle infotainment systems for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.



# 511DFW and EcoTrafIX

## Regional Transportation Council

Natalie Bettger  
November 8, 2018



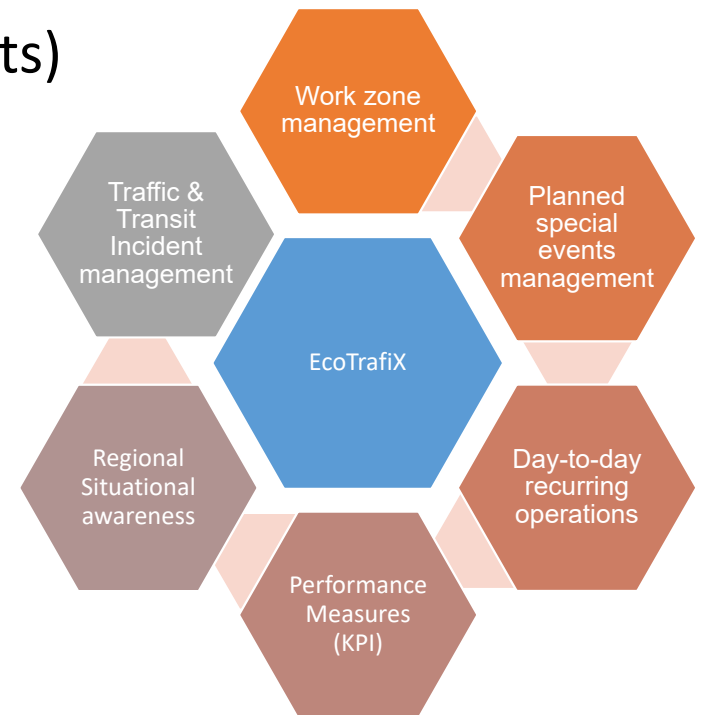
North Central Texas  
Council of Governments

# 511DFW and EcoTrafIX

- Regional Traveler Information System
- Integrate Data from Various Sources
  - TxDOT (Speeds, DMS, CCTV images, Incidents)
  - Cities
  - Waze (bidirectional, filtered, unfiltered)
  - HERE Speed, Travel Time, Trip Planner
  - Others
- Transit Data and Trip Planner

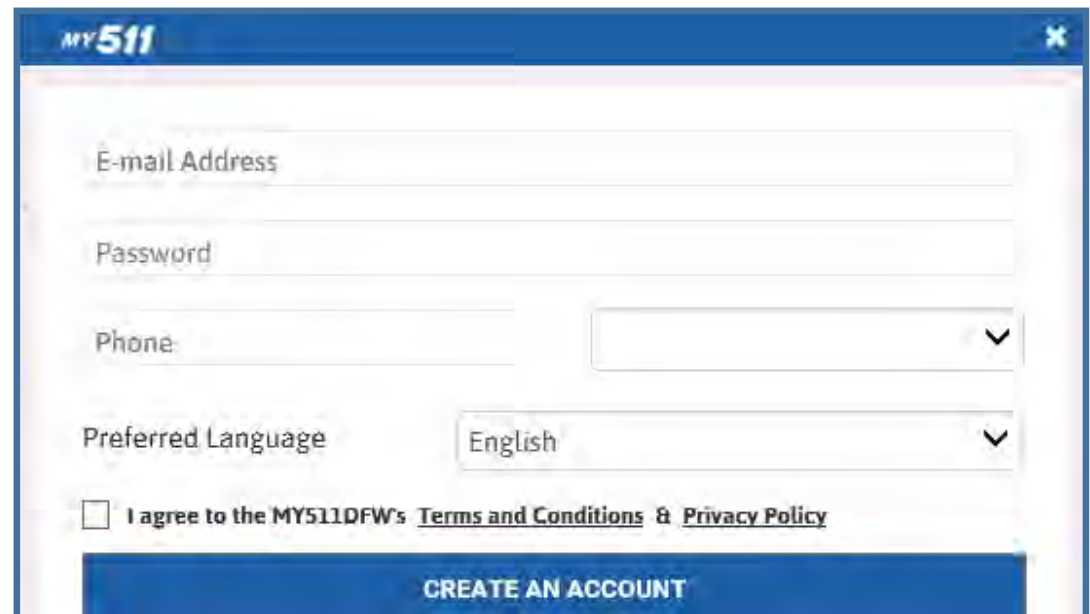


*BEGIN YOUR TRIP HERE.*



# 511DFW and EcoTrafIX Components

- Website: 511DFW.org
- **My511 - Personalized Website**
- Dial 511 - Interactive Voice Response
- Mobile App
- All of the Above in Spanish
- Information Exchange Network
- Data Archive
- Performance Measures
- Open API



The image shows a screenshot of the 'my511' account creation interface. The form is titled 'my511' in the top left corner. It contains several input fields: 'E-mail Address', 'Password', 'Phone', and 'Preferred Language'. The 'Preferred Language' dropdown menu is currently set to 'English'. Below the form, there is a checkbox for 'I agree to the MY511DFW's [Terms and Conditions](#) & [Privacy Policy](#)'. At the bottom of the form, there is a blue button labeled 'CREATE AN ACCOUNT'.

# 511DFW Freeway and Arterial Speed Display

**511DFW**  
BEGIN YOUR TRIP HERE.  
(877) 511-3255

**The new 511DFW has launched!**

**Speeds**

- Light traffic
- Moderate traffic
- Heavy traffic
- No data available

**Layers**

- Traffic**
  - INCIDENTS
  - CONSTRUCTION
  - SPECIAL EVENTS
  - WAZE EVENTS
- TRAFFIC SPEEDS**
- HOV/TOLL LANES
- CAMERAS
- MESSAGE SIGNS
- PARKING
- Transit**
  - TRANSIT INCIDENTS
  - TRANSIT CONSTRUCTION
  - RAIL
  - BUS STOP
- Weather**
  - WEATHER ALERT
  - WEATHER FORECAST
  - RADAR OVERLAY
- Other**
  - EV CHARGING STATIONS
- Map Options**
  - Refresh Rate: 5 mins
  - Save Map | Display Map | Clear Map

Map | Satellite

Google  
CENTRAL  
LINGTON

Jack Cooper Transport

4



# 511DFW Incidents Display

The screenshot displays the 511DFW Incidents Display interface. At the top left, the 511DFW logo is prominent, with the text "BEGIN YOUR TRIP HERE. (877) 511-3255" below it. A yellow banner at the top center reads "The new 511DFW has launched!". The main area is a map of the Dallas-Fort Worth metropolitan area, showing major highways and city names. Several red exclamation mark icons indicate incident locations on the map. A search bar at the top right contains the text "Search 511DFW". To the right of the map is a sidebar menu titled "Layers" with a close button. The sidebar is organized into sections: "Traffic" (INCIDENTS, CONSTRUCTION, SPECIAL EVENTS, WAZE EVENTS), "Transit" (TRAFFIC SPEEDS, HOV/TOLL LANES, CAMERAS, MESSAGE SIGNS, PARKING, TRANSIT INCIDENTS, TRANSIT CONSTRUCTION, RAIL, BUS STOP), "Weather" (WEATHER ALERT, WEATHER FORECAST, RADAR OVERLAY), and "Other" (EV CHARGING STATIONS). At the bottom of the sidebar, there are "Map Options" including "Refresh Rate" set to "5 mins" and buttons for "Save Map", "Display Map", and "Clear Map". Social media icons for Facebook and Twitter are visible on the right side of the interface.



# 511DFW Waze Events Display

The screenshot displays the 511DFW Waze Events Display interface. At the top left, there is a blue header with the 511DFW logo and the text "BEGIN YOUR TRIP HERE. (877) 511-3255". A yellow banner at the top center reads "The new 511DFW has launched!". The main area is a map of the Fort Worth metropolitan area, showing various roads and landmarks. Numerous blue circular markers with exclamation points are scattered across the map, indicating events. A search bar at the top right contains the text "Search 511DFW" and shows "Like 43" and "Follow" buttons. On the right side, there is a sidebar menu with the following sections:

- Traffic**
  - INCIDENTS
  - CONSTRUCTION
  - SPECIAL EVENTS
  - WAZE EVENTS**
  - TRAFFIC SPEEDS
- Transit**
  - HOV/TOLL LANES
  - CAMERAS
  - MESSAGE SIGNS
  - PARKING
  - TRANSIT INCIDENTS
  - TRANSIT CONSTRUCTION
  - RAIL
  - BUS STOP
- Weather**
  - WEATHER ALERT
  - WEATHER FORECAST
  - RADAR OVERLAY
- Other**
  - EV CHARGING STATIONS
- Map Options**
  - Refresh Rate: 5 mins
  - Save Map | Display Map | Clear Map

At the bottom right, there are social media icons for Facebook and Twitter, and a "MY 511" logo. The Google logo is visible in the bottom left corner of the map area.



# 511DFW Transit Rail Display

The screenshot displays the 511DFW Transit Rail Display interface. At the top left, the 511DFW logo is prominent, with the text "BEGIN YOUR TRIP HERE." and the phone number "(877) 511-3255". A yellow banner at the top center reads "The new 511DFW has launched!". The main area is a map of the Dallas-Fort Worth metropolitan area, showing major highways and rail lines. A search bar at the top right contains the text "Search 511DFW". On the right side, there is a "Layers" panel with various options: Traffic (Incidents, Construction, Special Events, Waze Events, Traffic Speeds, HOV/Toll Lanes, Cameras, Message Signs, Parking), Transit (Transit Incidents, Transit Construction, Rail, Bus Stop), Weather (Weather Alert, Weather Forecast, Radar Overlay), and Other (EV Charging Stations). The "Map Options" section at the bottom right includes a "Refresh Rate" set to "5 mins" and buttons for "Save Map", "Display Map", and "Clear Map". The bottom right corner features social media icons for Facebook and Twitter, and a "MY 511" button.



# 511DFW Transit Bus Stops Display

**The new 511DFW has launched!**

**511DFW**  
BEGIN YOUR TRIP HERE.  
(877) 511-3255

Search 511DFW

Like 43 Follow English

**Select Bus Routes**

ORGANIZATION: DART

- Route 2 HATCHER
- Route 205 ADDISON TC EXPRESS
- Route 206 GLENN HEIGHTS EXPRESS
- Route 208 NORTHWEST PLANO PARK & RIDE
- Route 21 RED BIRD TRANSIT CENTER
- Route 210 JACK HATCHELL EXPRESS
- Route 211 LEGACY/TOYOTA
- Route 24 MOCK STA/McMILLAN
- Route 26 HATCHER STATION
- Route 27 HINES/PARKLAND RAIL STATION

Showing 1 to 148 of 148 entries

OK

**Layers**

**Traffic**

- INCIDENTS
- CONSTRUCTION
- SPECIAL EVENTS
- WAZE EVENTS
- TRAFFIC SPEEDS
- HOV/TOLL LANES
- CAMERAS
- MESSAGE SIGNS
- PARKING

**Transit**

- TRANSIT INCIDENTS
- TRANSIT CONSTRUCTION
- RAIL
- BUS STOP**

**Weather**

- WEATHER ALERT
- WEATHER FORECAST
- RADAR OVERLAY

**Other**

- EV CHARGING STATIONS

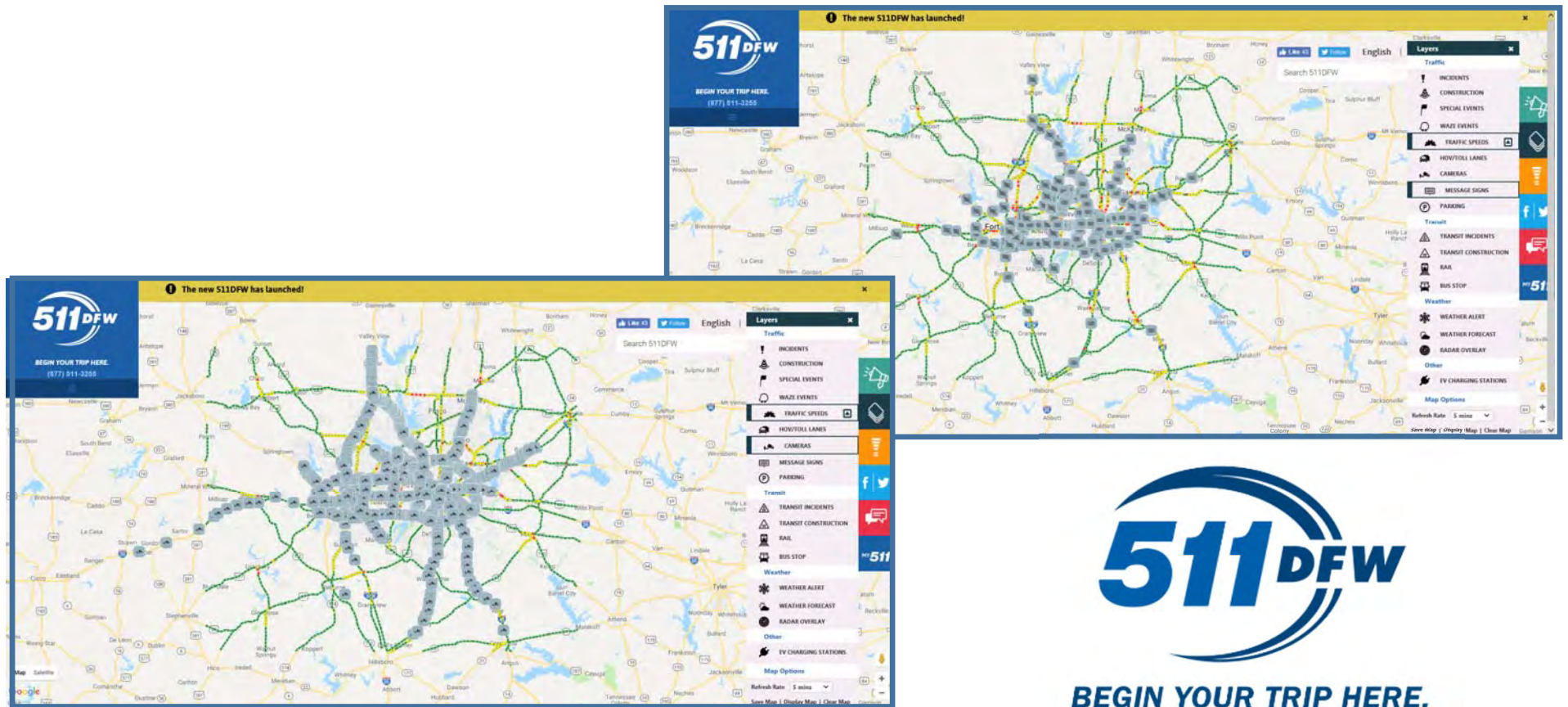
**Map Options**

Refresh Rate: 5 mins

Save Map | Display Map | Clear Map

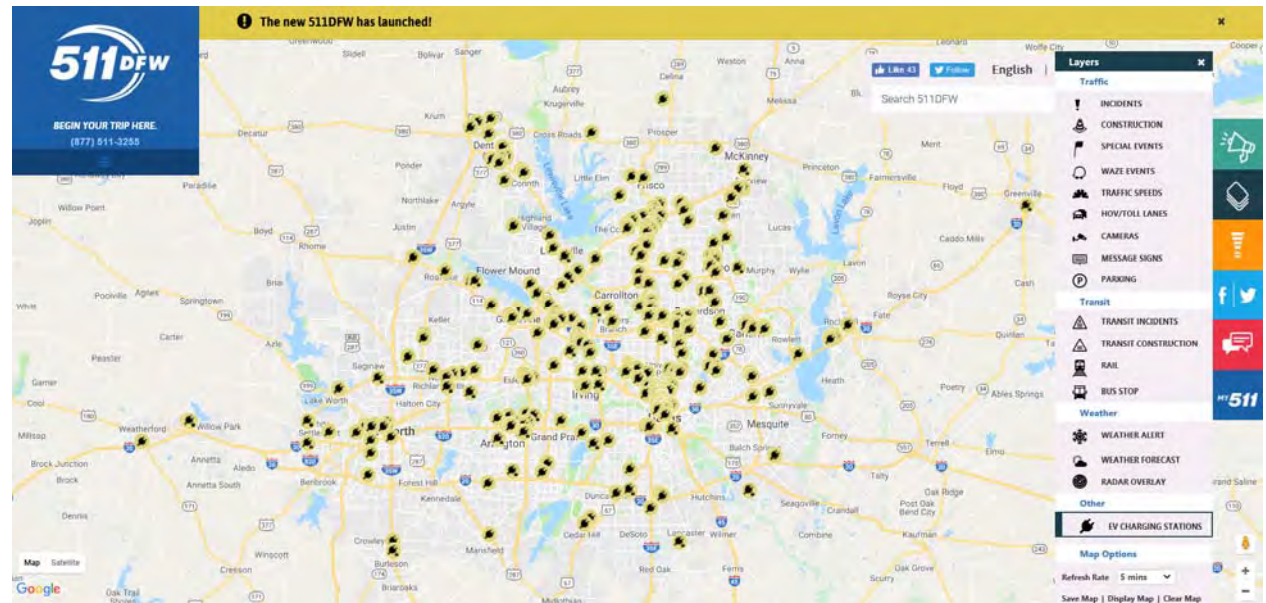


# Regional Closed Circuit Television and Dynamic Message Signs Display



# 511DFW and EcoTrafIX Components Recent and Future Enhancements

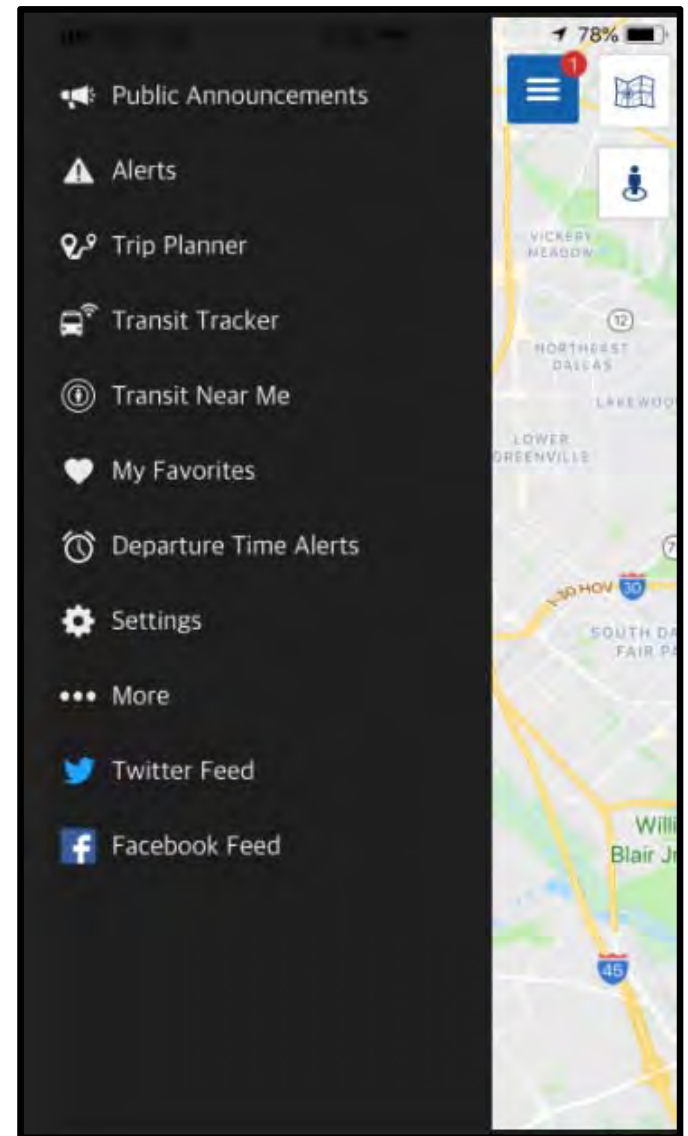
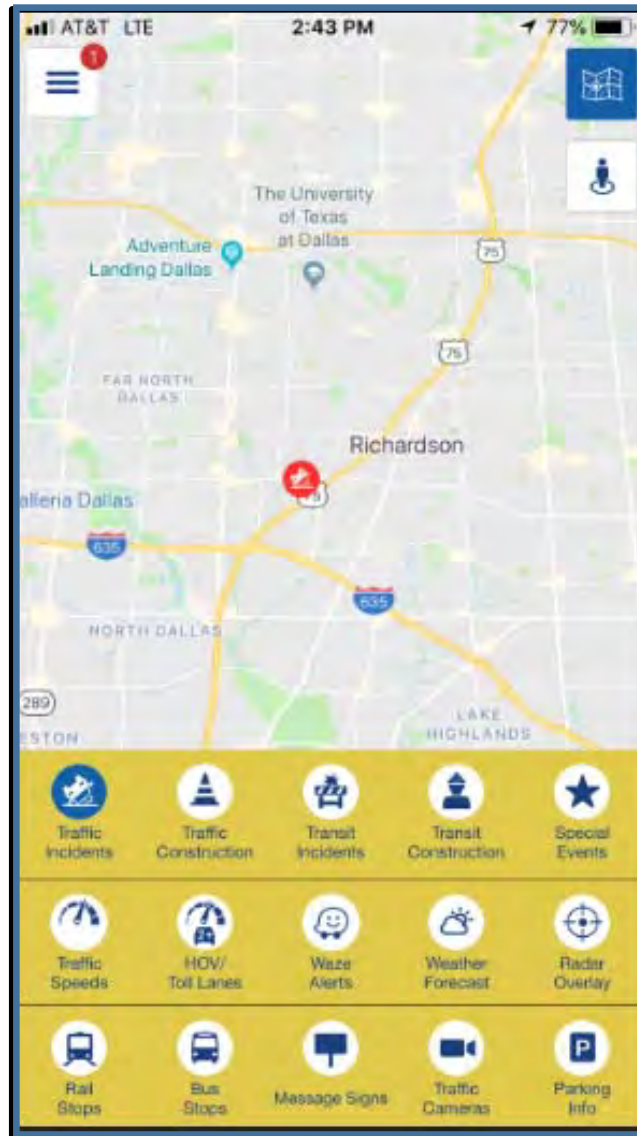
- EV Charging Stations
- Bike/Ped Routes
- Freeway Motorist Assistance
- Future:
  - Traffic Signal Control Module
  - Flood data
  - Parking
  - Wrong Way Driving
  - Marketing and Outreach



# 511DFW App Display



**BEGIN YOUR TRIP HERE.**





# Questions or comments?

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**BEGIN YOUR TRIP HERE.**

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**Regional Transportation Council Attendance Roster  
November 2017-October 2018**

RTC MEMBER	Entity	11/9/17	12/14/17	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18
Tennell Atkins (09/17)	Dallas	P	P	P	P	A	P	A	P	A	A	P	A	A
Richard E. Aubin (06/18)	Garland	--	--	--	--	--	--	--	--	A(R)	P	P	P	P
Sue S. Bauman (10/17)	DART	P	P	A	P	P	E(R)	P	E(R)	P	A	P	E	P
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	--	--	--	--	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	P	P	P	E(R)	A	P	A	P	P	P	A	P	A
Loyl Bussell (05/17)	TxDOT, FW	P	P	P	P	P	E(R)	P	P	P	E	P	P	P
Rickey D. Callahan (09/17)	Dallas	E	P	P	P	E	P	P	P	P	A(R)	P	P	P
Mike Cantrell (1/07)	Dallas Cnty	E	P	P	P	E	--	--	P	P	P	P	A	P
George Conley (07/18)	Parker Cnty	--	--	--	--	--	--	--	--	--	P	P	P	P
David L. Cook (05/16)	Mansfield	E(R)	P	P	P	P	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	E	P	P	P	P	P	E	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	A	P	P	P	E	P	P	P	P	P	E(R)	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	E(R)	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	A	P	P	P	P	E(R)	P	P	E(R)
George Fuller (07/17)	McKinney	A	A	A	A	A	E(R)	P	E(R)	P	E(R)	P	A	A
Rick Grady (09/13)	Plano	--	--	--	--	--	--	--	--	--	--	--	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	E	P	P	P	P	P	A	E	P	P
Jim Griffin (06/18)	Bedford	--	--	--	--	--	--	--	--	P	P	E(R)	P	E(R)
Mojy Haddad (10/14)	NTTA	A	A	P	E	P	P	A	E	E	P	A	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	E(R)	E	P	A(R)	P	P	P	P	E	E
Clay Lewis Jenkins (04/11)	Dallas Cnty	E	E	P	P	P	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	A	P	P	E	E(R)
Jungus Jordan (4/07)	Fort Worth	P	E(R)	P	P	P	P	P	P	P	P	P	P	E
Lee M. Kleinman (09/13)	Dallas	P	P	E(R)	P	E	P	P	P	P	A(R)	P	A	P
David Magness (06/13)	Rockwall Cnty	E	P	P	P	P	P	P	P	P	E	E	P	P
Scott Mahaffey (03/13)	FWTA	P	E(R)	P	P	P	E(R)	P	P	P	P	P	E(R)	P
B. Adam McGough (07/16)	Dallas	P	P	P	P	E	P	P	P	A	P	P	A	P
William Meadows (02/17)	DFW Airport	P	E	A	E(R)	E	E(R)	P	P	A	P	A	E(R)	E(R)
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	P	P	P	P	E(R)	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	P	E(R)	E(R)	P	P	P	A
Stan Pickett (06/15)	Mesquite	E	P	P	P	P	E	E(R)	P	P	P	P	E(R)	E
John Ryan (05/18)	Denton	--	--	--	--	--	--	--	P	P	A	P	P	P
Will Sowell (10/17)	Frisco	E(R)	P	P	P	E(R)	P	A	P	E(R)	A	P	P	E(R)
Stephen Terrell (6/14)	Allen	P	E(R)	E(R)	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	E(R)	A(R)	P	E(R)	E	P	P	E(R)	P	A(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  
November 2017-October 2018**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>11/9/17</b>	<b>12/14/17</b>	<b>1/11/18</b>	<b>2/8/18</b>	<b>3/8/18</b>	<b>4/12/18</b>	<b>4/19/18</b>	<b>5/10/18</b>	<b>6/14/18</b>	<b>7/12/18</b>	<b>8/9/18</b>	<b>9/13/18</b>	<b>10/11/18</b>
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	--	--	--	--	--	--	--	--	--	--	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	E(R)	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	E	E	E	P	E(R)	A	P	E	A	E(R)	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E(R)	P	P	P	P	P	P	P	P	P	E(R)	E(R)	E
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
September 2017-September 2018

STTC MEMBERS	Entity	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18
Joe Atwood	Hood County	--	--	--	--	--	--	--	--	--	P	A	P
Antoinette Bacchus	Dallas County	A	P	A	P	P	P	A	A	A	A	A(R)	A
Micah Baker	Dallas County	P	A	P	A	A	A	A	P	P	P	A	P
Bryan Beck	Grapevine	--	P	P	P	P	P	P	A(R)	P	P	P	P
Katherine Beck	Fort Worth	P	P	P	P	P	P	P	A	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	A	A	A	P	A	A	A	P	A	A	A
Curt Cassidy	Mesquite	--	--	--	P	P	P	P	P	P	P	P	P
Ceason Clemens	TxDOT, Dallas	A	P	P	A	P	P	P	A	P	P	P	P
Robert Cohen	Southlake	A	R	P	R	P	A	A	A	P	A	A	A
Kent Collins	Coppell	A	P	P	P	R	A	R	P	A(R)	P	A	P
John Cordary, Jr.	TxDOT, FW	P	P	A	P	P	P	P	P	P	P	P	P
Hal Cranor	Euless	P	A	P	P	P	P	P	P	A	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	R	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	A	R	R	R	R	R	A	A(R)	A(R)	A	A(R)	A(R)
David Disheroon	Johnson County	P	A	P	A	A	A	A	P	P	P	A	P
Phil Dupler	FWTA	--	P	P	P	P	P	P	P	P	A	P	P
Chad Edwards	DART	P	A	P	P	P	P	P	A	P	P	P	P
Claud Elsom	Rockwall County	P	A	A	P	P	P	P	P	P	A	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	P	A	P	P	P	P
Ricardo Gonzalez	TxDOT, FW	--	--	--	--	--	--	--	--	--	--	P	A
Gary Graham	McKinney	P	P	R	P	P	P	P	A	P	P	P	A
Tom Hammons	Carrollton	P	A	A	A	P	P	A	P	A	A	P	A
Ron Hartline	The Colony	A	R	R	R	R	R	A	P	A(R)	A	A(R)	A(R)
Kristina Holcomb	DCTA	R	R	R	R	P	R	E	P	P	P	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	E	A	A	P	P	P
Kirk Houser	Dallas	P	P	A	P	P	P	P	P	A(R)	A	P	P
Terry Hughes	Weatherford	P	P	P	P	P	P	P	P	P	P	P	P
Paul Iwuchukwu	Arlington	P	A	P	P	P	P	P	A	P	A	P	A
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	A(R)
Sholeh Karimi	Grand Prairie	A	P	P	P	A	P	A	A	A	P	A	A
Paul Knippel	Frisco	P	P	A	A	P	P	P	A	A	A	A(R)	A
Chiamin Korngiebel	Dallas	R	A	A	P	A	A	P	P	P	A	P	P
Alonzo Liñán	Keller	P	P	P	P	P	P	P	P	A	P	P	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	P	P	A(R)
Stanford Lynch	Hunt County	P	R	R	P	P	A	P	P	P	P	P	P
Alberto Mares	Ellis County	P	P	P	R	P	P	P	P	A(R)	P	A(R)	P
Wes McClure	Mesquite	--	--	--	--	--	--	--	--	--	--	--	P
Laura Melton	Burleson	P	A	A	P	P	A	P	P	A	A	P	P

P = Present    A = Absent    R = Represented  
-- =Not yet eligible to attend

E = Excused Absence (personal illness, family emergency,  
jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster  
September 2017-September 2018

STTC MEMBERS	Entity	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18
Brian Moen	Frisco	A	A	P	P	P	A	P	A	A	P	A	P
Cesar Molina, Jr.	Carrollton	A	P	P	P	P	A	A	A	P	A	A	P
Mark Nelson	Denton	R	P	P	P	P	P	P	P	P	A	P	P
Jim O'Connor	Irving	A	P	A	P	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	R	A	A	A	A	A	A	A	A	A	A	P
Kevin Overton	Dallas	P	P	P	P	P	P	P	P	A	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	A	P	P	A	P
Shawn Poe	Rowlett	P	P	P	P	P	P	R	P	P	P	P	A(R)
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	A	P	P	P	A	P	P	P	P	P	P	A
Lisa Pyles	Addison	A	P	A	A	A	A	A	A	A	P	P	P
Bryan G. Ramey II	Duncanville	--	--	--	--	R	P	R	P	P	P	P	P
William Riley	Tarrant County	A	P	P	P	P	P	P	P	P	A	P	A
Lacey Rodgers	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Greg Royster	DFW Int. Airport	A	P	P	A	A	P	A	P	P	A(R)	E	P
Moosa Saghian	Kaufman County	P	P	P	P	P	P	P	A	P	A	P	P
David Salmon	Lewisville	P	A	P	P	R	P	P	A(R)	P	P	P	A(R)
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	--	--	--	--	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	A	A	P	P	P	P	P	P	P	P	P
Tom Simerly	Fort Worth	P	P	A	P	A	P	A	A	P	A	P	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	A	P	P	A	E	E	P	A	P	P
Chelsea St. Louis	Dallas	P	P	P	P	P	P	P	P	P	A	P	P
Cheryl Taylor	Cleburne	--	--	--	--	--	--	--	--	--	--	--	P
Caleb Thornhill	Plano	A	P	A	A	P	P	A	P	P	A	A	A
Matthew Tilke	McKinney	--	--	--	P	P	P	P	P	P	P	A	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	A	P	P	A	P	P	P	P
Daniel Vedral	Irving	P	P	P	P	P	P	P	P	P	P	E	A
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	P	A	P	P	A	P	A	A	A	A	P	P
Robert Woodbury	Cedar Hill	--	P	P	P	R	P	P	P	P	P	P	P
John Wright	Greenville	--	--	--	--	--	--	A	P	P	P	P	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P = Present      A= Absent      R = Represented  
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,  
jury duty, or business necessity)



## AMENDED

## MINUTES

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 28, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 28, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Terry Hughes, Elizabeth Mow (representing Kelly Johnson), Chiamin Korngiebel, Alonzo Liñán, Wayne Kurfees (representing Paul Luedtke), Stanford Lynch, Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kenneth Overstreet, Kevin Overton, Dipak Patel, Todd Plesko, Gary Evans (representing Shawn Poe), John Polster, Tim Porter, Lisa Pyles, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Carline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Tom Bamonte, Berrien Barks, Carli Baylor, Ethan Boyd, Jason Brown, John Brunk, Ken Bunkley, Dave Carter, Lori Clark, Michael Copeland, Brian Crooks, Rhett Dollins, Jackson Enberg, Kevin Feldt, Brian Flood, Tracey Friggelogan, Austin Gibson, Dorothy Gilliam, Wade Haffey, Victor Henderson, Amy Hodges, Chris Hoff, Bethany Hyatt, Amy Johnson, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, Reed Lanham, April Leger, Travis Liska, James McLane, Mindy Mize, Anthony Moffa, Michael Morris, Bailey Muller, Jenny Narvaez, Justin Naylor, Jeff Neal, Hilary Nguyen, Donald Parker, Johan Petterson, Chris Reed, Rylea Roderick, Kyle Roy, Christina Sebastian, Kelly Selman, Samuel Simmons, Shannon Stevenson, Steve Templer, Joe Trammel, Mitzi Ward, Douglas Wiersig, Jeremy Williams, Brian Wilson, and Jing Xu.

1. **Approval of August 24, 2018, Minutes:** The minutes of the August 24, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) was requested. The Committee's action also included a recommendation that the RTC direct staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes. November 2018 revisions to the 2019-0222 TIP were provided as Electronic Item 2.1.
  - 2.2. **FY2018 and FY2019 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) was requested. The Committee's action also included a recommendation that the RTC direct staff to amend the Transportation Improvement Program and other administrative/planning documents,

as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.

- 2.3. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation: A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects (CFP) was requested. An overview of the CFP was provided in Electronic Item 2.3.1, and detailed project listings were provided in Electronic Item 2.3.2.
- 2.4. 2018 Incident Management Equipment Purchase Call for Project: A recommendation for Regional Transportation Council approval to host a new round of the Incident Management Equipment Purchase Call for Projects in 2018 was requested. An overview of the Call for Projects was provided in Electronic Item 2.4.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Bryan Beck (S). The motion passed unanimously.

3. **Auto Occupancy Verification Technology and High-Occupancy Vehicle Rewards Program:** Natalie Bettger presented a recommendation for the High-Occupancy Vehicle (HOV) Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology. Background information on the project history and procurement of a technology to verify the number of occupants in a vehicle without a manual enforcement process was highlighted and provided in Electronic Item 3. A rewards approach was discussed with partners and presented to the Surface Transportation Technical Committee (STTC) in August and the Regional Transportation Council (RTC) in September, as well as during the September 13 RTC Workshop. An overview of the current HOV enforcement process was highlighted, which includes setting up an account, preregistration, and manual enforcement. The new technology for HOV verification includes a one-time registration, no pre-declaration, and no enforcement by officers in the field. Occupancy is detected through the technology, matched with the toll tag transaction, and the appropriate toll or reward applied. The rewards program can be applied to facilities other than managed lanes. Phase 1 would be the implementation of the rewards program on the managed lane corridors. Phase 2 would be proposed implementation of the rewards program on the US 75 Technology Lane that would allow HOV users to be treated differently than single occupancy vehicle (SOV) users within the corridors without applying a toll for SOV users. Phase 3 and beyond would include expansion of the HOV rewards to any corridor, for special events, or to provide incentives for taking other modes of travel. Ms. Bettger highlighted the expected program cost of development/pilot testing and implementation over a 10-year period totaling approximately \$24 million. She also noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. The new technology operating and marketing costs are anticipated to be approximately \$20 million over a 10-year period. Other indirect benefits include safety, reliability, ease of use, air quality/congestion, privacy protection, expandability, return on investment, and removal of legal/court issues related to enforcement. Ms. Bettger noted discussions at the September 13 RTC Workshop and items that North Central Texas Council of Governments (NCTCOG) staff will continue to monitor through the implementation process. Items for continued monitoring include: the technology pilot, data security, US 75 implementation, the rewards program/accounting system, a communication/education plan, institutional/legislative items, and existing enforcement. Regarding the subsidy, Ms. Bettger noted the current HOV subsidy is funded by the Regional Transportation Council using Regional Toll Revenue funds for both the

LBJ Express and North Tarrant Express. Currently, for the Texas Department of Transportation (TxDOT) operated facilities, TxDOT is not collecting the full toll and is covering the subsidy. In the proposed program, the additional money that would be collected by TxDOT from collecting the full toll rate would pay for the rewards. In addition to the subsidy, minor policy adjustments for the Toll Managed Lane and Express Lane/HOV Policies are needed: replace subsidy with rewards, and eliminate the manual enforcement. The draft schedule for the effort was reviewed, with RTC action requested at the October 11 meeting. The proposed action was reviewed: 1) recommend RTC approval of new HOV Rewards approach and continued monitoring of the technology pilot, data, US 75 implementation, rewards program/accounting system, communications plan, institutional/legislative items, and existing enforcement, 2) recommend RTC approval of \$5 million to fill the funding gap for three years of implementation cost and to bring back future years requests for FY2022 and beyond, and 3) to direct staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect the action. Michael Morris suggested that members approve the concept of a rewards program so that staff can continue to work on the details of the program and resolution of the items that staff has indicated will continue to be monitored.

Elizabeth Mow noted appreciation to staff for the presentation. She added that the North Texas Tollway Authority (NTTA) fully supports the safety and technology aspects of the program, but is concerned that the details of the rewards program are not fully known. She asked that NCTCOG step back and allow the right people to get involved, set the schedule aside, and work to implement the program correctly. She noted that regional partners are not ready to move forward and have remaining questions. John Polster discussed the additional revenue to be collected on TxDOT-operated facilities and asked about the \$5 million to fill the funding gap for the implementation cost of the HOV rewards approach. Ms. Bettger noted that the money from the tolls paid by the users is to provide for the subsidy. The \$5 million is to pay for the technology, marketing, and implementation of the rewards program and will be paid with Surface Transportation Block Grant Program or Congestion Mitigation and Air Quality Improvement Program funds. NCTCOG staff discussed options for the rewards program, noting that conversations are continuing regarding options. Mr. Polster noted that one of his concerns was related to the six TxDOT-operated projects. IH 35E is in an interim state. He noted that the tolls collected would increase, but the additional revenue collected would not go directly back to IH 35E infrastructure. He asked how the tolls collected flowed between the six projects. For example, if more tolls are collected on one corridor but the rewards are paid out to a user on another corridor, how is equity maintained. In addition, he asked what happens to the money that is collected but that is not paid out in rewards. Mr. Morris noted that staff is working with TxDOT on its policy for the waterfall of revenue collected and used for the rewards. Cesar J. Molina Jr. noted that he generally understood the program but asked that staff clarify why the rewards program is important. Staff noted the cost implications of the subsidy program integration with the technology, potential use on the US 75 technology lanes, and consideration in other corridors. The rewards program allows the ability to make adjustments to the technology application to be applied to various modes of travel, at any time of day, and in other corridors. Alonzo Liñán noted that a critical questions as staff moves forward is how citizens will feel about the full toll being collected with a reward provided at some point in the future. He suggested that maybe for the purpose of the current meeting, it may be more appropriate to say that it is a continuation of the subsidy program with potential for different variations. Members discussed the cost savings of the proposed approach, the cost of continuing with a subsidy program, and other costs associated with both approaches. In addition, the mechanism for payment of the rewards and equity

concerns about from which users tolls are collected were discussed. Mr. Morris suggested that the action be to recommend RTC approval to pursue the technology-based initiative that includes the HOV discount and the funding as the original action request stated. In addition, staff will pursue or consider additional incentive initiatives and pay particular attention to the seven items staff noted would need continued discussion. Ms. Mow asked that the options be evaluated, with a side by side comparison and that there be no defined schedule. John Polster requested that the item be tabled until later during the meeting to allow staff time to take the Committee's suggestions and draft a revised action for approval. Staff returned to the meeting and presented the revised action for consideration by the Committee. A motion was made to recommend RTC approval: 1) to pursue occupancy verification technology and pilot testing, 2) of \$5 million to fill the funding gap for three years of implementation cost and to bring back future year requests for FY2022 and beyond, and 3) to evaluate feasibility and cost savings of another incentive based program that considers data security, US 75 implementation, a rewards program/accounting system, a communications plan, institutional/legislative items, existing enforcement, a technology pilot, and Texas Department of Transportation funding in non-concession corridors. Action also included a recommendation to direct staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. In addition, there are no completion schedules for these activities. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

4. **Implementation of Regional Trail Corridors:** Kevin Kokes presented a recommendation for Regional Transportation Council (RTC) approval of funding to design and construct critical sections of the Regional Veloweb trail corridors, including last-mile connections to rail stations. The two regional trail corridors to be considered for funding are the Cotton Belt corridor from Dallas Fort Worth International Airport to the City of Plano and the Fort Worth to Dallas trail, both of which whose alignment has been included in planning since Mobility 2020. For the Fort Worth to Dallas Regional Veloweb trail, in 2013 the mayors of the five cities committed to implementation of the regional alignment that would include connections to rail stations. Significant progress has been made and funding has been received from a variety of sources. Funding for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities is needed, and that would directly connect to the Centerport Station eastward through Fort Worth into Grand Prairie. A map of the corridor was highlighted. Regarding the Cotton Belt corridor, Dallas Area Rapid Transit (DART), the North Central Texas Council of Governments (NCTCOG), and local communities have been actively working to identify a trail alignment in conjunction with DART's Cotton Belt rail project. Mr. Kokes noted that DART has been a significant partner in this effort and has identified the trail alignment as part of their planning to ensure there is a feasible alignment. NCTCOG requests support to fund the design of the trail that DART would use with its contractor to implement critical sections of the trail primarily at grade-separated locations or areas where right-of-way is tight and it would be difficult to construct a trail once the passenger rail line is operational. A map of the trail corridor was highlighted. A summary of the proposed funding for regional trail implementation was provided: Fort Worth to Dallas Regional Trail, \$9.08 million federal, \$0.92 million local, and 1.08 million Transportation development credits; Cotton Belt Regional Trail design, \$8.2 million federal and 1.64 million TDCs; and Cotton Belt Regional Trail construction of critical sections, \$19.46 million federal, \$1.81 million local, and 2.44 million in TDCs for a total federal funding request of \$36.74 million. Details of the funding request were provided in Electronic Item 4.1, and an overview of the effort was provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the \$36.74 million in federal funds and the use of 5.16 million Transportation Development Credits as outlined in Electronic Item 4.1. The Committee's action also included a recommendation that the RTC direct staff

to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect the action. Chad Edwards (M); Cesar J. Molina Jr. (S). The motion passed unanimously.

5. **Automated Vehicle Program 2.0:** Thomas Bamonte presented a recommendation for Regional Transportation Council (RTC) approval of an Automated Vehicle (AV) Program that will provide members cities and other eligible public entities with resources to prepare for AV deployments in the region. For the AV Planning project, the North Central Texas Council of Governments (NCTCOG) would procure one or more experts in automated vehicle planning on a retainer basis to provide assistance to local communities plan for AV deployment. Up to \$1.5 million would be available. If the AV technology does not proceed, funding would not be expended. For the Implementation Costs project, up to \$10 million would be available to cover the costs associated with a public entity hosting an AV deployment. This will allow communities that may not have staffing or resources available for AV deployments to be competitive. For the Regional Priority project, up to \$20 million would be available to identify communities and use cases in the region which the AV developer community may be overlooking. Funding for this project will be available through a competitive selection process. Mr. Bamonte noted that the AV program is voluntary, and interested entities will be to contact staff. Entities that express interest in serving as an AV deployment test site will then be able to access planning and cost reimbursement resources. Details were provided in Electronic Item 5.1. Mr. Bamonte also highlighted a proposed RTC policy statement: 1) North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles to help achieve the region's mobility goals, 2) all North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnership with developers, 3) the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers, and 4) the AV 2.0 Program will be administered to advance these policies. A copy of the draft policy was provided in Electronic Item 5.2. The schedule for this effort was reviewed. Todd Plesko asked how the planning funds will be used. Mr. Bamonte noted that one or more experts will be retained by NCTCOG with agencies then able to request assistance. He also clarified that funding is available to all eligible entities under each applicable funding source. A motion was made to recommend Regional Transportation Council approval of the Automated Vehicle Program 2.0 as detailed in Electronic Item 5.1 and the associated policy position provided in Electronic Item 5.2. John Polster (M); Brian Moen (S). The motion passed unanimously.
6. **Status Report on Positive Train Control Implementation in North Central Texas:** Shannon Stevenson provided an update on Positive Train Control (PTC) implementation in North Central Texas. PTC is technology designed to make rail safer by preventing collisions and other incidents by automatically detecting and controlling the movement of trains. Congress passed the Rail Safety Improvement Act of 2008 requiring the installation of PTC technology on a majority of the US Railroad network, including all commuter rail, by December 31, 2018, or apply for an Alternative Schedule by that date. The RTC provided approximately \$25 million in 2014 for the implementation of PTC within the region. Currently, Denton County Transportation Authority's (DCTA) A Train and the Trinity Railway Express (TRE) are the only two rail lines that are impacted. However, PTC will also be required on the future TEXRail and Cotton Belt projects. There have been various delays due to a limited number of contractors with expertise to install PTC technology. Ms. Stevenson highlighted the alternative schedule criteria for entities unable to meet the December 31, 2018, deadline. In addition, she noted that DCTA is on track with its implementation of PTC and that TEXRail and the Cotton Belt will incorporate PTC technology as the rail lines become operational.

Reed Lanham discussed the status of PTC on the Trinity Railway Express and TEXRail. He discussed the lack of resources and competition for PTC technology for rail lines such as the TRE and TEXRail due to interoperability needs. To combat some of the challenges, Trinity Metro has worked with Dallas Area Rapid Transit to develop a regional strategy for PTC implementation. Details of which areas each of the entities are leading were highlighted. Trinity Metro signed a regional PTC contract with Wabtec, Inc. on December 18, 2017. He noted that significant progress has been made in the last two months with TRE PTC implementation with 100 percent of locomotives equipped and PTC operable, 100 percent of track segments complete, and Spectrum has been acquired. Training will begin in two weeks. He noted that Trinity Metro is working with the Federal Railroad Administration (FRA) to obtain approval for the alternative schedule. Regarding TEXRail, the implementation deadline for new passenger rail service beginning after December 31, 2018, is December 31, 2020. All wayside interface units have been installed, the first ever onboard kit for the Stadler FLIRT has been produced and will be installed in two weeks, the dispatch and PTC back office system are being implemented in conjunction with the TRE. With the alignment nearing completion, the survey for all critical features is scheduled for December 2018. Mr. Lanham noted that there has been a lot of media attention on the subject, but added that Trinity Metro is on track to meet all statutory requirements and continue operations and implementation after December 31, 2018. Michael Morris asked if there any assurances that Trinity Metro can provide that it will receive FRA approval to continue. Mr. Lanham noted that staff has been working with the FRA and are confident it meets the requirements for the alternative schedule. Trinity Metro has submitted a substitute criteria to FRA and expect approval in the next few weeks. Mr. Morris asked that Trinity Metro provide the FRA approval to NCTCOG staff. Members asked if Trinity Metro has a contingency plan if the alternative schedule is not approved. Mr. Lanham noted that he could not speak to any details of the contingency plan.

7. **Public Participation Plan Update:** Due to time constraints, this item was not presented. Surface Transportation Technical Committee Chair Kristina Holcomb noted to members that the item will be presented at the October 26, 2018, meeting for action and asked members to review the material that was provided in the meeting packet and contact staff with any questions.
8. **Dallas-Fort Worth Clean Cities Annual Survey and Fleet Recognition Results:** Due to time constraints, this item was postponed until the October 26, 2018, Committee meeting.
9. **Performance Measures Target Setting:** Dan Lamers provided an update on the proposed regional targets for federally required performance measures. Targets for the required performances measures must be adopted by the Regional Transportation Council (RTC) by November 15. In addition, the region will develop additional specific performances measures more representative of the region at a later date. The goal is to support the Texas Department of Transportation's (TxDOT) target whenever possible. Action has been taken on two of the required sets of performance measures for Transit Asset Management and Safety. The remaining two to be discussed are Pavement and Bridge and System Performance which each include six sub measures. He noted that the majority of the performance measures are regarding the National Highway System (NHS) including: on-system interstates, on-system non-interstate freeways, off-system toll roads, on-system arterials, and off-system arterials. A map of the National Highway System within the Metropolitan Planning Area boundary was highlighted. For pavement, performance is measured in percent of good and poor condition for both the interstate and non-interstate portions of the National Highway System. TxDOT has set a statewide target for 2022 of 66.4 percent for the interstate and 52.3 percent for non-interstate in good condition. North

Central Texas Council of Governments (NCTCOG) supports the TxDOT statewide 2022 good condition target for NHS pavements. For pavement in poor condition, TxDOT's 2022 target is 0.3 percent for interstate and 14.3 percent for non-interstate. He noted there is substantial difference between TxDOT's target and NCTCOG's regional target. The majority of the NHS mileage that is in poor condition is generally off-system arterials which are the facilities for which local governments are responsible. Staff's recommendation is to support TxDOT's targets but work to improve the off-system arterial component moving forward. Regarding bridges in good and poor condition on all NHS facilities, staff's recommendation is to support the State's 2022 target of 50.42 percent in good condition and 0.8 percent in poor condition. He noted that in the region, there are only 14 bridges on that the NHS that are in poor condition. In addition to supporting the State's target, staff's recommendation is to continue to work on an expedited program to improve NHS bridges as the region prioritizes projects for selection and implementation in the region. Next, Mr. Lamers presented performance measures related to reliability. For interstate reliability, there is flexibility for the region to adopt its own targets that differ from the State's targets. After reviewing historic data and considering programmed mobility improvements, staff believes the region can achieve a slight increase in reliability on the NHS interstates between now and 2020, with a proposed 2020 target of 78.6 percent and 2022 target of 79.5 percent. For non-interstate NHS reliability, much of this system is not programmed through TxDOT and is the responsibility of local governments. The Metropolitan Planning Organization (MPO) may adopt its own targets that differ from the State's targets. After review of historical data, staff believes with the amount of program mobility improvements and the special attention on the complimentary facilities that the region can maintain existing reliability conditions. For Truck Travel Time Reliability, lower targets indicate better reliability and the performance measure is only for the interstate system. After reviewing historical trends, staff's recommendation is that continued improvement similar to the historic trend can be achieved with a target index of 1.71 in 2020 and 1.66 in 2022. Mr. Lamers also presented the performance measures for peak hour excessive delay. The MPO and State must agree on a single regional target that applies to the Dallas-Fort Worth Urbanized Area. Staff has been working with the State and agrees that existing conditions can be maintained and propose a target of 16 for 2020. For percent of trips that are non-single occupancy vehicle (SOV), data is obtained from the American Community Survey. Also for this target, the MPO and State must agree on a single regional target that applies to the Dallas-Fort Worth Urbanized Area. Historic trends and RTC funding programs for alternative transportation modes indicate a slight increase in non-SOV travel with a proposed 2022 target of 20.2 percent. Final performance measures are related to on-road mobile source emissions reductions for nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC). The MPO may adopt its own targets that differ from the State, but NCTCOG has worked closely with TxDOT and other MPOs during the process of developing these targets and proposes a 2022 target reduction of 5,062 kg/day of NO<sub>x</sub> and 1.079 kg/day of VOC. Mr. Lamers noted that in October, the Committee will be asked to support the TxDOT statewide targets for NHS pavement and bridge conditions with focus on improvement of the regional NHS off-system arterial pavements and NHS bridges in poor condition. Support will also be requested for the regional targets for interstate reliability, non-interstate reliability, and truck reliability. In addition, support will be requested for regional targets identical to TxDOT's regional targets for peak hour excessive delay, non-SOV travel, and emissions reductions. The timeline for this effort was reviewed. Michael Morris requested that Dallas Area Rapid Transit (DART) staff work with NCTCOG staff regarding bicycle and pedestrian transit usage. He noted that NCTCOG staff have rejected TxDOT's proposed targets for the percentage of non-SOV travel performance measure because staff believes the percentage is increasing. Chad Edwards requested that staff provide a copy of

the TxDOT letter to DART staff. Wes McClure requested that staff provide the off-system NHS system and Highway Performance Monitoring System information to Committee members for their review.

10. **Fast Facts:** Anthony Moffa highlighted current air quality funding opportunities for vehicles, and specifically noted the availability of electric vehicle incentives totaling up to \$13,500. Additional details are available online at: [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle).

Bailey Muller noted upcoming Dallas-Fort Worth Clean Cities events. Details and registration information was provided at: [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Jackson Enberg provided an ozone season update. As of the date of the meeting, the region had experienced 31 exceedance days. He noted that no exceedance days have been experienced since the end of August, and that staff is hopeful that the region will end with a design value below 75 parts per billion by the end of the ozone season. Details were provided in Electronic Item 10.1.

Lori Clark noted that comments have been submitted to the Draft Beneficiary Mitigation Plan for Texas for the Volkswagen Settlement. In addition, Commissioner Fickes delivered the comments at a public hearing on September 14. A copy of the comments were provided in Electronic Item 10.2.

Jason Brown highlighted correspondence to the Texas Legislative Budget Board regarding modernizing the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)/Local Initiatives Projects (LIP). The correspondence, provided in Electronic Item 10.3, was provided to select State legislators to make them aware of the proposal to modernize the program. He noted that staff plans to continue efforts regarding the program through the upcoming legislative session.

Victor Henderson noted that the Public Comments Report, provided in Electronic Item 10.4, included general public comments received July 20-August 19, 2018. He added that the majority of comments received were non-project specific.

Carli Baylor highlighted the October public meeting notice distributed at the meeting in Reference Item 10.6. She noted that public meetings are scheduled for October 8, 15, and 18.

The current Local Motion was provided in Electronic 10.5.

11. **Other Business (Old and New):** Ken Kirkpatrick reminded members that the time of the October 11, 2018, Regional Transportation Council meeting has been moved to 11:30 am.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 26, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:35 pm.





A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## November 2018

### Calendar

**November 2, 11 am**

**DRMC**

North Texas Tollway Authority  
5900 Plano Parkway  
Plano, TX 75093

**November 8, 1 pm**

**Regional Transportation Council  
NCTCOG**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**November 9, 11 am**

**TRTC Annual Meeting**

Omni Fort Worth Hotel  
Texas Ballroom  
1300 Houston St.  
Fort Worth, TX 76102

**November 13, 6 pm**

**Public Meeting**

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**December 7, 1:30 pm**

**Surface Transportation  
Technical Committee**

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### **RTC approves \$36.74M for key bike-ped connections**

The Regional Transportation Council recently approved \$36.74 million toward significant expansions to the growing network of bicycle-pedestrian trails in Dallas-Fort Worth to improve access to transit, jobs, schools and other major destinations. This federal funding will pay for expansion of the Fort Worth-to-Dallas Regional Veloweb Trail and for crucial parts of the Cotton Belt Regional Trail. With the addition of local matching funds, this recent investment in the trails will top \$40 million.

There will be \$9.08 million in federal funding for construction of 3.1 miles of the Fort Worth-to-Dallas Regional Veloweb Trail that will complete a continuous 53-mile trail southern alignment connecting Fort Worth, Arlington, Grand Prairie, Irving and Dallas.

The approved section of the Fort Worth-to-Dallas trail will connect the existing Mike Lewis Trail in Grand Prairie to the Trinity Railway Express Centreport/DFW Airport Station in Fort Worth and the River Legacy Trail near State Highway 360 in Arlington. All sections of the regional trail southern alignment are anticipated to be complete by 2023.

Additionally, the RTC committed \$8.20 million toward the engineering design of a 26-mile Cotton Belt Trail and \$19.46 million toward the construction of 8.5 miles of the trail, including trail bridges over major roadways, as part of the Dallas Area Rapid Transit Cotton Belt commuter rail line project.

The Cotton Belt Trail will ultimately connect with the existing Cotton Belt Trail in Grapevine, which currently extends westward through several cities in Tarrant County.

In addition to the funding approved by the RTC, the Dallas County Commissioners Court took action September 4, to approve \$4.94 million toward construction of an additional 3.3 miles of the Cotton Belt Trail.

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For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.



## Automated Vehicle Program 2.0 to provide planning resources for AVs

The Regional Transportation Council recently approved the Automated Vehicle Program 2.0, which will guide the North Central Texas Council of Governments through the next generation of AV development. NCTCOG is believed to be the first metropolitan planning organization in the nation to pass a significant funding program for automated vehicles and seeks to promote an environment that encourages innovation in all transportation sectors. This is the latest move by NCTCOG's Automated Vehicle Program, which was formed to advance development and deployment of transportation technologies with the potential to deliver safer, more efficient transportation.

The region is attracting more attention from the AV developer community for a variety of AV deployment types, such as robo-taxis and freight delivery. The program will provide eligible public entities assistance with planning and implementation while helping with AV deployment in underserved communities.

The AV Program 2.0 consists of three elements:

**Planning:** Provide assistance for public entities that are planning ahead for the deployment of AVs (\$1.5 million)

**Implementation Costs:** Funding to help public entities cover infrastructure, equipment, safety, public education and other costs incurred when an AV deployment comes to a community (\$10 million)

**Regional Priority Projects:** AV deployment projects supporting use cases/communities that have not attracted AV developer interest (\$20 million)

This program is designed to provide planning resources for DFW communities and other public entities to get ready for AVs while advancing regional mobility goals. This includes providing funding for strategic regional investments in AV services in communities and exploring use cases that may be overlooked by the AV developer communities. AV 2.0 encourages effective public-private partnerships with the AV developer community by reimbursing public entities for costs they incur in those partnerships. The RTC's intention is to position DFW as a leader in development/deployment of AVs.

## Part of IH 30 in Arlington set for weekend closure Nov. 9 for bridge demolition

Both eastbound and westbound Interstate Highway 30 main lanes near State Highway 360 are scheduled for a weekend closure beginning at 7 pm Friday, November 9 for bridge removal at SH 360. The lanes between Collins Street and the President George Bush Turnpike are expected to reopen at 5 am Monday, November 12. Traffic will be detoured during the closure, with drivers asked to use SH 180 (Division Street).

Eastbound traffic will exit Collins Street and continue south to Division Street. Motorists will then turn north onto SH 161 and enter the President George Bush Turnpike to travel north or east (entry is not tolled). Westbound traffic will be detoured onto the southbound lanes of the Bush Turnpike to exit SH 180/Main Street (free exit). They will turn west onto Main, turn north on Collins and then return to IH 30 via the westbound frontage road. For more information, including a map, visit

[www.keep30360moving.com](http://www.keep30360moving.com).

## Alternative fuel corridor nominations to reopen

The Federal Highway Administration (FHWA) has opened the third round of alternative fuel corridor nominations.

The request for nominations enables various stakeholders, such as State and local governments, to provide meaningful feedback on how to improve the mobility of passenger and commercial vehicles utilizing alternative fuels and electric charging. Most of the region's interstate highways, except IH 820 and IH 635, have been identified Alternative Fuel Highway Corridors.

Feedback provided by stakeholders will help guide the strategic deployment of this critical infrastructure along national highway system corridors.

The current round of nominations invites stakeholders to propose additional corridors and build upon currently designated corridors to support the development of a robust national network of alternative fueling and charging infrastructure.

For more information about the nomination process, please visit [www.fhwa.dot.gov/environment](http://www.fhwa.dot.gov/environment). To submit comments, contact DFW Clean Cities at [cleancities@nctcog.org](mailto:cleancities@nctcog.org).

The deadline for submitting nominations is January 31, 2019.

# REGIONAL News

## Texas LoanSTAR program provides energy help

The Texas LoanSTAR (Saving Taxes and Resources) Revolving Loan Program provides low-interest loans to assist Texas public institutions by financing their energy-related, cost-reduction retrofit projects.

Loan recipients may be cities, counties, school districts, State agencies, public institutions of higher education and tax-supported public hospital districts.

Renewable energy efficiency projects are strongly encouraged to apply for funding through this new program. These can include the installation of rooftop solar water and space heating systems, geothermal heat pumps, and small wind and solar-thermal systems.

The deadline for submitting applications is August 30, 2019. For more information, visit [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding). Through last year, the program had provided more than 290 loans worth more than \$457 million, according to the comptroller's website.

The program has helped recipients save more than \$571 million in energy costs.

## Incentives could help with purchase of EVs



Are you thinking about purchasing an electric vehicle to save on gasoline? It may be more affordable than you think.

Did you know that you could get up to \$13,500 for purchasing an Electric Vehicle? Right now the federal government is offering up to \$7,500 dollars for the purchase of a new qualified plug-in electric vehicle (PEV). Additionally, Texas residents are eligible to receive up to \$2,500 for a qualified EV.

And if you live in the North Texas area, the AirCheckTexas Drive a Clean Machine Program provides individuals who meet program requirements, a voucher for up to \$3,500 toward an EV up to three model years old.

Find more information regarding these incentives at [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$36.74 million**

The amount of federal funding approved by the RTC for significant expansions to the growing network of bicycle-pedestrian trails in Dallas-Fort Worth.

# **PUBLIC** *Involvement*

## **Public encouraged to provide transportation input**

NCTCOG will host a public meeting in November to address and seek public input on the Strategic Partnerships Round 3 Program, High-Speed Rail initiatives and the region's air quality.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 6 pm Tuesday, November 13.

Staff will present details on the projects and programs being proposed for federal mobility and air quality funding. These projects either leverage funds from local partners, contribute to intersection improvements or qualify for federal toll credits.

Each of the projects is evaluated based on its technical merits and will be available for review and comment.

Additionally, staff will provide updates on the Fort Worth-to-Laredo high-speed rail project, along with a progress report on the Dallas-to-Fort Worth and the Dallas-to-Houston projects.

The meeting will also include a review of this year's preliminary ozone season results and highlight the accomplishments of various air quality projects. Ozone season in North Texas ends November 30, and the region continues to make progress in its effort to meet federal standards.

Staff will conclude with resources and information on electric vehicle incentives and qualifications available in Texas through AirCheckTexas.

For more information on which EVs qualify for rebates, visit [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt). To verify EV eligibility and learn more about AirCheckTexas, visit [www.airchecktexas.org](http://www.airchecktexas.org).

To watch the meeting online, click the "live" tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

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